

Date: 21 January 2026
Application: 253110



**WOKINGHAM
BOROUGH COUNCIL**

WBC Highways

Development Management &
Compliance

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Dear WBC Highways,

Full Planning Approval Consultation

Application Number: 253110

Applicant: Mr Courtney Algar

Site Address: Brunningshams Farm, Heath Ride, Finchampstead, Wokingham, RG40 3QJ

Parish: Finchampstead

Grid Reference: Easting - 480805, Northing - 164356

Type of Development: Minor Dwellings (1-9)

Proposal: Full planning application for the proposed erection of seven two- storey dwelling houses with a central access road, associated parking, landscaping and ancillary works, following the demolition of existing workshops and light industrial buildings and the clearance of associated hardstanding and landscaping.

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 253110. 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 requested from the case officer.

Your observations are required in respect of this application by **11 February 2026**.

Yours sincerely,
Development Management & Compliance

MEMORANDUM

From:	JP [TH]		
Service	WBC Highways	App No:	253110
Address:	Brunningshams Farm, Heath Ride, Finchampstead, Wokingham, RG40 3QJ.		
Proposal:	Full planning application for the proposed erection of seven two-storey dwelling houses with a central access road, associated parking, landscaping and ancillary works, following the demolition of existing workshops and light industrial buildings and the clearance of associated hardstanding and landscaping.		
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 proposals are to develop 7 new dwellings with a central access road at the land of Brunningshams Farm following the clearance of existing outbuildings. The site is located to the south of Heath Ride, a restricted byway, near Finchampstead.

Pre-Application advice was sought in 2024 for the development of 8 dwellings on this site (Ref: 243172) which proposed a different access arrangement to these proposals.

It should be noted by the applicant that in the submitted documents, there are references to the proposals being for both 7 and 8 dwellings. As the development description and proposed site plan (Ref: 25050/PR/01) both refer to 7 dwellings, Highways have provided a response on this basis.

The submitted planning statement proposes 1 x 4 bed and 6 x 5 bed dwellings are proposed, each with a double garage. The proposed floorplans indicate that there is 1 x dwelling with 7 habitable rooms, and 6 x dwellings with 9 habitable rooms.

There is an existing access to the site which is proposed to be upgraded to form the main access to the site and internal access road.

Given Heath Ride is not part of the public highways, the applicant is expected to include all required land for the private right of access to the site to be part of the blue line, and to confirm the applicant has control on the land that is not part of the public highways. If applicant cannot demonstrate reasonable right of access at the proposed site and to the public highway, the Highways may recommend refusal to this application.

Sustainability

It is noted that a Walking Routes Analysis document was submitted, which is welcomed. The analysis states that the walking distance to local facilities and services are circa 1-1.2 mile. It also reveals that Heath Ride section is unsealed and unlit and some potential risk points are identified. However, no suitable contributions or improvements have been proposed.

The submitted TS does not set additional information in regard to sustainability of the site in terms of sustainable modes of travel. It instead relies on referencing inspectors' reports (Sections 3.3 – 3.14). Reference is made to an application on Heath Ride (Ref: 240918) for two dwellings, which the mentioned planning application was refused and its appeal was dismissed. On the basis of two dwellings, the inspector of 240918 considers the appeal site to be in a suitable location, having regard to the accessibility of services and facilities. However, the scale of this proposed development is a material intensification on both motorised and non-motorised trips compared to the adjacent site (240918).

Heath Ride is a restricted byway (Ref. FINC24) provides connections with Crowthorne Station, and facilities in Crowthorne and Finchampstead. It is narrow in some places but varies in width. There are some passing places for pedestrians / vehicles, mainly located at driveways to dwellings. Though Heath Ride is used by local residents in its existing capacity, by considering the existing route to be unpaved and unlit, it is considered that the road is more likely to be used by pedestrians and cyclists for recreational trips rather than undertaking everyday trips, particularly at night and rainy days.

Given the scale of the proposed development is a material intensification on trip generation compared to the adjacent site, the Highways would expect the applicant to provide proportionate improvement works / contributions to enhance the route quality and environment, and minimise potential risks at identified in the Walking Route Analysis, to ensure sustainable transport modes are prioritised.

The applicant may wish to consider improvements including but not limited to localised surfacing and pinch point upgrades, drainage improvements and contributions for maintenance along the proposed active travel routes.

Traffic Impact

It is unfortunate that the submitted TS does not include any proposed trip generation for the proposals. It is however noted that the pre-application advice received for 243172 stated that the traffic for 8 dwellings would not be considered to have an adverse impact on the wider highway network, which is acceptable for this instance.

Access

Given Heath Ride is not an adopted highway, the Highways assume that all site roads to be remain private, but the site roads will still need to be built to highway standards.

The applicant states that the proposed access is to be upgraded to current highway standards which would be conditioned. This access is proposed to be the only access for all vehicles in the form of a bell mouth junction at the existing western access point. The existing central access will be stopped up.

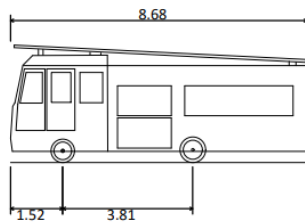
At the access onto Heath Ride, visibility splays of 2.4m x 17.0m are shown in Drawing 25.52.001 in Appendix 1 of the TA in both directions in line with MfS. Splays will be maintained clear of all obstruction of visibility over a height of 600mm above carriageway level which would be conditioned.

The proposed access will lead to a shared surface access road within the site which will have an initial width of 5.5m then reduce to 4.8m, with 2m margins both sides which is acceptable. Due the proposed site access, the access road has a relatively sharp turn at the north of the site, which is 7-9m from the edge of Heath Ride. The second bend is proposed within 35m from the site access. Those bends may impact the swept path analysis of refuse vehicles. 90-degree sharp bends shall be avoided whenever possible.

For new residential streets, a maximum design speed of 20mph shall normally be used according to the Wokingham Living Streets Guide (2019). The remaining section of site roads are of relatively straight alignment for over 100m long, which would likely result in vehicles exceeding the target speed of 20mph. Features reducing vehicle speeds shall be provided at 50-80m centres. This could take the form of traffic calming, such as speed cushions or built outs. Further details can be found at <https://www.wokingham.gov.uk/sites/wokingham/files/2023-07/Highways%20design%20guide%20for%20developers.pdf>

At the southern end of the access road is a turning head designed for manoeuvring of emergency vehicles. This is acceptable in principle, but swept path analysis for refuse is discussed further in below sections.

Swept path analysis of a fire tender is required to demonstrate the manoeuvring of a fire tender vehicle entering and leaving the site access (in both directions along Heath Ride) in forward gear within 40m reach to the furthest point of any dwelling with the councils 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 proposed accesses to individual dwellings are considered acceptable in principle, though in Drawing 25.52 – 001 some cars overhang the access road due to the location of the gates.

While those parking spaces outside the gates are unlikely essential to comply with council's parking requirement, the gates for Plots 1, 2 and 7 are required to set back a minimum of 5m from the edge of the access road, without obstructing the free flow of traffic should a larger vehicle be accessing the same time.

Parking

It is proposed that each dwelling will have a double garage of at least 6.0 x 6.0m with two additional parking spaces in their private driveways. Additional visitor parking will be available in the passing places along the access road.

The WBC Parking Calculator has been completed and included in Appendix 3 of the submitted TS. This has been completed for 8 dwellings, not the proposed 7. The input of numbers of habitable rooms also inconsistent with this proposal. The Highways have completed their own parking assessment (without considering garage), and the proposal will require 2 unallocated visitor parking spaces and 1 unallocated space. It would be welcomed if the applicant re-submits the calculator to reflect the proposals as per the number of habitable rooms noted above for completeness.

All standard parking spaces are to be provided with the minimum dimensions of 2.5 x 5.0m. For the parallel parking bays along the access road, the required minimum dimensions are 2.5m x 6.5m in line with WBC parking standards.

An updated plan showing the parking layout and dimensions is to be provided. All parking is to be provided in line with WBC Parking Standards.

EV Charging

It is unfortunate that the TS does not mention the proposed provision of EV charging infrastructure. It is, however, mentioned in the DAS that each dwelling will be provided with one EV Charging point which is in line with Building Regulations

Document S. The provision of EV charging infrastructure should be indicated on a plan.

Cycle Provision

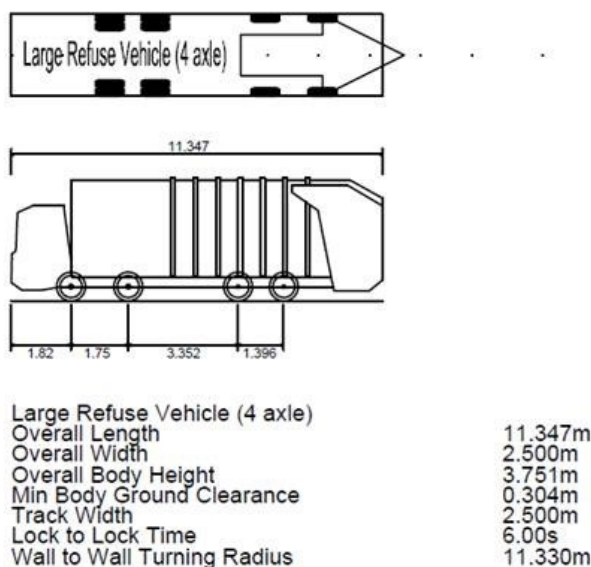
The minimum requirement for cycle storage is space for 3 cycles per dwelling. For cycle stores, the minimum dimensions are 2.0m in length x 0.9m wide for one cycle, or larger for more than one bicycle, in line with WBC Parking Standards.

Paragraph 3.24 of the TS states that bicycle storage will be accommodated within the double garages which have 6 x 6m internal space. In line with WBC Parking Standards, single garage spaces suitable for a vehicle and cycle storage are to be a minimum of 7.0m x 3.0m. For double garages this will be 7.0m x 6.0m.

The garage configurations of Building Types 1 and 3 can allow a bike store to be provided without occupying any potential parking spaces, which is acceptable for this instance. However, this does not apply to Building Type 2. If the applicant would still like to provide cycle storage in garages, then the dimensions for Type 2 are to be updated accordingly and shown on a plan.

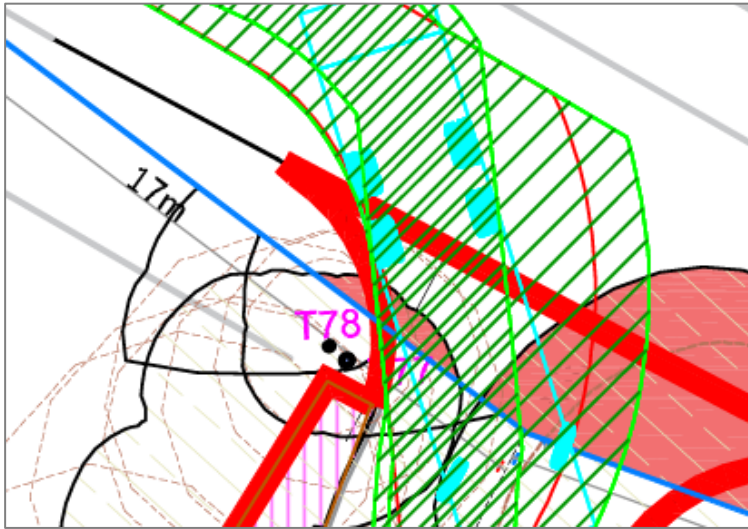
Refuse Collection Strategy

The TS states that a 11.3m long refuse vehicle has been tracked, however submitted drawing 25.52 – 001 shows a 11.2m long refuse vehicle. The applicant will need to provide the swept path for refuse vehicles entering and leaving the site in forward gear with the following standards:

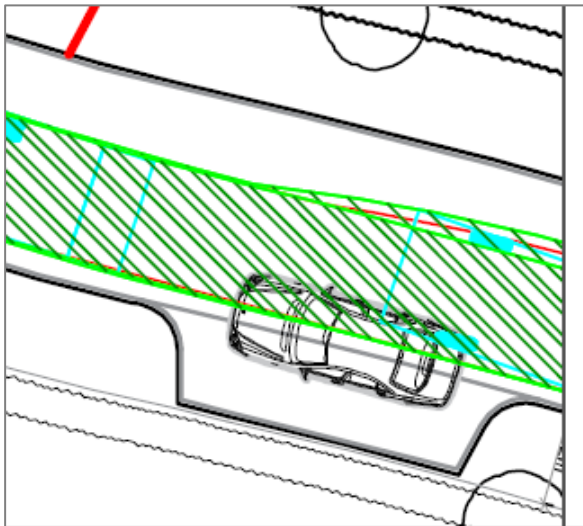


In several places in drawing 25.52 – 001 it suggests that the swept path analysis has been undertaken with the lock-to-lock time or minimum vehicle speeds reduced from the default settings. When retracking with the correct vehicle, default settings should be retained.

The swept path analysis of the vehicle entering the site access shows the vehicle overrunning the edge of the access and the hedge proposed, which is to be avoided. This has been shown below:



Drawing 25.52 – 001 also shows the refuse vehicle overrunning vehicles parked in the visitor parking bays along the internal access. This has been shown below. It is appreciated that refuse will only access the site infrequently, however visitors could still be parked here during these times. As mentioned above in 'Parking', adjusting the parallel bays to the correct dimensions may assist with this issue:



Finally, it is noted that swept path analysis has only been provided for access to the site from the west of Heath Ride. The applicant is also required to show the outbound movement, in addition to access and egress in both directions. Ultimately, the existing waste collection along Heath Ride will likely serve all dwellings along the road and after servicing the site it would continue along its route. Therefore, swept path analysis is required for both left in, left out, right in, right out movements.

The council's Cleaner & Greener team shall be consulted, if applicable.

Construction

A framework demolition and construction method statement is requested to be submitted.

Summary

Highways have raised several issues with the proposals and submitted documents for this application. Highways have requested further information to be provided at this stage.

Conditions & Reasons (if required)

Date:	04.02.26	Signed:	JP [TH]
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