

DELEGATED OFFICER REPORT



WOKINGHAM
BOROUGH COUNCIL

Application Number:	252401
Site Address:	15a Nine Mile Ride, Finchampstead, Wokingham, RG40 4QD
Expiry Date:	28 November 2025
Site Visit Date:	9 October 2025
Proposal: Householder application for the proposed driveway automatic gate, pedestrian gate, low wall and fence to street frontage.	

PLANNING POLICY

National Policy	National Planning Policy Framework (NPPF) National Planning Policy Guidance (NPPG)
Core Strategy (CS)	CP1 – Sustainable Development CP3 – General Principles for Development CP9 – Scale and Location of Development Proposals CP11 – Proposals Outside Development Limits
MDD Local Plan (MDD)	CC01 – Presumption in Favour of Sustainable Development CC02 – Development Limits CC03 – Green Infrastructure, Trees and Landscaping CC04 – Sustainable Design and Construction CC07 – Parking TB23 – Biodiversity and Development
Other	Borough Design Guide Supplementary Planning Document

PLANNING HISTORY- No relevant planning history

CONSULTATION RESPONSES

Internal

WBC Highways: No objection subject to conditions

WBC Landscape and Trees: Object

External

None consulted

REPRESENTATIONS

Parish/Town Council	Finchampstead Parish Council: No objection
Ward Member(s)	No comments received
Neighbours	No comments received

APPRAISAL

Site Description: Two storey detached dwelling.

The character of the entrances to dwellings in the vicinity are of open driveways with hedges and trees and the house set back beyond. Some of the driveways are fenced off with gates of different materials and styles.

Principle of Development: The National Planning Policy Framework has an underlying presumption in favour of sustainable development which is carried through to the local Development Plan. The Managing Development Delivery Local Plan Policy CC01 states that planning applications that accord with the policies in the Development Plan for Wokingham Borough will be approved without delay, unless material considerations indicate otherwise.

Policy CP3 of the Core Strategy states that development must be appropriate in terms of its scale of activity, mass, layout, built form, height, materials and character to the area in which it is located and must be of high-quality design without detriment to the amenities of adjoining land uses and occupiers.

Principle- Countryside: The site is located outside settlement limits in the countryside and is therefore to be considered under Policy CP11 of the adopted Core Strategy which states that development outside defined settlement boundaries will be strictly controlled. Where acceptable in principle the countryside can accommodate some forms of development without detriment provided that the development type, form and design are sensitive to the location.

CP11 states, in the case of residential extensions, does not result in inappropriate increases in the scale, form or footprint of the original building;

Given the nature of the proposal with there being no actual change in volume to the main dwelling. There is no inappropriate encroachment into the countryside resulting from the proposed development due to there being no spread of the dwelling further into the plot as the gates and fences are within the residential driveway of the property. Furthermore, given the amount of examples of such proposal along Nine Mile Ride, the proposal is therefore considered compliant with policy CP11 in this respect.

Character of the Area: The proposal seeks to introduce a part low red brick wall, with a metal fence above, an electric sliding vehicular gate and a separate pedestrian gate to the frontage of No. 15A Nine Mile Ride.

The 'Horizal Garita' aluminium motorized & automated driveway gate would be 1.75m in height and 4m in width and colour choice anthracite grey. The pedestrian gate would be 1.75m in height and 0.9m in width and colour choice anthracite grey. Nine Mile Ride is not characterised by a certain material type. Therefore, it is considered that due to the variety of material and architectural styles evident on the street, combined with the fact the dwelling is set back from the road the proposal is acceptable. The introduction of sliding gate would not appear to be an alien addition to the street scene and therefore not of detriment to its visual amenity. The gate and fence is of a slatted design with visual gaps between the slats which reduces their

visual impact and allows glimpses of the property through the gaps maintain the rural character.

Policy R12 of the BDG states that boundary treatment should be designed to contribute positively to the character of the area and to the quality of the public realm. There are multiple examples of fences, walls, and boundary treatment along Nine Mile Ride. Although these vary in design and materials, it is common to use brick or timber as the primary material. The proposed wall is made of red brick wall (to match the existing house) with a metal fence above. Thus, so fits the character of the surrounding area well. Therefore, it can be concluded that the design of the proposed brick wall would not be detrimental to the overall design and character of the neighbourhood, nor does it negatively impact the existing dwelling in the context of the varied street scene and appropriate overall design.

Neighbouring Amenity: Due to the nature of the proposal it will not have any significant harmful impact upon neighbouring amenities.

Highway Access and Parking Provision: The applicant proposes to erect automatic gate and other associated boundary treatment of 1.75m high along the site frontage. The existing dropped crossing is proposed to be utilised, and no widening will be required.

Nine Mile Ride is subject to 30mph speed limit, which requires either the existing visibility splays to be retained, or visibility splays of 2.4m x 43m to be provided to the nearside edge of the carriageway in both directions. The sightlines shall be across land within the applicant's control or highway land and shall be clear of obstructions to visibility exceeding 0.6m in height. The plan '005 - Proposed Visibility Splays' demonstrates such.

The wording of the Visibility splay provision- condition 4 has been alerted to suit as it initially read "Prior to the occupation of the development...". It has been changed to "Within 1 month of commencement of the development...". The dwelling is clearly currently occupied and the applicant cannot vacate in order to build a gate, hence why it would not be reasonable or logical to have a prior to occupation condition when erecting the gate and fence on an existing access.

The officer has requested a condition regarding the automatic gate. However, such would be considered excessive given the 2.4m set back from the existing dropped kerb which would be sufficient set back from the road for a car to pull off if needed.

Low level planting on the land outside the front boundary of the property and within the sightlines will be under 0.6m high and will consist of very low growing hardy ground cover plants that can withstand salt spray and dirt from passing traffic, e.g. grasses, lavender or heathers. (This intention is outlined in the Landscaping paragraph on page 5 of the Design and Access Statement).

Following the clarification from the applicant, the highways officer has no objections subject to conditions on the basis that the automatic driveway gate will be set back from the edge of the carriageway by 4.1m.

Landscape and Trees: The trees & landscape officer objects on the basis that the gate/fencing is too high across the entrance and also the metal gates do not match the character and appearance of the setting, where a natural material would be more suitable.

As explained in the character of area section of report, given there are many examples of different style and materials of gates and fencing along Nine Mile Ride. It is considered that the new sliding gate would not be of any further detriment to the character of the area. The proposed wall is made of red brick wall which would be of similar appearances to no.27 and no.25. The gate and fence is not a solid mass and allows views through, reducing it's impact.

As shown on plan 003, bushes to replace existing laurel bushes, located behind fence to ensure clear visibility, thus in keeping with the existing setting.

Community Infrastructure Levy (CIL): When planning permission is granted for a development that is CIL liable, the Council will issue a liability notice as soon as practicable after the day on which the planning permission first permits development. Completing the assumption of liability notice is a statutory requirement to be completed for all CIL liable applications.

The Public Sector Equality Duty (Equality Act 2010): In determining this application the Council is required to have due regard to its obligations under the Equality Act 2010. The key equalities protected characteristics include age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex or sexual orientation. There is no indication or evidence (including from consultation on the application) that persons with protected characteristics as identified by the Act have or will have different needs, experiences, issues and priorities in relation to this particular planning application and there would be no significant adverse impacts as a result of the development.

RECOMMENDATION

Conditions agreed:	Yes
Recommendation:	Approve
Date:	24 November 2025
Earliest date for decision:	28 October 2025

Recommendation agreed by: (Authorised Officer)	
Date:	26 November 2025