

Date: 17 December 2025
Application: 253050



**WOKINGHAM
BOROUGH COUNCIL**

WBC Highways

Development Management &
Compliance

P.O. Box 157

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Berkshire, RG40 1BN

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Dear WBC Highways,

Full Planning Approval Consultation

Application Number: 253050

Applicant: Mr & Mrs Zilberman Kessel

Site Address: Marino Way, Finchampstead, RG40 4RF

Parish: Finchampstead

Grid Reference: Easting - 477032, Northing - 164668

Type of Development: Other Change of Use

Proposal: Full application for the proposed change of use of Unit 10 to a bakery and café (Use Class E) including the installation of 2 no. extract systems with external flues and change of an existing rooflight to an Automatic Opening Vent (AOV).

Case Officer: Rowan Reynolds

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 253050. 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 **10 January 2026**.

Yours sincerely,
Development Management & Compliance

MEMORANDUM

From:	JP		
Service	WBC Highways	App No:	253050
Address:	Marino Way, Finchampstead, RG40 4RF.		
Proposal:	Full application for the proposed change of use of Unit 10 to a bakery and café (Use Class E) including the installation of 2 no. extract systems with external flues and change of an existing rooflight to an Automatic Opening Vent (AOV).		
Type of Development:	Other Change of Use		
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 applicant proposes to change the use of existing 289m² of Class B2 for general industrial to a mix of Classes E(a) [also noted as A1] for retail other than hot food, and E(g)(iii) [also noted as B1(c)] for industrial processes, as stated in the application form.

The Highways would suggest a bakery and café with seating area shall be assessed as Class E(b) [also noted as A3] for sale of food and drink, or as Sui Generis when considering the occasional evening classes element.

Insufficient information has been submitted for the Highways to determine the acceptance of impacts of the proposal. The Highways would have expected a Transport Statement to be submitted to assess the traffic impacts and parking demand of the site.

The exact areas of public floor spaces for seating area are not provided. The applicant is expected to provide a breakdown of GFA, staff numbers and shift patterns

Traffic Impacts

The trip rates of Classes B2, E(a), E(b) and E(g)(iii) are significantly different. The applicant is expected to assess the net trip generation of the proposal during the peak hours.

It is relevant to note that the proposed opening hours in the application form ends at 5pm daily, which does not include the potential extended hours of the occasional evening classes.

The applicant will be expected to clarify the proposed hours, class capacity and anticipated frequency of the evening classes. For robust assessment, the applicant shall assess the traffic impacts based on the extended operations in the evening.

Parking and Cycle Provision

Four parking spaces are indicated in the red line. The applicant shall confirm if those parking spaces are allocated to the site.

According to the WBC Car Parking Standards, the demand of parking for shop, business and industrial development is subject to the proposed floorspace. Each parking space shall have minimum dimensions of 5.0m x 2.5m.

User Class	Car Parking Requirement	Cycle Parking Requirement
B2	Up to 250m ² : 1 space/25m ² Additional space above 250m ² : 1 space/50m ²	1 LT space/200m ²
E(a) / A1	1 space/20m ²	1 space/125m ² (20% LT, 80% ST)
E(b) / A3	1 space/5m ² public space	1 space/125m ² (20% LT, 80% ST)
E(g)(iii) / B1(c)	Less than 2500m ² : 1 space/25m ²	1 space/150m ²

As the proposed area of the public floor space are not clearly defined on the plan, the applicant is expected to assess the net changes of parking demand of the existing and proposed uses to justify the sufficiency of the proposed parking.

Alternatively, the Highways can accept parking survey data of a similar site (in terms of business nature and location) to justify the proposed parking demand.

If the proposed parking provisions are insufficient, mitigation measures including but not limited to proposed uses of unallocated parking on-site, Parking Management Strategy and/or Travel Plan would be expected.

Whenever utilising parking spaces of the wider site are proposed, the applicant shall clearly indicate if those spaces are unallocated/allocated to the neighbouring units.

- If they are unallocated parking, parking survey data shall be provided to verify the existing parking utilisation and justify the sufficiency of parking.
- If they are allocated parking, the Highways recommend that any agreements with adjacent sites to be clearly secured and specified within a formal Parking Management Plan. Should there be any changes to the agreed off-site provisions (locations, number of provisions), the applicant will be expected to update and resubmit the Parking Management Plan for our review.

It is expected that cycle provisions to be provided in accordance with the WBC Parking Standards.

Refuse Collection Arrangement

The existing commercial waste collection arrangement is retained for the proposed use, which is acceptable.

Conditions & Reasons (if required)

Date:	5/2/2026	Signed:	JP
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