

Date:
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

The Highways received the revised plans to address to the Highways responses dated 23rd June 2025.

Access and Manoeuvring

The proposed shared drive has been widened to 4.1m for the first 10m, which is welcomed.

The applicant has submitted the swept path analysis for an 8m long fire tender, which is different from the council's adopted standards:



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

The applicant is expected to demonstrate the manoeuvring of the above 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.

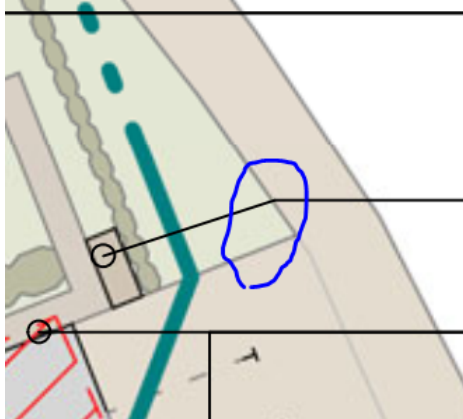
Parking

The applicant has proposed three driveway parking and a double carport for the main dwelling, three driveway parking and a triple garage to be shared among the cottage and the flat, which will meet the council's parking requirement.

However, a minimum of 6m driveway clearance shall be provided for vehicle from the parking court to manoeuvre at forwards gear when leaving the highway. All parking spaces in front of garages are also required to set back 0.5m from the garage doors to allow for the door to open.

Therefore, insufficient driveway clearance has been provided for the parking spaces at the share drive. The applicant may consider setting back the proposed garage and flat to the rear by 1.1m.

The applicant shall also consider convert part of the front garden (as circled below) to hardstanding to facilitate vehicle manoeuvring.



EV Charging Points

EVCPs have been proposed for each dwelling, which are welcomed. This will subject to further authorisation via Building Control.

Cycle Provisions

Cycle parking storages are proposed within the triple garage/carport.

While the carport is not essential to meet the council's parking requirement and the proposed carport is of suitable dimensions to accommodate both cars and cycles, the proposed arrangement of the cycle parking would occupy the effective width of one of the carports.

Meanwhile, as the cottage and the flat are independent properties, the residents shall have independent access to their bikes, regardless if the cycle allocation are provided in form of communal store. The proposed arrangement is not acceptable.

Refuse Collection Strategy

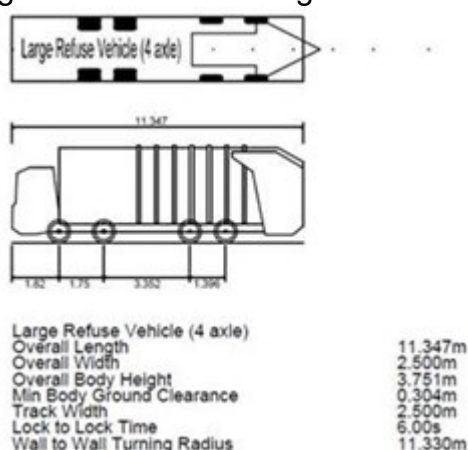
Bin stores and bin collection points have been indicated on the plan, which is welcomed.

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.

The carrying distance for the household of the main dwelling has significantly exceeded the above standards.

Meanwhile, 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:	29/7/2025	Signed:	JP
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