APPLICATION NO:
O/2001/5210

LOCATION:
56 King Street Lane, Winnersh Wokingham.

APPLICANT:
Mr & Mrs Elgar C/O Gregory Gray Associates

PROPOSAL:
Outline application for the demolition of existing dwelling and erection of 8 flats, associated parking and highway improvements.

EARLIEST DATE FOR DECISION: **08/12/2001**

APPLICATION WILL HAVE EXPIRED ON:
27/12/2001

Emy Circuit

CASE OFFICER: ~~**Edward Oteng**~~

318
01

RAILEX
Marbleboard

EASIFILE EP7

Appeal Decision

Hearing held on 14 January 2003
Site visit made on 14 January 2003

by J P Roberts BSc(Hons) LLB(Hons) MRTPI

an Inspector appointed by the First Secretary of State

The Planning Inspectorate
4/09 Kite Wing
Temple Quay House
2 The Square
Temple Quay
Bristol BS1 6PN
☎ 0117 372 6372
e-mail: enquiries@planning-inspectorate.gsi.gov.uk

Date

18 FEB 2003

Appeal Ref: APP/X0360/A/02/1092900
56 King Street Lane, Winnersh

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a failure to give notice within the prescribed period of a decision on an application for outline planning permission.
- The appeal is made by Mr and Mrs W Elgar against Wokingham District Council.
- The application (Ref.0/2001/5210), is dated 31 October 2001.
- The development proposed is the demolition of an existing dwelling, the erection of 8 number flats, associated parking and highway improvements.

Summary of Decision: The appeal is allowed and planning permission granted subject to conditions set out in the Formal Decision below.

Procedural Matters

1. The application is in outline with all matters other than access reserved for subsequent approval.

Main Issues

2. I consider the main issues to be:

   i) the effect on the living conditions of the proposed occupiers in respect of noise and air quality, and

   ii) the effect on highway safety, with particular regard to pedestrians.

Planning Policy

3. The development plan for the area includes the Berkshire Structure Plan 1991-2006, incorporating Alterations adopted in August 1997, and the Loddon Area Local Plan adopted in May 1995. Structure Plan Policy LD6 seeks to ensure that development proposals provide necessary infrastructure, services and amenities, and contributions from developers may be sought to provide additional facilities in accordance with specified criteria. Policy LD8 indicates that, in considering proposals, opportunities for environmental improvements and other benefits will be sought both for the application site and for the wider area. Policy EN2 seeks to prevent unacceptable increases in environmental nuisances and to protect sensitive uses, including new houses, from unacceptable levels of such nuisances.

4. Local Plan Policy LT5 urges the promotion of road safety and, amongst other things, seeks the highway authority to examine the road safety implications of all development proposals.

5. I have also been referred to the Consolidated Wokingham District Local Plan Incorporating Recommended Modifications, approved in December 2002. The plan has been the subject

of a public inquiry and proposed modifications have been made in response to the Inspector's report and recommendations. The site lies within the settlement boundary of Sindlesham identified in the Plan where Policy WOS2 indicates that subject to other policies in the plan, development within the boundaries of identified settlements will be allowed. Policy WOS3 sets out a number of criteria against which all development proposals will be assessed. Policy WH1 favours, amongst other things, the redevelopment of sites within identified settlements for residential use, subject to a number of detailed criteria. Policy WH6 seeks a mix of dwelling types, sizes and densities on sites where residential development is considered to be acceptable, with emphasis on smaller dwellings.

6. Policy WOS4 requires developments that need new or extended public and community services to ensure that such provision is made, where necessary through legal agreements. Policy WOS5 echoes the objectives sought by Structure Plan Policy LD8. Policy WOS6 indicates that development will only be permitted where it does not give rise to an unacceptable pollution of the environment, including serious harm to the amenities of proposed and neighbouring land uses and occupiers. Policy WOS7 concerns noise and, amongst other things, requires proposals for noise sensitive development to have regard to noise from roads and the need for appropriate sound insulation measures. Policy WT7 promotes road safety and requires safety measures to be implemented, where justified, by new development proposals.

7. In view of the advanced stage the Local Plan has reached towards adoption, I afford it considerable weight.

8. I have also been referred to the Council's Supplementary Planning Guidance on Planning Agreements. I am told that it was subject to public consultation and is in support of policies in the adopted Local Plan, and thus I afford it considerable weight. I have also been referred to the Council's Environmental Guidance Note 3 entitled *Noise Considerations for new Residential Developments*. Although it was indicated that the guidance is to be adopted as Supplementary Planning Guidance, it has not been adopted yet. Accordingly the weight I afford it is limited.

Reasons

Living conditions

9. The northern boundary of the appeal site abuts a planted embankment of the M4 motorway. The eastern boundary of the site is flanked by King Street Lane, which links Winnersh and other villages to the south with the main Reading to Wokingham Road. Accordingly, the site is subject to traffic noise from both sources. The appellants have carried out noise surveys and modelled predictive noise levels.

10. There is no disagreement between the main parties as to the existing and predicted noise readings; the appellants contend that it would be possible to achieve a noise reading that falls within the boundary of Noise Exposure Categories (NEC) B and C, referred to in Planning Policy Guidance: *Planning and Noise* (PPG24). The Council argues that the predicted noise readings for the first floor rooms have not been provided, and because the first floor would be nearer to the noise source of the M4, there remains some doubt as to those levels. The appellants indicated that there would be some increase in noise levels, but the increase would be in the order of 1.8 – 2.2 dB(A) compared to those measured 1.2

metres above ground level. Whilst the Council accepted that there would be a small difference, they would prefer that the matter be resolved at this stage.

11. Notwithstanding this, there was agreement between the parties that acoustic treatment of the proposed building, through suitable materials of construction, windows, and ventilation could provide adequate internal living conditions, in line with the limits set out in the Council's Environmental Guidance Note. It was also agreed that a condition could be imposed to require a sound insulation scheme to be implemented to secure appropriate noise protection.

12. The difference between the parties centres on the exterior of the proposed building where it would not be possible to provide substantial mitigation to high noise levels. The appellants suggest that a new boundary enclosure along the boundary with King Street Lane would assist in reducing noise from that source, but little could be done to reduce noise from traffic on the M4. Consequently, much of the proposed garden area would be exposed to noise levels within NEC Category C, above the 55dB(A) limit sought by the Council, except for small parts that might be shielded by the building.

13. The Council maintains that exposure to an external noise environment exceeding 55dB(A) would be unacceptable, adopting the advice in paragraph 17 of PPG24 which indicates that most residents will expect a reasonable degree of peaceful enjoyment of their garden and amenity areas. The appellants suggest that some people do not wish to use garden areas, and the proposed flats would have communal amenity space which would be less likely to be used in the same manner as private gardens for houses.

14. The appellants also argue that the issue of noise has to be weighed in the balance against the benefits of re-developing the site, such as the provision of small units of accommodation, for which there is an identified demand, the contribution the proposal would make in meeting the considerable housing needs of the area, and the efficient use of previously developed land in a sustainable location. The Council acknowledges these positive elements of the proposal and I find them to carry considerable weight.

15. The advice in PPG3 encourages the provision of a wide range of housing types. I take the view that it includes housing where little or no amenity space is provided, or, as in this case, where the ability of occupiers to enjoy the amenity space would be compromised by traffic noise. I consider that small flats are more likely to be occupied by those not wishing to use private garden areas.

16. Thus, in my judgement the inability to achieve the 55dB(A) level sought by the Council would not cause sufficient harm so as to outweigh the undisputed benefits that would ensue from the proposal. The existence of open space in the vicinity of the site that could be used by the proposed residents reinforces my view on this issue.

17. Turning to air quality, the Council is concerned that the occupiers of the proposed flats would be exposed to high levels of nitrogen dioxide (NO_2), which has been shown to be associated with numerous health problems. The site lies in an Air Quality Management Area (AQMA), which has been designated along the M4 and A369(M) corridors, where NO_2 levels exceed Government targets and where the Council is required to prepare an action plan with a view to improving air quality.

18. The Council has provided no evidence to show what NO_2 levels are on the appeal site, but point to the proximity of both the M4 and King Street Lane as a factor that is likely to result in there being high levels of NO_2 on the site. The appellants suggest that the methodology in designating the AQMA is insufficiently rigorous, and refer to it as being more in the nature of an administrative tool on which to base an action plan. They point to the uniformity of the AQMA boundary which they say shows no account has been taken of other factors, such as meteorology and topography, which would affect dispersion of polluted air.

19. Further work is to be carried out by consultants on behalf of the Council on monitoring and modelling. The appellants suggest that more detailed work would be able to take into account the elevated position of the site in relation to the M4 and the national trend towards reduced emissions from vehicles, so that the AQMA boundary might be reduced. The Council suggests it would be wrong to pre-empt the findings of the monitoring exercise, and refer to the possible findings of "hot-spots" where busy roads bisect the motorways, which might require the AQMA boundaries to be widened.

20. The Council has referred to an appeal decision where the Inspector found that living conditions would be harmed because of the poor air quality in an AQMA. I am not aware of all the circumstances of that case, but neither the site location nor the proposal is directly comparable to this case, and thus the weight I attach to that decision is limited.

21. I consider that whilst the designation of an AQMA is indicative of poor air quality in the vicinity of the motorways. However, that in itself does not prevent development in such areas. As no other evidence has been submitted to substantiate the Council's concerns, I am led to the view that the limited scale of development proposed would not justify my dismissing the appeal on this ground.

22. Accordingly, on the first issue I conclude that the proposal would not materially harm the living conditions of the proposed occupiers in respect of noise and air quality, nor would it conflict with Structure Plan policy EN2, or draft Local Plan policies WOS6 or WOS7.

Highway safety

23. The highway authority indicated that they had taken a flexible approach in raising no objection to the proposed access, where the increased number of vehicular movements in and out of the access would normally raise concerns about the effect of slowing traffic and the risk of collision. The highway authority felt that such concerns would be offset, if the proposal made a contribution towards suitable provision for a signal controlled pedestrian crossing. At the Hearing, the Council's highways representative indicated that the most likely shopping destination for the occupiers of the proposed flats would be Sainsbury's supermarket, which was on the opposite side of King Street Lane, some 500m to the north of the site. The only signal controlled crossing point along King Street Lane was close to the supermarket at the junction of Reading Road, where an island crossing exists. The Council took the view that such crossings were unpopular with pedestrians due to long waiting times often experienced in negotiating such crossings.

24. A school crossing patrol operated by a crossing assistant exists close to the site, on the northern side of the M4 bridge over King Street Lane, where a footpath link runs into a housing area. The road in the vicinity of the crossing is subject to a 40 m.p.h. speed limit, and the Council has identified safety concerns with speeding vehicles affecting the safety of

those using the crossing. The Council contends that a contribution towards half the cost of providing a signal controlled crossing in such a location is necessary in order to provide a safe crossing point for the intended residents of the site, and it would also benefit others who use the existing crossing.

25. In my view, an additional signal controlled crossing to provide easier access for residents of the proposed development to the supermarket would be desirable, but is by no means essential. The existing crossing is, in my opinion, adequate, being close to the supermarket and there are several points along the road where most people would find no difficulty in crossing. The financial contribution sought by the Council for a new signal controlled crossing therefore fails the test of necessity set out in Circular 1/97 and therefore there would be no conflict with the Council's policies and Supplementary Planning Guidance on Planning Obligations. Accordingly, I conclude that highway safety would not be materially harmed by the failure to provide additional signal-controlled crossings, nor would it conflict with Structure Plan policy LD6, Local Plan policy LT5 or draft Local Plan policies WOS4, WOS5 or WT7.

Other matters

26. I have had regard to the level of parking provision proposed. Whilst the application is in outline and only an indicative scheme has been provided, I am satisfied that the site is large enough to provide sufficient car parking to serve the needs of intended occupiers.

27. I note the concern of a local resident that flats would be out of character in the area, but I disagree. I find that although houses dominate the area, there is variety in their siting, design and materials, and I feel that a two-storey block of flats would not harm the existing character of the area.

Conditions

28. Both parties suggested a number of conditions. Besides the standard conditions for outline planning permissions, I consider that it would be necessary to control materials and boundary enclosures and to require landscaping, in the interests of the appearance of the development. However, I consider it to be an unreasonable restriction to require that enclosures be retained in perpetuity.

29. Conditions to require the provision and retention of facilities for parking and cycle storage are necessary to provide for the needs of the intended occupiers and in the interests of highway safety, as is a condition to require provision for on-site parking during construction. To my mind, the importance of preventing overspill parking occurring on King Street Lane justifies removing the limited permitted development rights available to flats to ensure that parking areas are retained. A condition is also necessary to ensure that the proposed visibility splay at the access to the site is provided in a satisfactory manner, in the interests of highway safety.

30. Although amendments to Part E of the Building Regulations have been introduced to deal with sound insulation, the requirements for new flats do not come into force until January 2004. Accordingly, I consider it appropriate to require insulation measures to be provided to protect the living conditions of the proposed occupiers, and I shall adopt the wording that was agreed between the parties at the Hearing.

31. I also think it reasonable to limit the hours during which construction and similar work can take place on the site, to protect neighbours' living conditions. The parties also agreed that a condition was required to limit the height of the proposed building to two storeys, in the interests of appearance and because of the increased noise which would affect a higher building.

32. Both parties at the Hearing agreed that the suggested conditions regarding the removal of permitted development rights for overhead cables and a scheme to prevent mud on the highway were unnecessary and I agree. The Council also sought a condition to require a bat survey to be undertaken by a qualified person, but as there is no evidence that bats are present on the site, and because bats are protected under other legislation, I consider such a condition to be unnecessary.

33. I have reworded conditions where necessary in the interests of precision and enforceability.

Conclusion

34. For the reasons given above and having regard to all other matters raised, I conclude that the appeal should be allowed.

Formal Decision

35. In exercise of the powers transferred to me, I allow the appeal and grant planning permission for the demolition of an existing dwelling, the erection of 8 number flats, associated parking and highway improvements at 56 King Street Lane, Winnersh in accordance with the terms of the application [Ref. 0/2001/5210] dated 31 October 2001, and the plans submitted therewith, subject to the following conditions:

    1) Approval of the details of the siting, design and external appearance of the building, and the landscaping of the site (hereinafter called "the reserved matters") shall be obtained from the local planning authority in writing before any development is commenced.

    2) Application for approval of the reserved matters shall be made to the local planning authority before the expiration of three years from the date of this permission.

    3) The development hereby permitted shall be begun either before the expiration of five years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

    4) The building shall be constructed in accordance with a scheme to be submitted to and approved in writing by the local planning authority so as to provide an internal noise level in bedrooms between 30 dB(A) and 35 dB(A) in bedrooms and less than 40 dB(A) in all other habitable rooms.

    5) The proposed building shall not exceed two storeys.

    6) No development shall take place until samples of the materials to be used in the construction of the external surfaces of the building hereby permitted have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

    7) No development shall take place until there has been submitted to and approved in writing by the local planning authority a plan indicating the positions, design,

materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the building is occupied, or in accordance with a phased scheme to be agreed in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

8) No development shall take place until there has been submitted to and approved by the local planning authority a scheme of landscaping, which shall include indications of all existing trees and hedgerows on the land, and details of any to be retained, together with measures for their protection in the course of development

9) All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner; and any trees or plants which, within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the local planning authority gives written consent to any variation.

10) Works related to the construction of the development hereby approved including works of demolition or preparation prior to building operations shall not be carried out other than between 0800 hours and 1900 hours Monday to Friday and between 0800 hours and 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

11) The details to be submitted pursuant to condition 1 shall include details of vehicle parking and manoeuvring areas, and secure storage for bicycles. The approved details shall be implemented prior to the first occupation of any part of the development and shall thereafter be retained. Notwithstanding the Town and Country Planning (General Permitted Development) Order 1995, no development shall be carried out which would obstruct vehicular access to the approved parking and manoeuvring areas.

12) Development shall not begin until details of the junction between the site and the highway have been approved in writing by the local planning authority; and the building shall not be occupied until that junction has been constructed in accordance with the approved details.

13) Prior to the commencement of development, provision shall be made for the parking, loading, unloading and turning for site operatives, visitors, construction and delivery vehicles in accordance with a scheme to be submitted to and approved in writing by the local planning authority. The agreed scheme shall be retained whilst construction work takes place.

Information

36. An applicant for any approval required by a condition attached to this permission has a statutory right of appeal to the Secretary of State if that approval is refused or granted conditionally or if the authority fails to give notice of its decision within the prescribed period.

37. This decision does not convey any approval or consent that may be required under any enactment, by-law, order or regulation other than section 57 of the Town and Country Planning Act 1990.

38. Attention is drawn to the requirements of section 76 of the Town & Country Planning Act 1990 concerning provisions for the benefit of the disabled.

39. A separate note is attached setting out the circumstances in which the validity of this decision may be challenged by making an application to the High Court.

INSPECTOR

APPEARANCES

FOR THE APPELLANT:

Mr M Leedale, MSc, DipTP, B.Ed (Hons), MRTPI
Gregory Gray Associates
Agent for the Appellant

Mr M Sugiura, C.Eng, BSc, MSc (Tech), MIOA, MIMA
Acoustics Consultant

Mr S Tapper, BSc(Hons) Build.Surv
Tapper Associates

Mr W Elgar
Appellant

FOR THE LOCAL PLANNING AUTHORITY:

Ms E Circuit MSc, Dip UD, MRTPI
Senior Planning Officer

Mr J Mullaney
Senior Environmental Health Officer

Mr S McMillan, MSc, MIHT
Parkman Ltd.

DOCUMENTS

Document 1	-	List of persons present at the Hearing
Document 2	-	Copies of the Council's letters of notification and list of persons notified
Document 3	-	List of Proposed Modifications to the Local Plan submitted by Ms Circuit
Document 4	-	Appendices to the Mr Leedale's statement
Document 5	-	Tables and appendices to Mr Sugiura's statement
Document 6	-	Appendices to the Council's statement on planning issues
Document 7	-	Appendices to the Council's statement on noise and air quality
Document 8	-	Appendix to Mr McMillan's statement

PLANS

Plans 1-5	Application plans

WORK SHEET FOR : Edward Oteng

Application Number : O/2001/5210

Applicant : Mr & Mrs Elgar C/O Gregory Gray Associates.

Location : 56, King Street Lane, Winnersh, Wokingham.
Proposal : Outline application for the demolition of existing dwelling and erection of 8 flats, associated parking and highway improvements.

Site Notice Displayed ? :	YES	NO	DATE
	✓		22/11/01

Date of Neighbour Notifications : 14/11/01.

Date of Site Visit : 22/11/01.

Date Registered : 01/11/2001

Earliest Date for Decision : 08/12/2001

Latest Consultation Date/Site Notice Expiry Date : 08/12/2001

This application will have expired on: 27/12/2001. You need to make a decision 1 day prior to this date for this application to count as determined in less than 8 weeks.

Consultation Responses :

Planning Issues :

Application Number: O/2001/5210

Appraisal :

The application proposal is for outline planning consent for the demolition of an existing detached dwelling and the erection of 8 flats with associated parking and highway improvements set on an irregular corner plot which fronts King street lane. The site is located within the identified settlement where development is usually acceptable in principle subject to meeting the other policies within the District's development plans. The site represents a brownfield site as it currently contains an existing single family dwelling house on a generous plot.
The principal of the development would be in accordance with government guidance as outlined in PPG 3-Housing.

Policy LH1 of the Loddon Area Local Plan considers redevelopment proposals within the identified settlement favourably and the scheme would comply with the District's policy on Housing,

The scheme involves the demolition of the existing single family dwelling house and it replacement with a new 2 storey building consisting of 8 flats.
The site presently has a single family dwelling house situated upon it to the King street lane frontage are a set of evergreen conifers and to the northern boundary is a steep embankment to the M4 motorway The applicant has carried out a full acoustic survey which has been submitted along with the indicative plans, the survey has not been adversely commented on by the environmental health officers of the council.

The site is set within an area that has distinctive urban characteristics it is some 600 meters away from a food superstore has good access links to road and transport networks all within good reasonable walking distances and thus complies with some of the major recommendations of the revised PPG1 and 3.

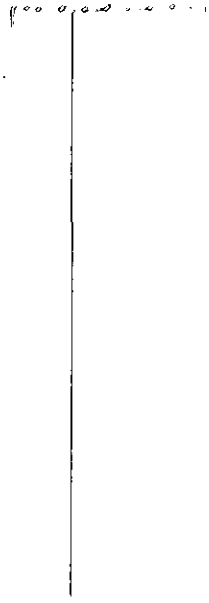
The proposal represents a well thought out scheme which is sensitive to the character of the local area in relation to this the applicant presents the local planning authority with a domestic scale building which reflects adjoining development and the existing dwelling on the site the proposal is not demonstrably adverse to the character of the local area or the free flow of traffic on Kings street lane, the proposal is thus recommended for approval subject to the following conditions, and a section 106 agreement.

Recomendation : Approval: ☑ **Refusal:** ☐
(tick appropriate box)

- Outline permission C002.
- Landscaping details C150.
- No trees etc. To be felled or lopped C153.

conditional approval subject to suitable financial contributions towards highway safety measures within the vicinity

(1) C122, R122 (4) C126 (inset 2471/01), R126 (7) C134 (inset: 4.8m) and served via a footway crossing
(2) C123, R123 (5) C129, R129 (delete: kerb radii)
(3) C124, R124 (6) C130, R130 (8) C137 (insert flats) R137 P.T.O.



Application Number O/2001/5210
Conditions/Reasons for Refusal

No	Std Con	Std Reas	Non Std Conditions / Reasons for Refusal

RECORD OF SITE VISIT

SITE ADDRESS: 56 King Street Lane
Winnersh Wokingham.

APPLICATION NUMBER: O/2001/5210

OFFICER: Edward Oteng

DATE OF SITE VISIT: 22/11/01

1 SITE/STATUTORY NOTICE DISPLAYED ? yes

2. DESCRIPTION OF SURROUNDINGS

3. DESCRIPTION OF SITE/BUILDING

4. RELATIONSHIP TO ADJOINING PROPERTIES

5. SITE CONSTRAINTS

TREES

ACCESS/PARKING

LEVELS no changes in levels

BOUNDARY TREATMENT Good enclosed vegetation.

OTHERS

0/2001/5210

Fax. 01252 684160.

56 King Street Lane.

Consultations:

Landscape - no objections
- details of tree protection measures required at detailed stage.

Environmental Health - AQMA - recommends refusal.
- noise assessment required prior to determination, (may not be possible to mitigate)

Highway Agency - require secure fence (1·8m) + 1·5m access strip adjacent to fence.

Winnersh P.C. - object" increased traffic movements onto King St Lane"

Highways - initial concerns regarding vehicular access onto King St Lane, but following negotiation with applicant no objection subject to conditions + contributions towards highway safety measures from discussion with Steve McMillan £12K. ∴ would need to go to D.C. committee. 1/25 spaces / dwelling.

Local residents - 2 letters
① inadequate parking provision, at least 2/dwelling, will result in on street parking → congestion on busy road + nr. school.
② forward of building line
③ flats/density out of keeping - single-family dwellings.

Countryside Officer - bat survey required preferably prior to determination.

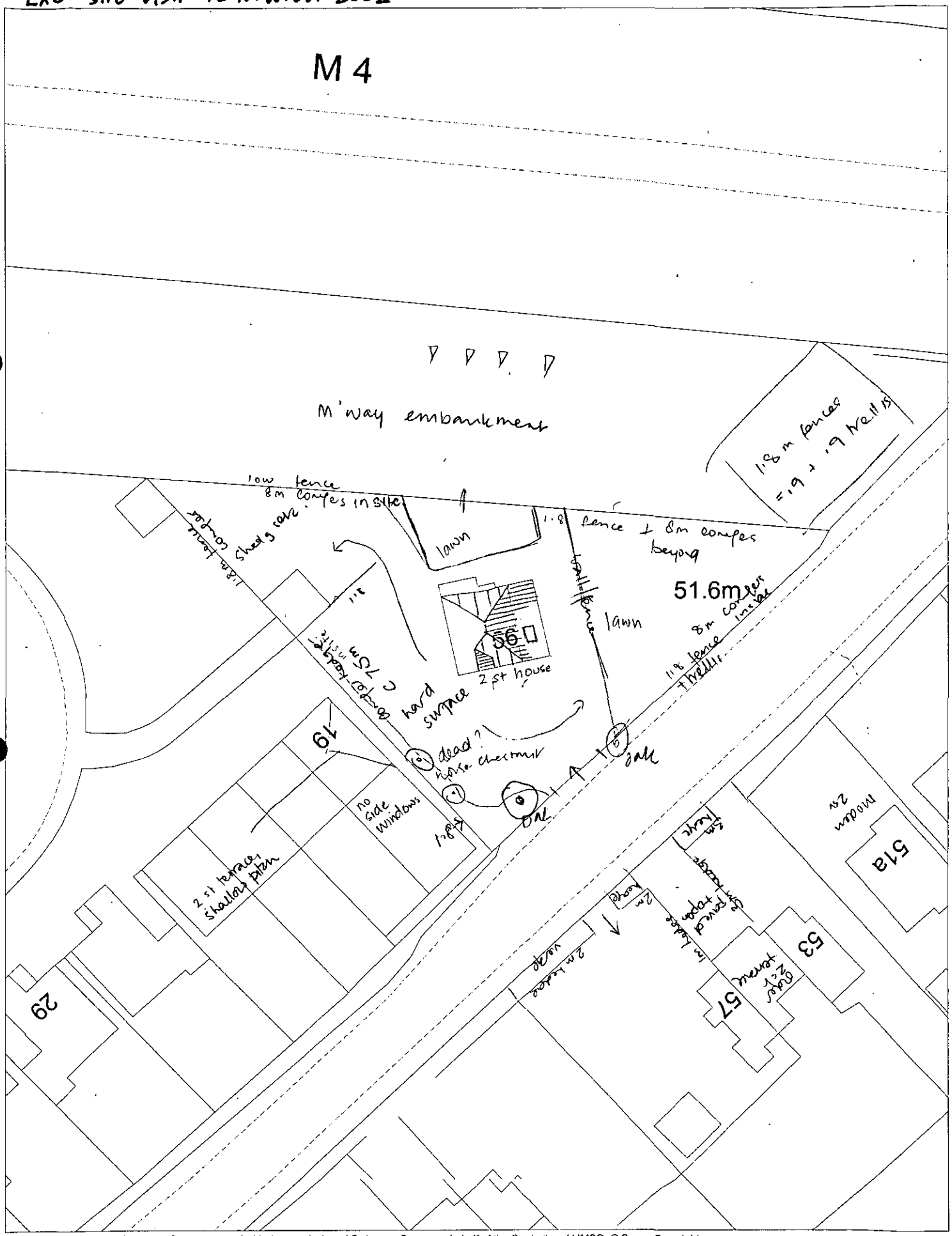
Proposal :- in outline with means of access to be considered, all other matters reserved.
- demolition of existing 2st detached dwelling + erection of 8 flats.

Assessment:

Redevelopment of site within Identified Settlement, on edge but screened by m'way embankment. (category B settlement).
residential development acceptable in principle.

- density. site area 0·12 ha
  8 flats proposed
  ⇒ 66·6 d.p.h. ∴ would comply with PPG 3 advice
  reasonably good location in terms of facilities etc.
- mix - illustrative layout shows 6×2 + 2×1 bed flats
  - acceptable re need for smaller dwellings.
- neighbours - siting illustrative - demonstrates that dev. could be achieved without overlooking / overbearing / loss of light
- character - footprint would be larger than existing single-family dwelling but not dis-similar to neighbouring terrace. Illustrative elevations show 8·9m ridge, neighbouring terrace has shallow ridge - height.
- Highways - parking - layout shows 10 spaces → 1·25 / dwelling.

Exc site visit 13 March 2002



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Development Control Section, Environmental Services, Wokingham District Council.
12 March 2002 Scale: 1 : 500

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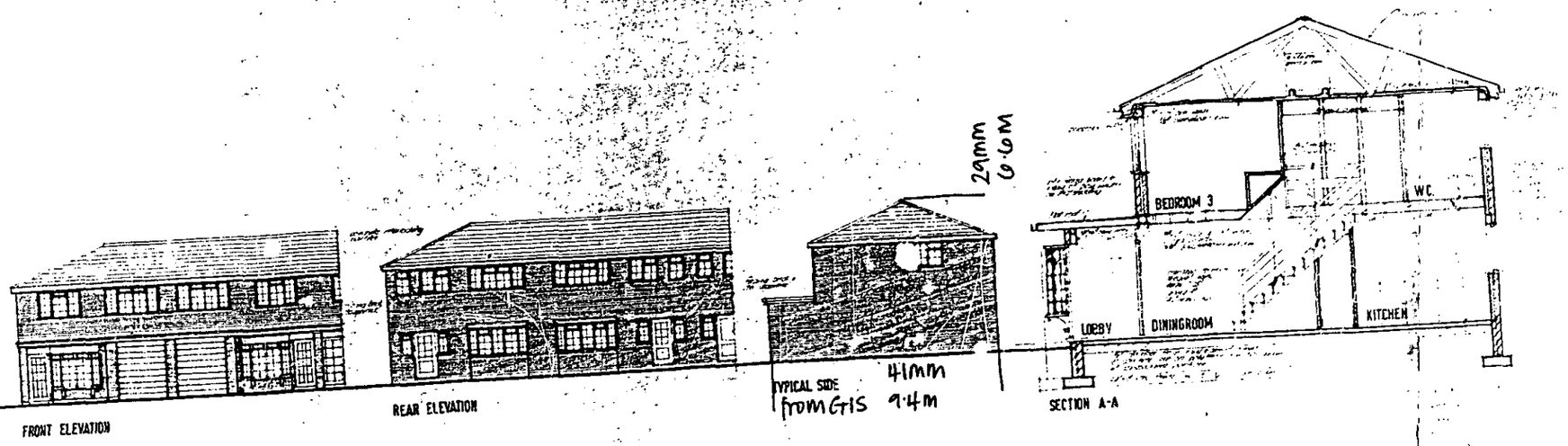
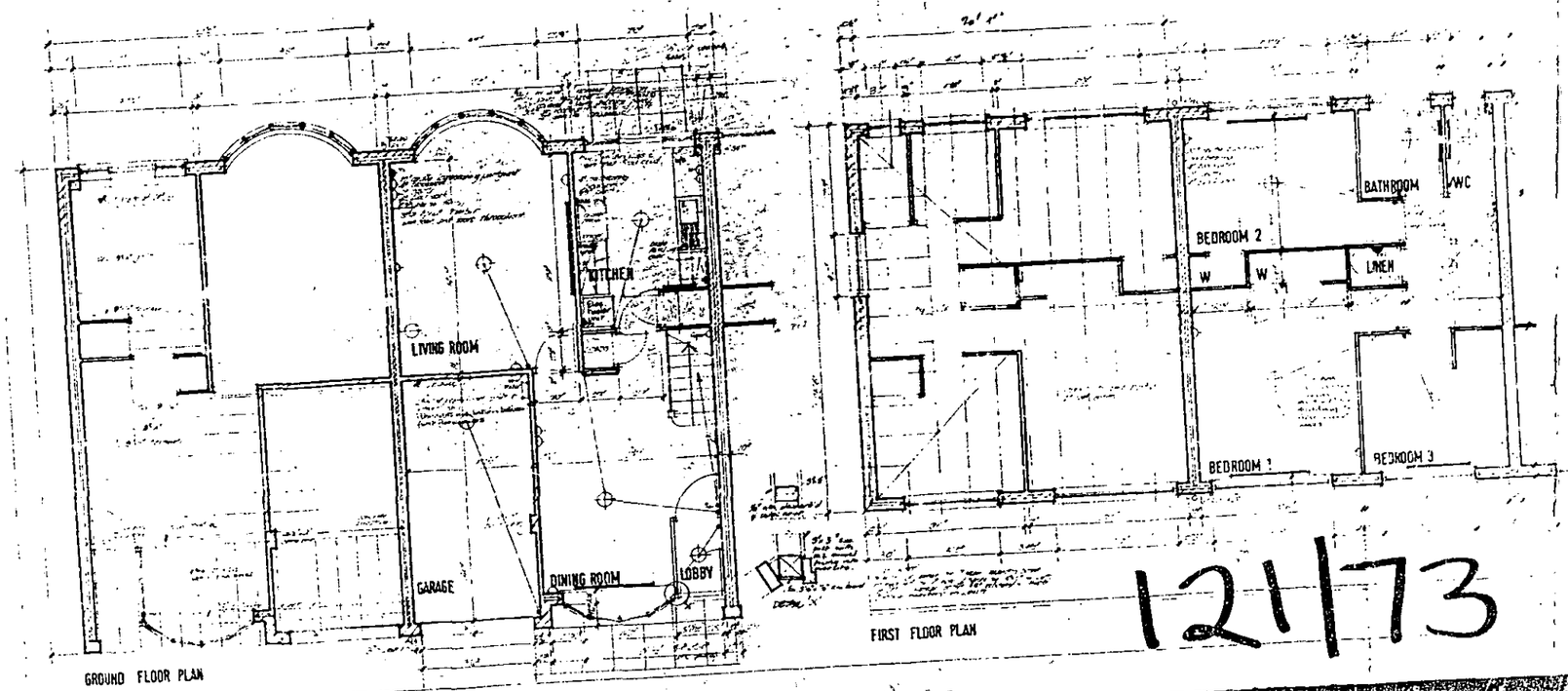




DEVELOPMENT MOLE HOUSE
ST MARY'S RD SUNBURY
for
K & H CONSTRUCTION LTD

HOUSE TYPE OS

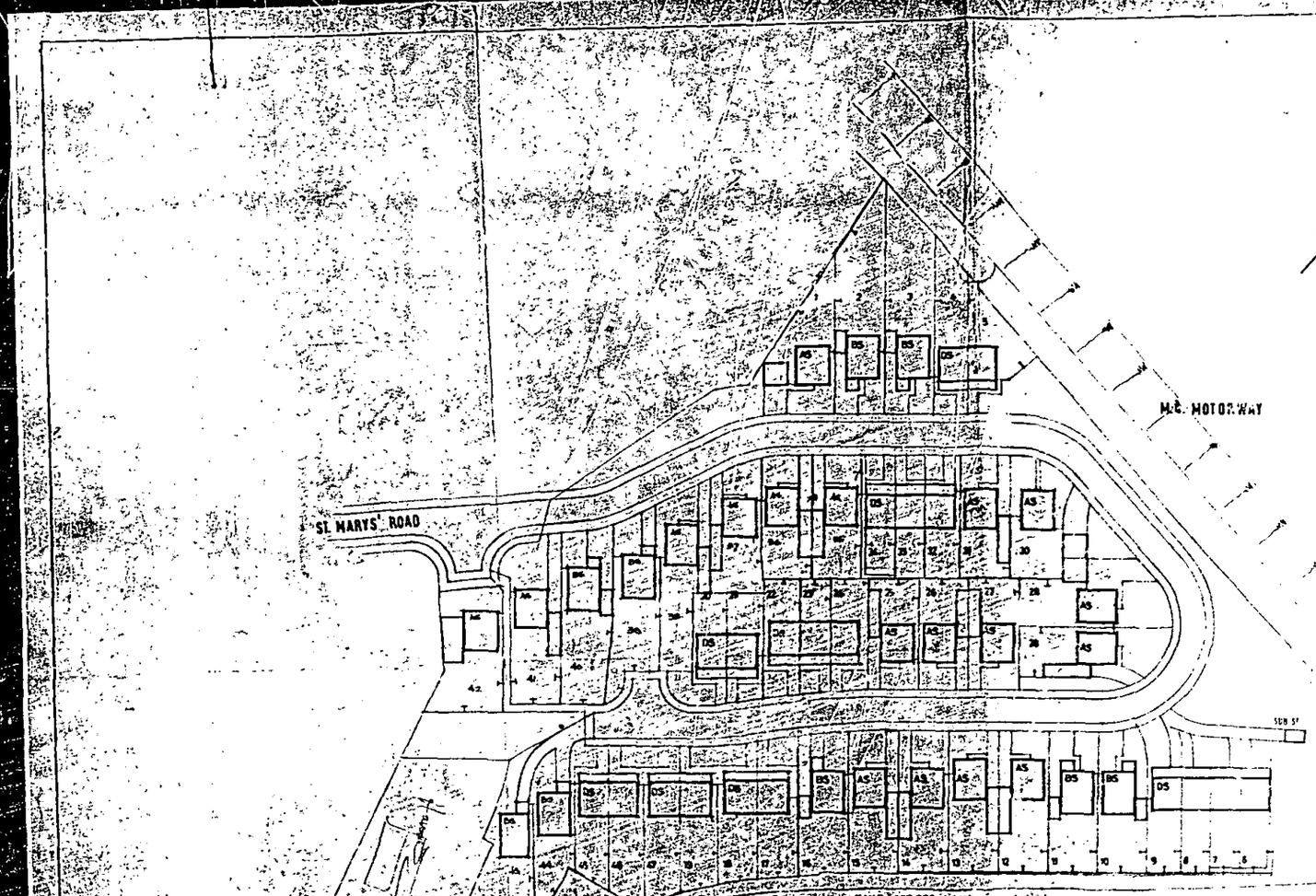
SEPT 1971 1:40 1:80

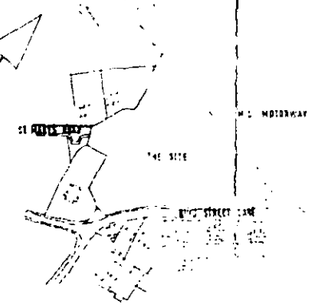
TONY HUDSON A.R.I.B.A.
ARCHITECT
31 SHEET STREET WINDSOR
tel WINDSOR 63865

121/73

0 10 20 30 40 50 60 70 80 90 100
0 2 3

Actual Layout





LOCATION PLAN 1:2500

121/73

TONY HUDSON

ARCHITECT

DEVELOPMENT at
MOLE HOUSE, SINDLESHAM, for
K.& H. CONSTUCTION LIMITED

SITE PLAN

0 10 20 30 40 50 60 70 80 90 100
0 2 3

Tel: (0118) 974 6479 (Direct Line)
Fax: (0118) 974 6484
Email: Emy.Circuit@wokingham.gov.uk
Date: 15 July 2002
My ref: EXC/O/2001/5210

Councillor P Bray
45 Bluebell Meadow
Winnersh
WOKINGHAM
RG41 5UW

Environmental Services Department
Planning Services
P.O. Box 157
Shute End, Wokingham
Berkshire RG40 1WR
Tel: (0118) 974 6000
Fax: (0118) 974 6484
Minicom No: (0118) 974 6991
DX: 33506 – Wokingham

Dear Councillor Bray

OUTLINE PROPOSAL FOR THE DEMOLITION OF THE EXISTING DWELLING AND ERECTION OF 8 FLATS AT 56 KING STREET LANE, SINDLESHAM – O/2001/5210

I write to inform you that an appeal has been lodged against non-determination of the above application. The application will be reported to Development Control Committee on 24 July 2002 and one of the recommendations will relate to a financial contribution of £12,000, towards highway safety measures in the vicinity, which would have been sought, had the appeal not been lodged.

If you have any queries regarding this matter, I can be contacted on 0118 974 6479.

Yours sincerely

Emy Circuit
Senior Planning Officer, Development Control

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Date: 15 July 2002
My ref: EXC/O/2001/5210

Councillor E Siggery
Willow
375 Reading Road
Winnersh
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Environmental Services Department
Planning Services
P.O. Box 157
Shute End, Wokingham
Berkshire RG40 1WR
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Dear Councillor Siggery

OUTLINE PROPOSAL FOR THE DEMOLITION OF THE EXISTING DWELLING AND ERECTION OF 8 FLATS AT 56 KING STREET LANE, SINDLESHAM – O/2001/5210

I write to inform you that an appeal has been lodged against non-determination of the above application. The application will be reported to Development Control Committee on 24 July 2002 and one of the recommendations will relate to a financial contribution of £12,000, towards highway safety measures in the vicinity, which would have been sought, had the appeal not been lodged.

If you have any queries regarding this matter, I can be contacted on 0118 974 6479.

Yours sincerely

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Councillor Ball
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I write to inform you that an appeal has been lodged against non-determination of the above application. The application will be reported to Development Control Committee on 24 July 2002 and one of the recommendations will relate to a financial contribution of £12,000, towards highway safety measures in the vicinity, which would have been sought, had the appeal not been lodged.

If you have any queries regarding this matter, I can be contacted on 0118 974 6479.

Yours sincerely

Emy Circuit
Senior Planning Officer, Development Control

Development Control Ref No:	Received	Parish
O/2001/5210	01.11.2001	Winnersh

Applicant: Mr and Mrs Elgar

Location: 56, King Street Lane, Sindlesham

Proposal: Outline application for the demolition of the existing dwelling and erection of eight flats, associated parking and highway improvements.

REPORT PREPARED FOR: DEVELOPMENT CONTROL COMMITTEE

REPORT PREPARED BY: Head of Planning and Transportation and Emy Circuit

SUMMARY:

Purpose of the Report –

To inform Members of an appeal against non-determination in respect of an outline application for proposed residential development.

Suggested Action –

The committee is requested to:

(a) endorse the resolution that, had the appeal against non-determination not been lodged at the Planning Inspectorate, the application would have been refused planning permission for the reasons set out in the following report.

(b) Authorise Officers to negotiate Services and Infrastructure contributions.

(c) Authorise officers to inform the Planning Inspectorate and the appellants of the above resolutions.

Planning History –

The application site is a 0.12 hectare piece of land, located on the north-western side of King Street Lane, adjacent to the M4 Motorway. The site lies within the Identified Settlement of Sindlesham and is currently occupied by a two-storey detached dwelling, the erection of which predates planning records. During the 1950s, planning permission was granted for extensions and a vehicular access (planning applications 255/55 and R/158/59) and in 1971 outline consent was granted for residential development on part of the site (O/155/70). This now forms part of St Mary's Road. There have been no previous applications for redevelopment of the existing dwelling.

Proposal –

This is an outline proposal for demolition of the existing house and erection of eight flats with associated parking and highway improvements. Siting, design, external appearance and landscaping are reserved matters but illustrative details have been

provided showing a two-storey block with a T-shaped footprint, parking located at the front of the site and a private amenity area at the rear.

The proposal is before the Development Control Committee because, had the appeal not been lodged and the recommendation been for approval a financial contribution of £12,000 towards a signalised pedestrian crossing in the vicinity of Bearwood School would have been sought.

RECOMMENDATION:

To **RESOLVE** that had the appeal against non-determination not been lodged at the Planning Inspectorate, the application would have been refused planning permission.

Background Papers

Held by: Planning Reception
Division: Environmental Services
Dept: Development Control

Contact No: 0118 974 6428/ 6429
E Mail: development.control@wokingham.gov.uk

NB: All reports seek to identify environmental, community safety and equal opportunities implications. Consultation with residents and organisations which has or is about to take place, will also be reported.

BACKGROUND

Consultations -

- ***Access and Movement*** – no objection subject to conditions and a S106 agreement to secure a financial contribution of £12,000 towards highway safety measures in King Street Lane.
- ***Landscape Officer*** – no objections, details of tree protection measures would be required at detailed stage
- ***Ecological Advisor*** – a bat survey of the existing building would be required
- ***Environmental Health Officer*** – recommends refusal due to the impact of noise and air quality on the residential amenity of future occupants.
- ***Highway Agency*** – no objection subject to provision of an impenetrable 1.8 metre high fence between the site and the motorway and a 1.5 metres strip of land remaining clear to allow access to the fence.
- ***Police Crime Prevention Design Adviser*** – no comments received.
- ***Winnersh Parish Council*** – object *"increased traffic movements onto King Street Lane"*.
- ***Local Residents*** – two letters of objection have been received from local residents, one of which was anonymous. Concerns raised can be summarised as follows:
  - the proposed on-site parking provision would not be adequate and this would lead to on-street parking, causing congestion on this busy road and a hazard to children attending Bearwood Primary School. At least two spaces should be provided per dwelling,
  - high density flats are not in keeping with the village of Sindlesham, where the majority of properties are single-family homes and many are period properties, including the 19th century cottages opposite,
  - the building would be closer to the road than the existing building line.

Appraisal – the main issues are:

A. The principle of development (Loddon Area Local Plan policies LTV1 & LH1; Wokingham District Local Plan (Deposit Draft) policies WOS2 & WH1)
B. Residential Density and Housing Mix (Policies H9 of the adopted Berkshire Structure Plan, H6 & H7 of the emerging Berkshire Structure Plan, of the LH7 of the Loddon Area Local Plan and WH6 and the density policy of the Wokingham District Local Plan (Deposit Draft))
C. Impact on the residential amenity of neighbouring residents (Loddon Area Local Plan policies LBE2 & LBE5; Wokingham District Local Plan (Deposit Draft) policies WOS3 & WBE1)
D. Residential amenity of future residents (Berkshire Structure Plan policy EN2, Wokingham District Local Plan (Deposit Draft) policies WOS6 & WOS7, PPG23, Planning and Pollution Control and PPG24, Planning and Noise)
E. Impact on the character of the surrounding area (Loddon Area Local Plan policies LTV6, LBE1, LBE2 & LH1; Wokingham District Local Plan (Deposit Draft) policies WOS3, WBE1 & WH1)
F. Access and Movement (Loddon Area Local Plan policy LT5; Wokingham District Local Plan (Deposit Draft) policy WT7)

G. Ecological issues (Loddon Area Local Plan policy LC10; Wokingham District Local Plan (Deposit Draft) policy WNC3)
H. Flooding (Policies EN3 of the adopted Berkshire Structure Plan, LPS3 & LPS4 of the Loddon Area Local Plan and WIC16 & WIC17 of the Wokingham District Local Plan (Deposit Draft))
I. The Local Plan Inspector's recommendations in relation to the relevant policies
J. Comments made by Hurst Parish Council
K. Comments made by local residents

A. The principle of development

The proposal is for redevelopment of a site within the Identified Settlement of Sindlesham and would result in a net gain of seven dwellings. The Local Plan Inspector suggests that Sindlesham should be a category B settlement, where only limited infill in accordance with WCC1 or small windfall sites in accordance with WH1 would be acceptable (para. 1.38). The proposed development of eight dwellings would be considered as a small infill development and would be in a relatively accessible location, close to facilities in Winnersh. Therefore, the proposal is acceptable in principle.

B. Residential density and housing mix

The application site has an area of 0.12 hectares and the existing density is eight dwellings per hectare. The proposal would increase this density to 67 dwellings per hectare, which would be in accordance with PPG 3. The Council's density policy would not be applicable on a site of this size but the Local Plan Inspector does not recommend a lower threshold for seeking net residential densities of over 30 dwellings per hectare. On small sites like this a key question is whether development at the proposed density can comply with other policies.

Design is a reserved matter, so the layout of the proposed flats is not to be determined at this stage. It is noted that the illustrative details show 2 one- and 6 two-bedroom flats, which would be acceptable, given the need for smaller dwellings in the District. (Changes to the indicative layout would be required to provide all bedrooms with a window.)

C. Impact on the residential amenity of neighbouring residents

Details of the siting, design and external appearance are reserved matters but illustrative plans and elevations have been submitted and these demonstrate that the flats could be constructed without an adverse impact on the residential amenity of neighbouring properties occurring.

On the basis of these illustrative drawings, the flats would be located in a two-storey building, with a T-shaped footprint. Its flank would be adjacent to the flank of the neighbouring property, 19 St Mary's Road. The existing house is a two-storey, end-terrace property, situated to the south-west of the application site. It does not have any windows in its side elevation. The proposed flats would not project significantly to the front or rear of No 19 and there would be some 5.5 metres between the two buildings. This would avoid loss of light or an overbearing impact. The windows in this elevation would

be bathrooms and kitchens, that form part of an open plan living area, and, hence, could be obscure glazed to avoid unacceptable overlooking. The rear wing would have bedroom and living room windows facing 19 St Mary's Road but these would be 14 metres from the common boundary, which would be sufficient to prevent unacceptable overlooking, particularly if the existing conifer hedge were retained on the boundary.

D. Residential amenity of future residents

The site adjoins the embankment of the M4 Motorway and the Environmental Health Officer has concerns relating to air quality and noise.

Under Section 82 of the Environment Act 1995, Local Authorities are required to review and assess air quality. Where government targets for air quality are unlikely to be met, Council's must designate Air Quality Management Areas (AQMAs). Following Wokingham's review and assessment of air quality, the Environmental Services Committee agreed, their meeting on 2 July 2001, to designate AQMAs in areas where the air quality objective for Nitrogen Dioxide is not being met and is not likely to be met by 31 December 2005. The application site lies within this AQMA. As such the intensification in the residential use of the site that would result from the proposed development is considered inappropriate.

In accordance with PPG 24, Planning and Noise, noise sensitive uses, such as residential uses should, where possible, be separated from sources of noise, such as roads. Given the proximity to the motorway, a noise assessment was submitted with the application but the information provided was not sufficient to demonstrate to the satisfaction of the Environmental Health Officer that the proposed dwellings would not experience excessive levels of traffic noise.

E. Impact on the character of the surrounding area

Although single family dwellings are more characteristic in Sindlesham, there are a number of semi-detached and terraced properties in the vicinity, including those to the side of and opposite to the application site. Although a block of eight flats would be larger than these properties, the illustrative details demonstrate that the footprint and massing need not appear significantly greater than some of these.

The illustrative elevations demonstrate that a block of eight flats could be designed in such a way that the scale, height and massing would not be out of keeping. The maximum ridge height shown on the illustrative drawings is 8.8 metres compared to approximately 6.6 metres for the adjacent terrace in St Mary's Road. Although this would represent a significant difference in height the existing properties have a very shallow pitch to the roof, which does not reflect the older properties in the area. Furthermore, 19 St Mary's Road has a hip to the side and the proposed building is also shown to do so, which, combined with the gap of 5.5 metres between the two properties, would prevent the flats appearing unduly prominent or massive.

Parking would be located at the front of the site. The number of spaces proposed is not so great that the frontage would be unacceptably dominated by parking, particularly with suitable landscaping, which would include retention of existing conifer screening.

F. Access and Movement

There were initial concerns regarding intensification of the use of the access onto King Street Lane but it is considered that this would be acceptable, subject to a financial contribution of £12,000, towards highway safety measures in the vicinity.

The illustrative layout shows ten parking spaces and on site turning. This would be equivalent to 1.25 spaces per flat or one space per flat and two visitor spaces, which would be acceptable, given the proximity to facilities and public transport connections at Winnersh.

Secure cycle parking is indicated to the rear of this site. If the application were to be approved, the location of cycle storage would need to be revised to a location either within the building or adjacent to the entrance.

G. Ecological issues

The proposal would result in demolition of an existing dwelling and, hence, a bat survey would be required.

H. Flooding

The site is not in an area identified by the Environment Agency as liable to flooding.

I. The Local Plan Inspector's recommendations in relation to the relevant policies

Policy WOS2: The Inspector recommends replacement of this policy with a sequential approach whereby previously developed land and building within or on the edges of category a settlements would be developed first.

Comment: The proposal is for a small development on a site within a proposed category B settlement and would be considered as previously developed land and, hence, would comply with this recommendation.

Policy WH1: The Inspector recommends alterations to this policy to place greater emphasis on sustainability criteria. A new policy WH6(a) is also proposed, which would require good design.

Comment: It is considered that the proposal would comply with these policies.

Policy WH7: It is recommended that the threshold for provision of affordable housing is reduced but the proposal would still fall below both the revised threshold.

Policy WBE1: The Inspector recommends that this policy is deleted and replaced. The principle is supported but the policy should be more specific and greater emphasis should be placed on sustainability.

Comment: The proposal would comply with the recommendations.

Policies WNC3, WIC17: no changes are recommended

Policies WOS3, WOS4, WOS6, WOS7, WBE10, WBE11, WH3, WH6, WT7, WIC16: It is recommended that these policies be altered or replaced but this would not alter the principles involved or the assessment of this proposal.

Density Policy – The Inspector recommends a density policy, which would require schemes to achieve between 30-50 dwellings net per hectare and higher densities in areas that are well served by public transport.

Comment: The proposal would comply with this policy.

J. Comments made by Winnersh Parish Council

The Parish Council's objection relates to the increased traffic movements onto King Street Lane, which have been addressed in Section F above.

K. Comments made by local residents

The proposed on site parking provision has been addressed in F above and the impact on the character of the surrounding area has been addressed in section B.

Conclusion – It has not been demonstrated that the development could be implemented without

Recommendation – RESOLVE that had the appeal against non-determination not been lodged at the Planning Inspectorate, the application would have been REFUSED PLANNING PERMISSION for the following reasons:

REASONS

1. The application site lies within an Air Quality Management Area, where government targets for air quality are unlikely to be met. Given this location, any intensification in the residential use of the site would be inappropriate and detrimental to the living conditions of future residents. As such the proposal is contrary to Policies EN2 of the Berkshire Structure Plan, WOS6 of the Wokingham District Local Plan (Deposit Draft) and PPG23 Planning and Pollution Control.
2. It has not been demonstrated that occupants of the proposed flats would not experience excessive levels of traffic noise. Therefore, the proposal is contrary to Policies EN2 of the Berkshire Structure Plan, WOS7 of the Wokingham District Local Plan (Deposit Draft), and PPG24 Planning and Noise.
3. The proposal does not include appropriate contributions to infrastructure needs, specifically local highway safety and sustainable transport initiatives, which would arise as a result of the proposed development. The proposal is, therefore, contrary to Berkshire Structure Plan Policy LD6, Loddon Area Local Plan Policy LT5, Wokingham District Local Plan (Deposit Draft) Policies WOS4 and WT7 and the Council's Supplementary Planning Guidance on Planning Obligations.

INFORMATIVES

1. You are advised, in compliance with The Town & Country Planning (General Development Procedure) (England) (Amendment) Order 2000, that the following policies and/or proposals in the development plan are relevant to this decision:

   Berkshire Structure Plan policies OS1, EN1, EN3, T3, LD1, LD5, H4, H5, H6, H9

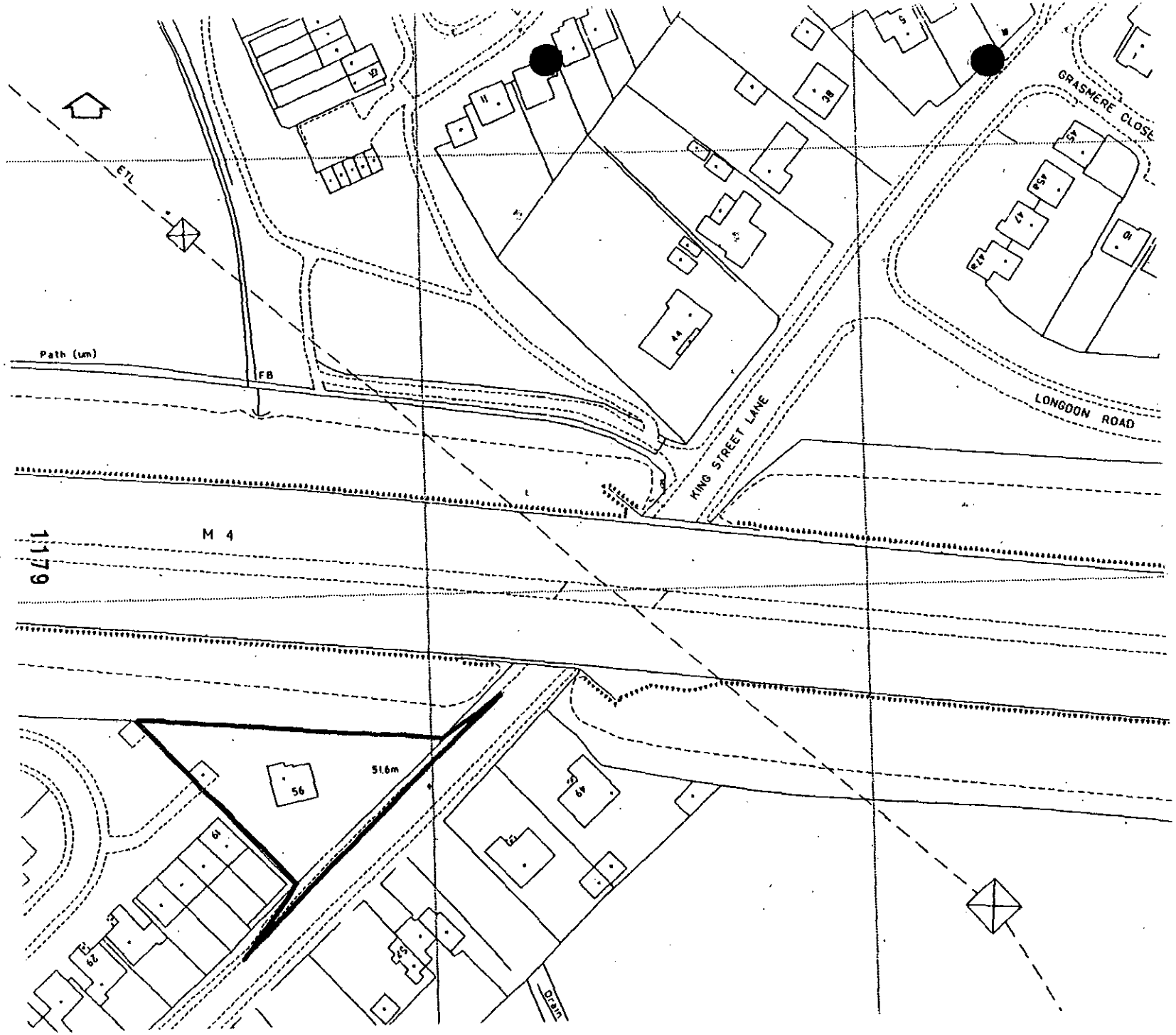
   Loddon Area Local Plan policies LTV1, LTV4, LTV6, LBE1, LBE2, LBE5, LBE8, LBE9, LH1, LH3, LH7, LH8, LT5, LT10, LPS3, LPS4, LC10

   Deposit Draft Wokingham District Local Plan policies WOS2, WOS3, WOS4, WOS6, WOS7, WH1, WH3, WH6, WH7, WBE1, WBE10, WBE11, WNC3, WIC16, WIC17, LT7 and Density Policy

   PPG23 - Planning and Pollution Control

   PPG24 – Planning and Noise

   Supplementary Planning Guidance, Planning Obligations, Principles and Practice



Do not scale except for Planning and Building Regulations purposes.

— Site

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Revision Details			
E			
D			
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B			
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Chartered Town Planning Consultants
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17 Dinorben Close,
FLEET,
Hants, GU52 7SL.
Telephone: 01252 624004
Fax: 01252 684160
E-Mail: info@ggassociates.co.uk

Client
W Elgar Esq.

Job Title
Residential development

Drawing Title
Location Plan

Scale
1:1,250

Date
August 2001

Drawn By
ML

Drg. No.
KSL/00/192/01

Rev.

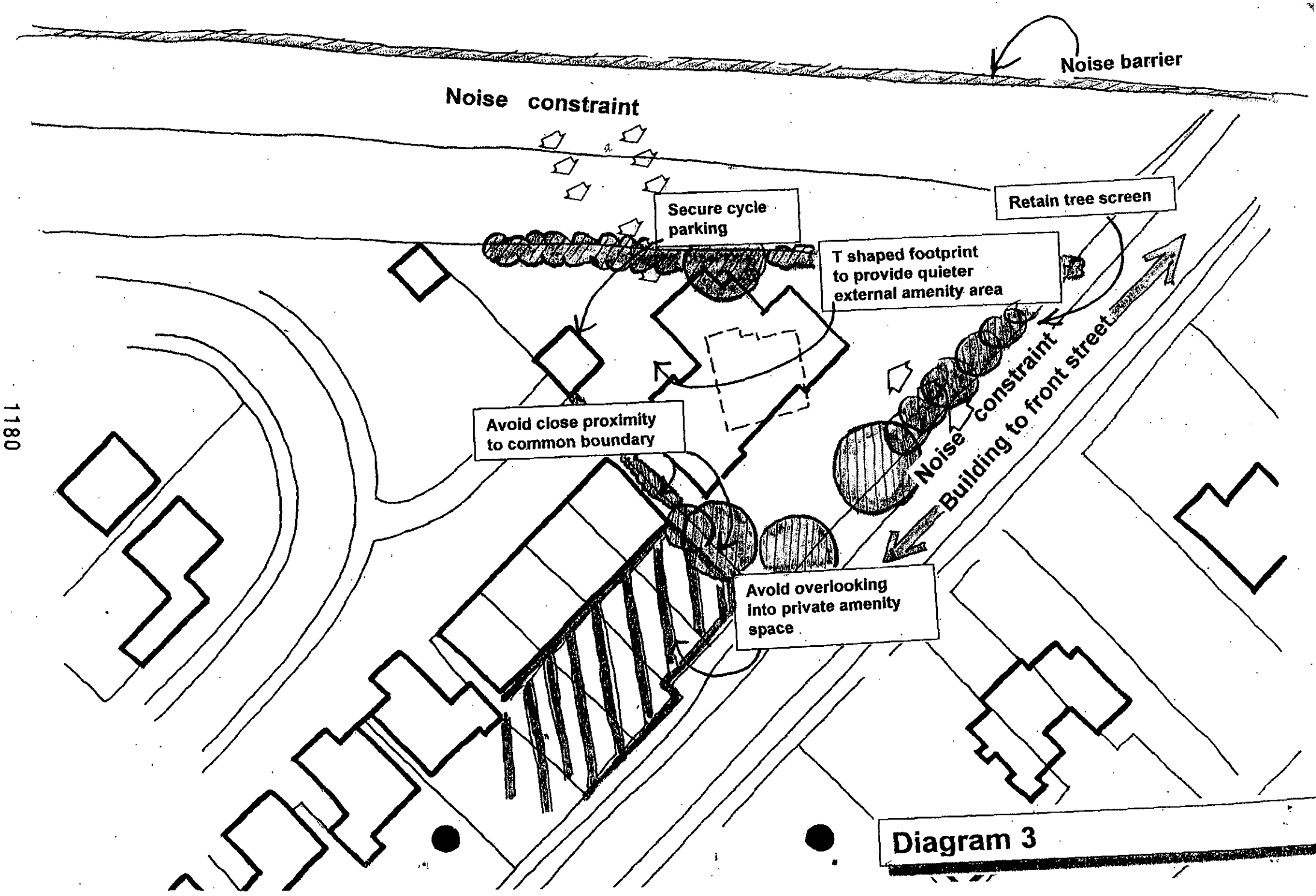
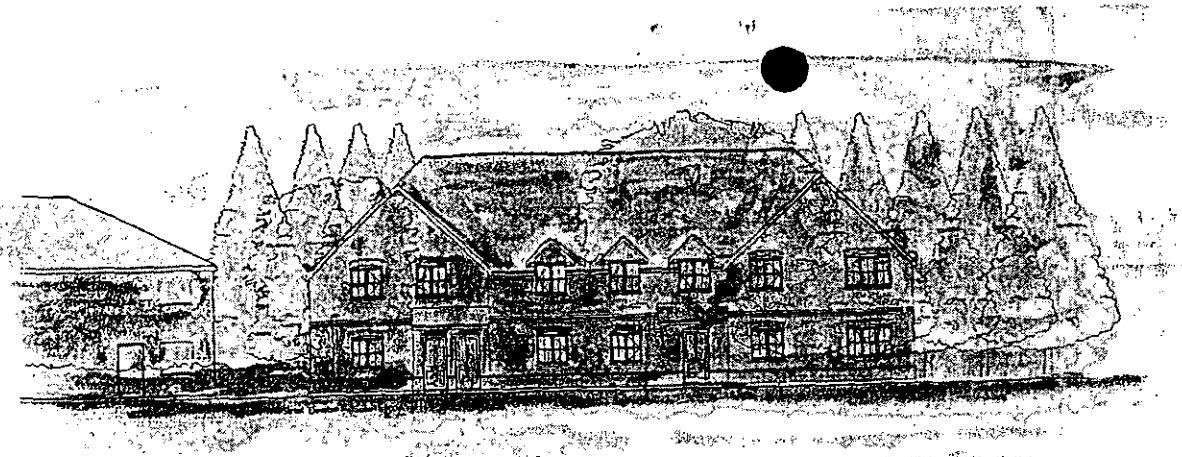
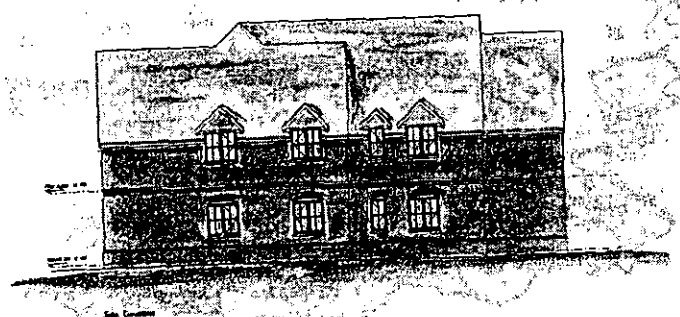

Noise barrier
Noise constraint
Secure cycle parking
Retain tree screen
T shaped footprint to provide quieter external amenity area
Avoid close proximity to common boundary
Noise constraint
Building to front street
Avoid overlooking into private amenity space

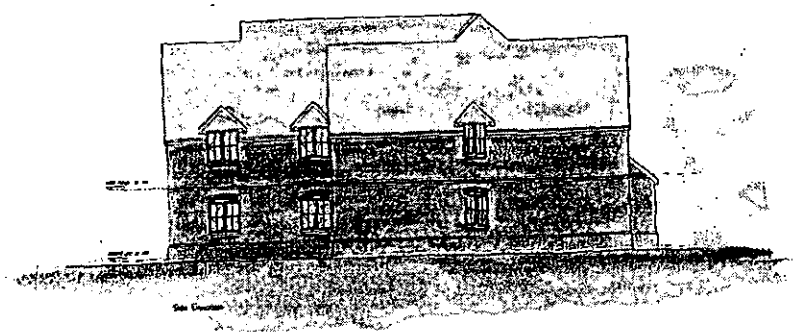
Diagram 3

01.NOV.2001* 5210*



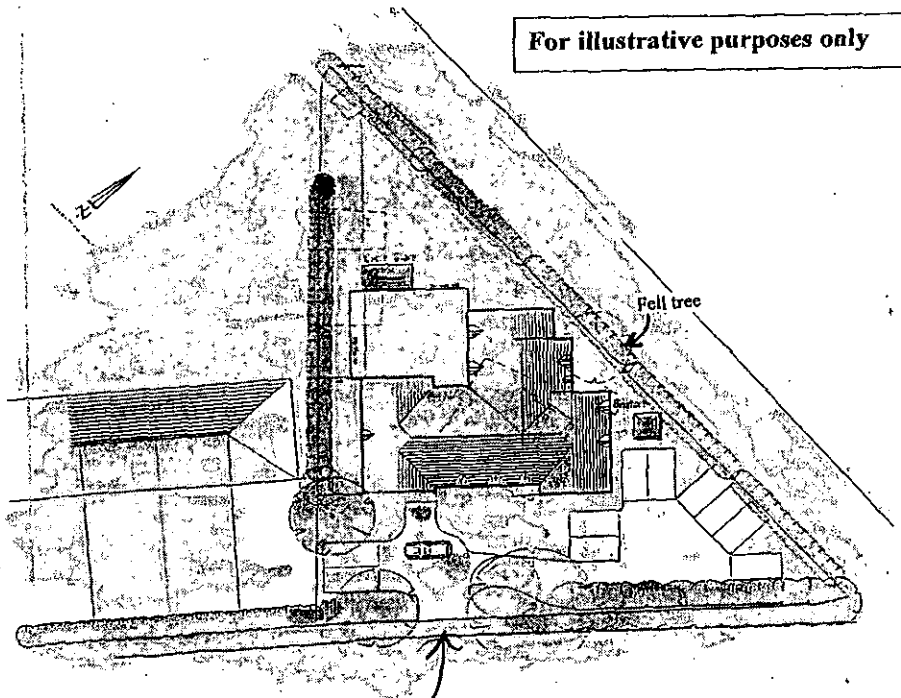






All dwellings to be fitted with noise attenuation measures to achieve a noise reduction level to less than 33dBA

For illustrative purposes only



Access and realigned kerb as per Bellamy Roberts drawing 147/01

NPS/103/01
1:200 & 1:500

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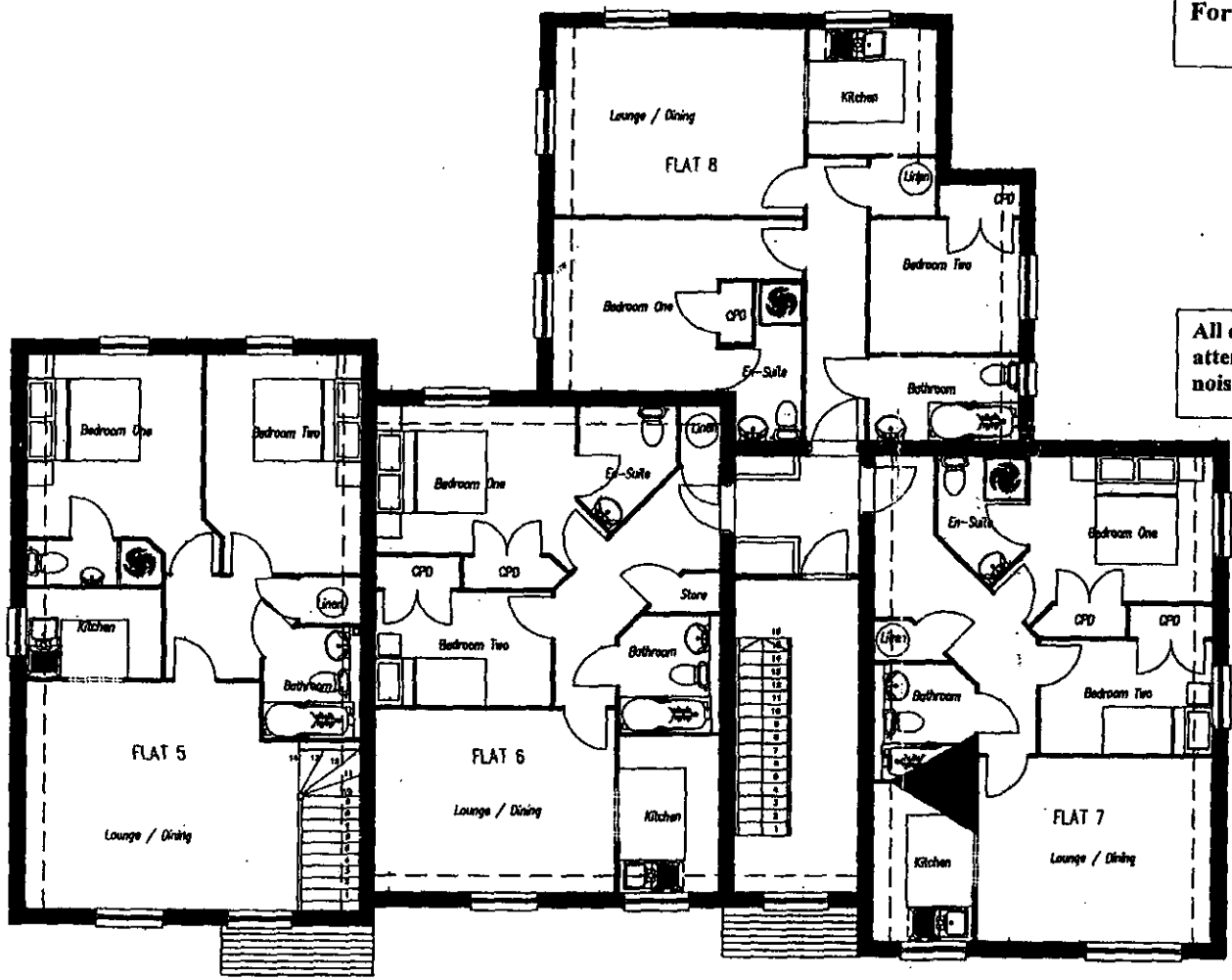
01.NOV.2001 • 521

For illustrative purposes only

All dwellings to be fitted with noise attenuation measures to achieve a noise reduction level to less than 33dBA



First Floor Plan

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01.NOV.2001 5210

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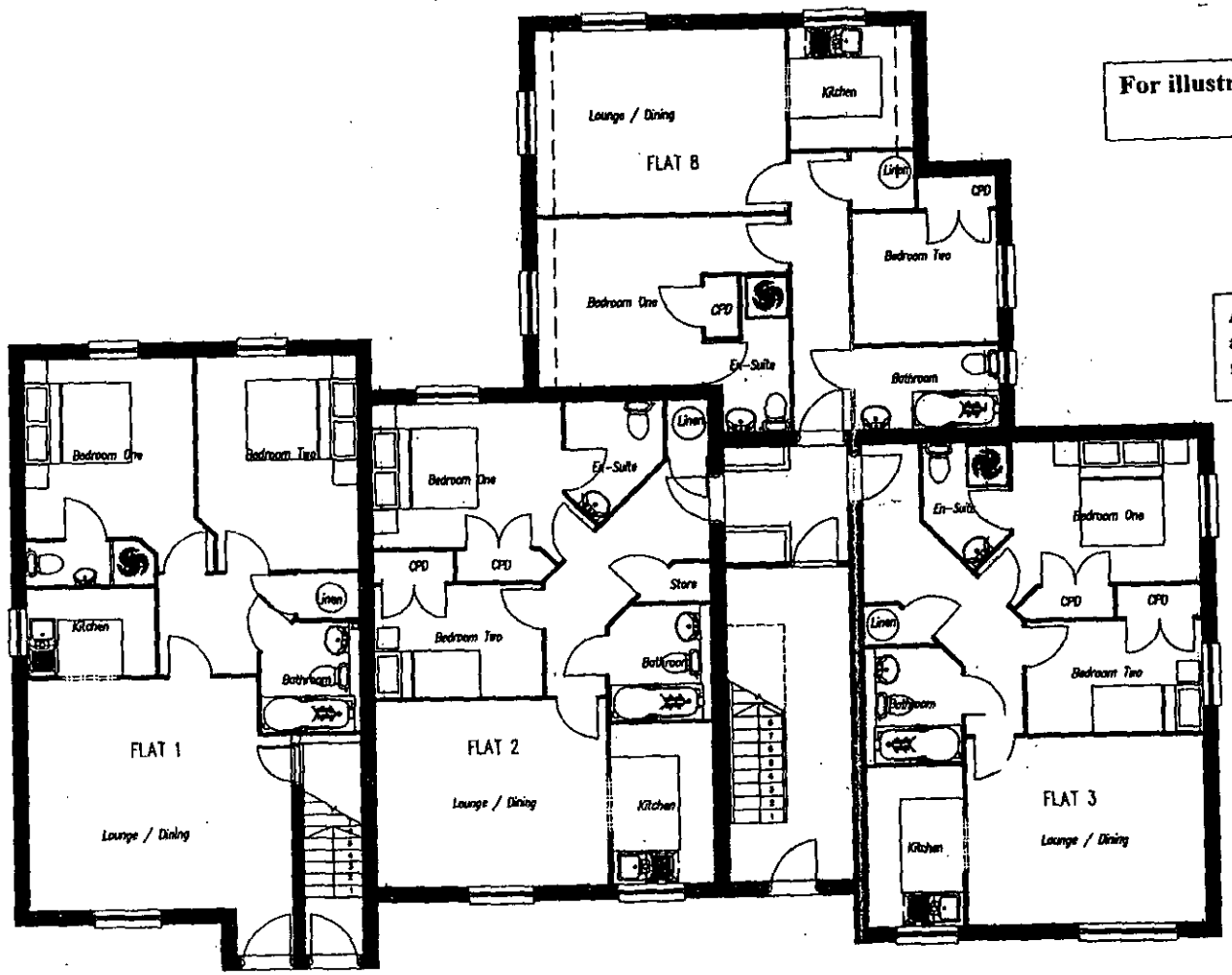

For illustrative purposes only

All dwellings to be fitted with noise attenuation measures to achieve a noise reduction level to less than 33dBA

Ground Floor Plan

NPS/103/02
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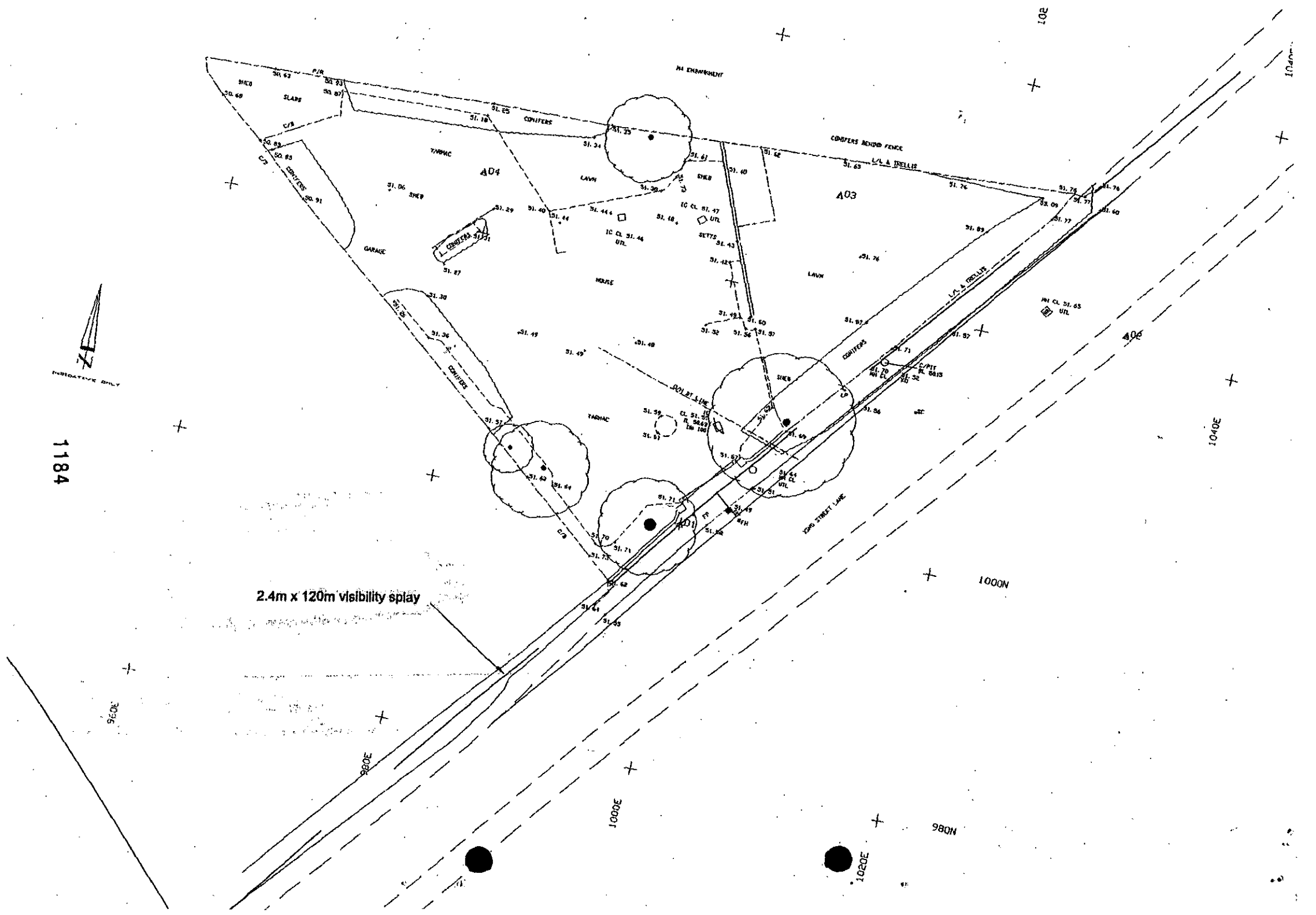
2.4m x 120m visibility splay
CONIFERS BEHIND FENCE
L/L & TRELLIS
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SHEB
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A06

MINUTES OF A MEETING OF THE DEVELOPMENT CONTROL COMMITTEE HELD ON WEDNESDAY 24TH JULY 2002 FROM 7.00 PM TO 11.05 PM

Present: Mr AJ Ross (Chairman), Mrs ANMC Drake (Vice-Chairman), Mrs DC Beatty Mr MJ Bryant, Mr JL Earnshaw, Mr RFN Eke, Mrs JA Lissaman, Mr KA Malvern, Mrs M Robertson, Mr ND Rose, and Rob Stanton.

Also Present: Frank Browne, Bob Haacke, and Mrs T Marinos

PART I

55. MINUTES

The Minutes of the meeting of the Committee held on 3rd July 2002 were confirmed as a correct record and signed by the Chairman.

56. APOLOGIES

An Apology for absence was submitted from Mr. SR Conway.

STREET SINDLESHAM, FOR: MR & MRS ELGAR

The Committee considered a report about this application set out on Agenda pages 1171 to 1184.

RESOLVED: That had the appeal for non-determination not been lodged with the Planning Inspectorate, Application No: 2001/5210 would have been refused on the grounds set out on Agenda page 1172.

64. APPLICATION NO: 2001/5210, OUTLINE APPLICATION FOR THE DEMOLITION OF THE EXISTING DWELLING AND ERECTION OF EIGHT FLATS ASSOCIATED PARKING AND HIGHWAY IMPROVEMENTS, 56 KING

Development Control Ref No:	Received	Parish
O/2001/5210	01.11.2001	Winnersh

Applicant: Mr and Mrs Elgar

Location: 56, King Street Lane, Sindlesham

Proposal: Outline application for the demolition of the existing dwelling and erection of eight flats, associated parking and highway improvements.

REPORT PREPARED FOR: DEVELOPMENT CONTROL COMMITTEE

REPORT PREPARED BY: Head of Planning and Transportation and Emy Circuit

SUMMARY:

Purpose of the Report –

To inform Members of an appeal against non-determination in respect of an outline application for proposed residential development.

Suggested Action –

The committee is requested to:

(a) endorse the resolution that, had the appeal against non-determination not been lodged at the Planning Inspectorate, the application would have been refused planning permission for the reasons set out in the following report.

(b) Authorise Officers to negotiate Services and Infrastructure contributions.

(c) Authorise officers to inform the Planning Inspectorate and the appellants of the above resolutions.

Planning History –

The application site is a 0.12 hectare piece of land, located on the north-western side of King Street Lane, adjacent to the M4 Motorway. The site lies within the Identified Settlement of Sindlesham and is currently occupied by a two-storey detached dwelling, the erection of which predates planning records. During the 1950s, planning permission was granted for extensions and a vehicular access (planning applications 255/55 and R/158/59) and in 1971 outline consent was granted for residential development on part of the site (O/155/70). This now forms part of St Mary's Road. There have been no previous applications for redevelopment of the existing dwelling.

Proposal –

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provided showing a two-storey block with a T-shaped footprint, parking located at the front of the site and a private amenity area at the rear.

The proposal is before the Development Control Committee because, had the appeal not been lodged and the recommendation been for approval a financial contribution of £12,000 towards a signalised pedestrian crossing in the vicinity of Bearwood School would have been sought.

RECOMMENDATION:

To **RESOLVE** that had the appeal against non-determination not been lodged at the Planning Inspectorate, the application would have been refused planning permission.

Background Papers

Held by: Planning Reception
Division: Environmental Services
Dept: Development Control

Contact No: 0118 974 6428/ 6429
E Mail: development.control@wokingham.gov.uk

NB: All reports seek to identify environmental, community safety and equal opportunities implications. Consultation with residents and organisations which has or is about to take place, will also be reported.

BACKGROUND

Consultations -

- ***Access and Movement*** – no objection subject to conditions and a S106 agreement to secure a financial contribution of £12,000 towards highway safety measures in King Street Lane.
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- ***Environmental Health Officer*** – recommends refusal due to the impact of noise and air quality on the residential amenity of future occupants.
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C. Impact on the residential amenity of neighbouring residents (Loddon Area Local Plan policies LBE2 & LBE5; Wokingham District Local Plan (Deposit Draft) policies WOS3 & WBE1)
D. Residential amenity of future residents (Berkshire Structure Plan policy EN2, Wokingham District Local Plan (Deposit Draft) policies WOS6 & WOS7, PPG23, Planning and Pollution Control and PPG24, Planning and Noise)
E. Impact on the character of the surrounding area (Loddon Area Local Plan policies LTV6, LBE1, LBE2 & LH1; Wokingham District Local Plan (Deposit Draft) policies WOS3, WBE1 & WH1)
F. Access and Movement (Loddon Area Local Plan policy LT5; Wokingham District Local Plan (Deposit Draft) policy WT7)

G. Ecological issues (Loddon Area Local Plan policy LC10; Wokingham District Local Plan (Deposit Draft) policy WNC3)
H. Flooding (Policies EN3 of the adopted Berkshire Structure Plan, LPS3 & LPS4 of the Loddon Area Local Plan and WIC16 & WIC17 of the Wokingham District Local Plan (Deposit Draft))
I. The Local Plan Inspector's recommendations in relation to the relevant policies
J. Comments made by Hurst Parish Council
K. Comments made by local residents

A. The principle of development

The proposal is for redevelopment of a site within the Identified Settlement of Sindlesham and would result in a net gain of seven dwellings. The Local Plan Inspector suggests that Sindlesham should be a category B settlement, where only limited infill in accordance with WCC1 or small windfall sites in accordance with WH1 would be acceptable (para. 1.38). The proposed development of eight dwellings would be considered as a small infill development and would be in a relatively accessible location, close to facilities in Winnersh. Therefore, the proposal is acceptable in principle.

B. Residential density and housing mix

The application site has an area of 0.12 hectares and the existing density is eight dwellings per hectare. The proposal would increase this density to 67 dwellings per hectare, which would be in accordance with PPG 3. The Council's density policy would not be applicable on a site of this size but the Local Plan Inspector does not recommend a lower threshold for seeking net residential densities of over 30 dwellings per hectare. On small sites like this a key question is whether development at the proposed density can comply with other policies.

Design is a reserved matter, so the layout of the proposed flats is not to be determined at this stage. It is noted that the illustrative details show 2 one- and 6 two-bedroom flats, which would be acceptable, given the need for smaller dwellings in the District. (Changes to the indicative layout would be required to provide all bedrooms with a window.)

C. Impact on the residential amenity of neighbouring residents

Details of the siting, design and external appearance are reserved matters but illustrative plans and elevations have been submitted and these demonstrate that the flats could be constructed without an adverse impact on the residential amenity of neighbouring properties occurring.

On the basis of these illustrative drawings, the flats would be located in a two-storey building, with a T-shaped footprint. Its flank would be adjacent to the flank of the neighbouring property, 19 St Mary's Road. The existing house is a two-storey, end-terrace property, situated to the south-west of the application site. It does not have any windows in its side elevation. The proposed flats would not project significantly to the front or rear of No 19 and there would be some 5.5 metres between the two buildings. This would avoid loss of light or an overbearing impact. The windows in this elevation would

be bathrooms and kitchens, that form part of an open plan living area, and, hence, could be obscure glazed to avoid unacceptable overlooking. The rear wing would have bedroom and living room windows facing 19 St Mary's Road but these would be 14 metres from the common boundary, which would be sufficient to prevent unacceptable overlooking, particularly if the existing conifer hedge were retained on the boundary.

D. Residential amenity of future residents

The site adjoins the embankment of the M4 Motorway and the Environmental Health Officer has concerns relating to air quality and noise.

Under Section 82 of the Environment Act 1995, Local Authorities are required to review and assess air quality. Where government targets for air quality are unlikely to be met, Council's must designate Air Quality Management Areas (AQMAs). Following Wokingham's review and assessment of air quality, the Environmental Services Committee agreed, their meeting on 2 July 2001, to designate AQMAs in areas where the air quality objective for Nitrogen Dioxide is not being met and is not likely to be met by 31 December 2005. The application site lies within this AQMA. As such the intensification in the residential use of the site that would result from the proposed development is considered inappropriate.

In accordance with PPG 24, Planning and Noise, noise sensitive uses, such as residential uses should, where possible, be separated from sources of noise, such as roads. Given the proximity to the motorway, a noise assessment was submitted with the application but the information provided was not sufficient to demonstrate to the satisfaction of the Environmental Health Officer that the proposed dwellings would not experience excessive levels of traffic noise.

E. Impact on the character of the surrounding area

Although single family dwellings are more characteristic in Sindlesham, there are a number of semi-detached and terraced properties in the vicinity, including those to the side of and opposite to the application site. Although a block of eight flats would be larger than these properties, the illustrative details demonstrate that the footprint and massing need not appear significantly greater than some of these.

The illustrative elevations demonstrate that a block of eight flats could be designed in such a way that the scale, height and massing would not be out of keeping. The maximum ridge height shown on the illustrative drawings is 8.8 metres compared to approximately 6.6 metres for the adjacent terrace in St Mary's Road. Although this would represent a significant difference in height the existing properties have a very shallow pitch to the roof, which does not reflect the older properties in the area. Furthermore, 19 St Mary's Road has a hip to the side and the proposed building is also shown to do so, which, combined with the gap of 5.5 metres between the two properties, would prevent the flats appearing unduly prominent or massive.

Parking would be located at the front of the site. The number of spaces proposed is not so great that the frontage would be unacceptably dominated by parking, particularly with suitable landscaping, which would include retention of existing conifer screening.

F. Access and Movement

There were initial concerns regarding intensification of the use of the access onto King Street Lane but it is considered that this would be acceptable, subject to a financial contribution of £12,000, towards highway safety measures in the vicinity.

The illustrative layout shows ten parking spaces and on site turning. This would be equivalent to 1.25 spaces per flat or one space per flat and two visitor spaces, which would be acceptable, given the proximity to facilities and public transport connections at Winnersh.

Secure cycle parking is indicated to the rear of this site. If the application were to be approved, the location of cycle storage would need to be revised to a location either within the building or adjacent to the entrance.

G. Ecological issues

The proposal would result in demolition of an existing dwelling and, hence, a bat survey would be required.

H. Flooding

The site is not in an area identified by the Environment Agency as liable to flooding.

I. The Local Plan Inspector's recommendations in relation to the relevant policies

Policy WOS2: The Inspector recommends replacement of this policy with a sequential approach whereby previously developed land and building within or on the edges of category a settlements would be developed first.

Comment: The proposal is for a small development on a site within a proposed category B settlement and would be considered as previously developed land and, hence, would comply with this recommendation.

Policy WH1: The Inspector recommends alterations to this policy to place greater emphasis on sustainability criteria. A new policy WH6(a) is also proposed, which would require good design.

Comment: It is considered that the proposal would comply with these policies.

Policy WH7: It is recommended that the threshold for provision of affordable housing is reduced but the proposal would still fall below both the revised threshold.

Policy WBE1: The Inspector recommends that this policy is deleted and replaced. The principle is supported but the policy should be more specific and greater emphasis should be placed on sustainability.

Comment: The proposal would comply with the recommendations.

Policies WNC3, WIC17: no changes are recommended

Policies WOS3, WOS4, WOS6, WOS7, WBE10, WBE11, WH3, WH6, WT7, WIC16: It is recommended that these policies be altered or replaced but this would not alter the principles involved or the assessment of this proposal.

Density Policy – The Inspector recommends a density policy, which would require schemes to achieve between 30-50 dwellings net per hectare and higher densities in areas that are well served by public transport.

Comment: The proposal would comply with this policy.

J. Comments made by Winnersh Parish Council

The Parish Council's objection relates to the increased traffic movements onto King Street Lane, which have been addressed in Section F above.

K. Comments made by local residents

The proposed on site parking provision has been addressed in F above and the impact on the character of the surrounding area has been addressed in section B.

Conclusion – It has not been demonstrated that the development could be implemented without

Recommendation – RESOLVE that had the appeal against non-determination not been lodged at the Planning Inspectorate, the application would have been REFUSED PLANNING PERMISSION for the following reasons:

REASONS

1. The application site lies within an Air Quality Management Area, where government targets for air quality are unlikely to be met. Given this location, any intensification in the residential use of the site would be inappropriate and detrimental to the living conditions of future residents. As such the proposal is contrary to Policies EN2 of the Berkshire Structure Plan, WOS6 of the Wokingham District Local Plan (Deposit Draft) and PPG23 Planning and Pollution Control.
2. It has not been demonstrated that occupants of the proposed flats would not experience excessive levels of traffic noise. Therefore, the proposal is contrary to Policies EN2 of the Berkshire Structure Plan, WOS7 of the Wokingham District Local Plan (Deposit Draft), and PPG24 Planning and Noise.
3. The proposal does not include appropriate contributions to infrastructure needs, specifically local highway safety and sustainable transport initiatives, which would arise as a result of the proposed development. The proposal is, therefore, contrary to Berkshire Structure Plan Policy LD6, Loddon Area Local Plan Policy LT5, Wokingham District Local Plan (Deposit Draft) Policies WOS4 and WT7 and the Council's Supplementary Planning Guidance on Planning Obligations.

INFORMATIVES

1. You are advised, in compliance with The Town & Country Planning (General Development Procedure) (England) (Amendment) Order 2000, that the following policies and/or proposals in the development plan are relevant to this decision:

   Berkshire Structure Plan policies OS1, EN1, EN3, T3, LD1, LD5, H4, H5, H6, H9

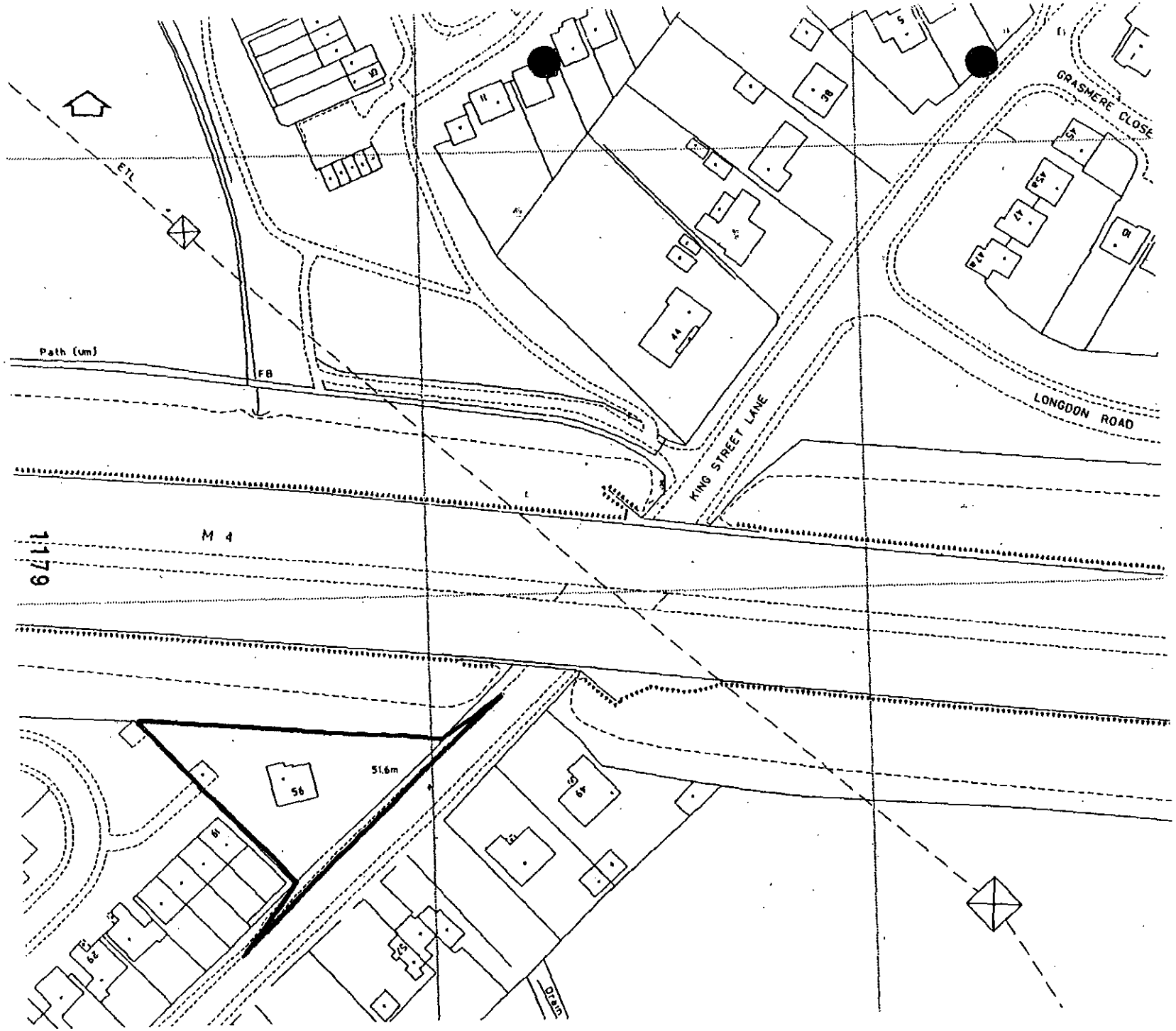
   Loddon Area Local Plan policies LTV1, LTV4, LTV6, LBE1, LBE2, LBE5, LBE8, LBE9, LH1, LH3, LH7, LH8, LT5, LT10, LPS3, LPS4, LC10

   Deposit Draft Wokingham District Local Plan policies WOS2, WOS3, WOS4, WOS6, WOS7, WH1, WH3, WH6, WH7, WBE1, WBE10, WBE11, WNC3, WIC16, WIC17, LT7 and Density Policy

   PPG23 - Planning and Pollution Control

   PPG24 – Planning and Noise

   Supplementary Planning Guidance, Planning Obligations, Principles and Practice



Do not scale except for Planning and Building Regulations purposes.

— Site

01.NOV.2001 ★

5210

Revision Details			
E			
D			
C			
B			
A			

Gregory Gray Associates
Chartered Town Planning Consultants
'Redcliffe,'
17 Dinorben Close,
FLEET,
Hants, GU52 7SL.
Telephone: 01252 624004
Fax: 01252 684160
E-Mail: info@ggassociates.co.uk

Client
W Elgar Esq.

Job Title
Residential development

Drawing Title
Location Plan

Scale
1:1,250

Date
August 2001

Drawn By
ML

Drg. No.
KSL/00/192/01

Rev.

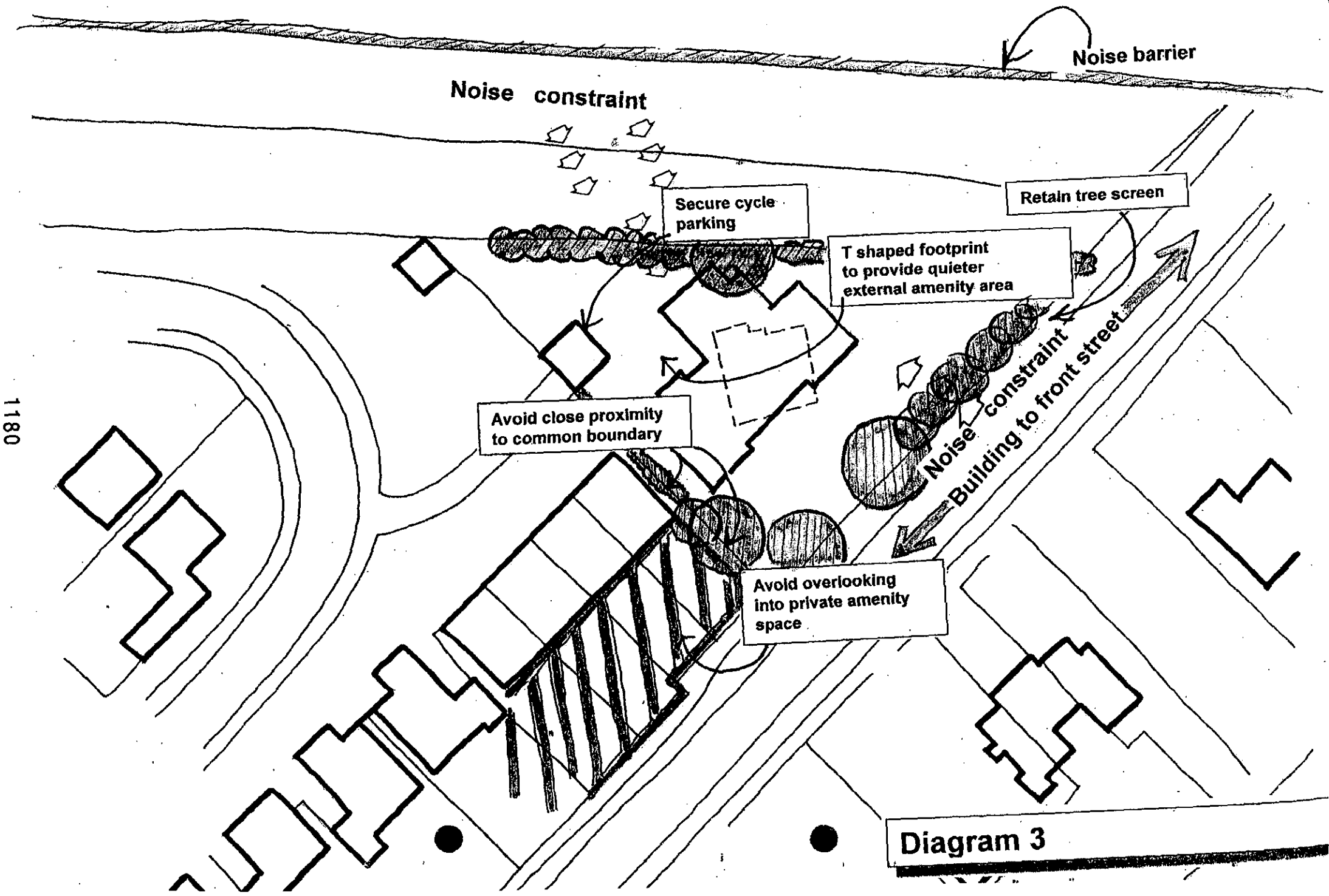
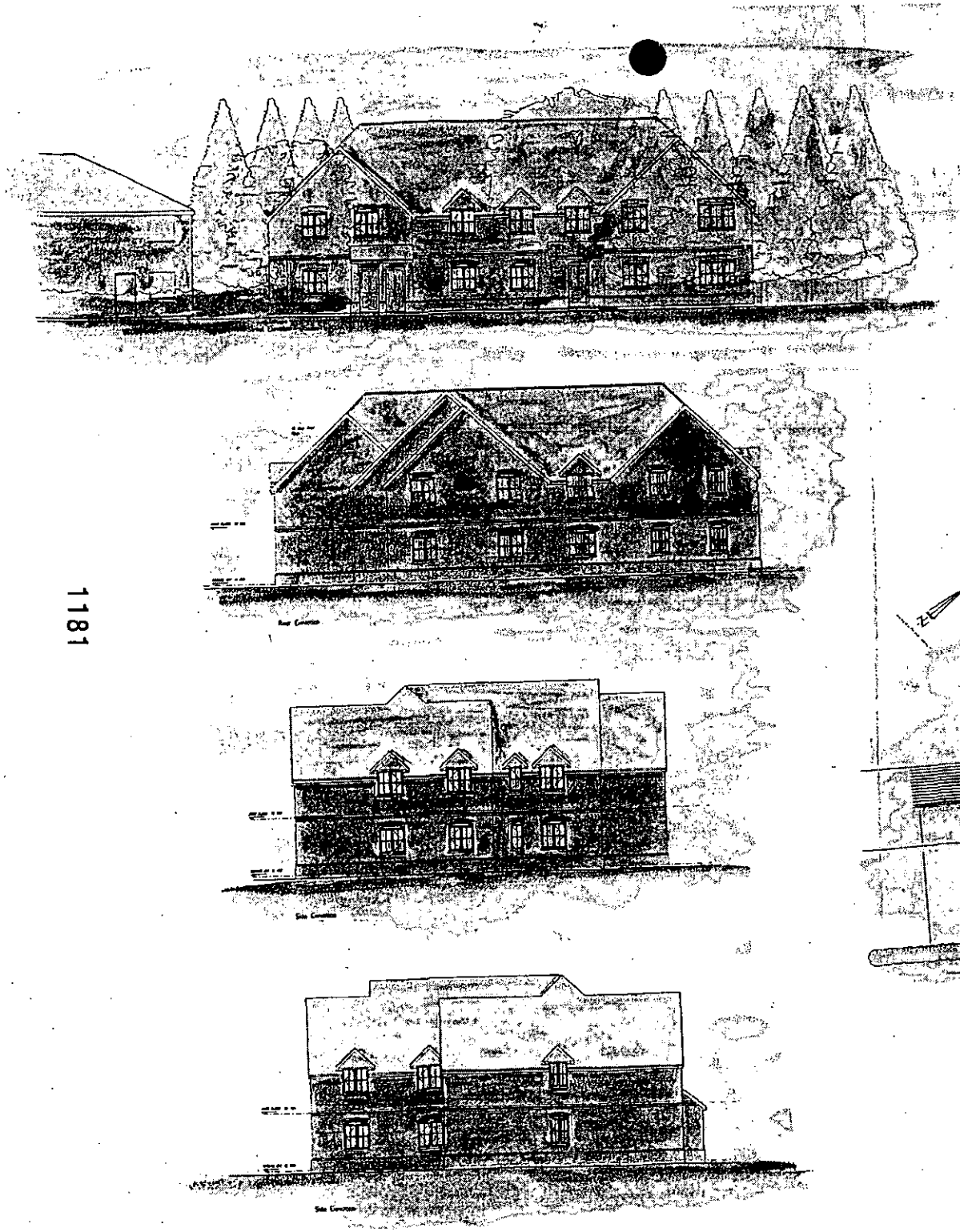
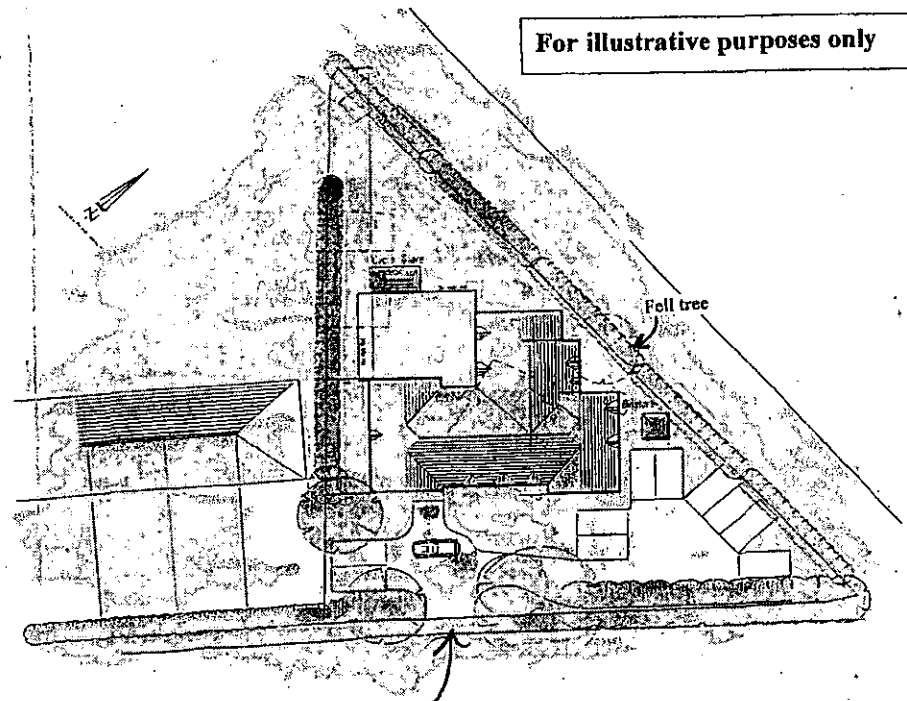

Noise barrier
Noise constraint
Secure cycle parking
Retain tree screen
T shaped footprint to provide quieter external amenity area
Avoid close proximity to common boundary
Noise constraint
Building to front street
Avoid overlooking into private amenity space

Diagram 3



All dwellings to be fitted with noise attenuation measures to achieve a noise reduction level to less than 33dBA

For illustrative purposes only



Access and realigned kerb as per Bellamy Roberts drawing 147/01

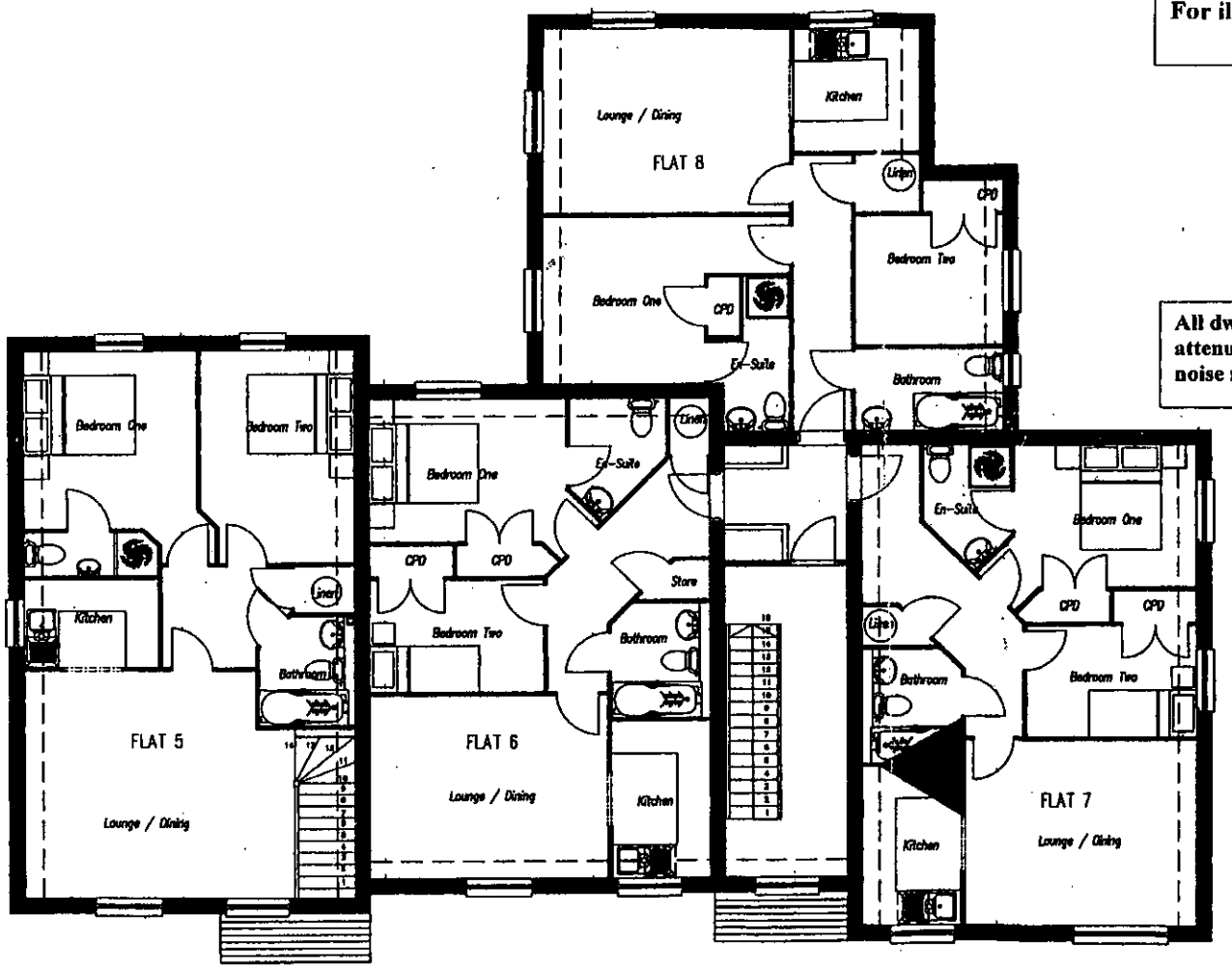
NPS/103/01
1:200 & 1:500

01.NOV.2001* 521

1182

For illustrative purposes only

All dwellings to be fitted with noise attenuation measures to achieve a noise reduction level to less than 33dBA

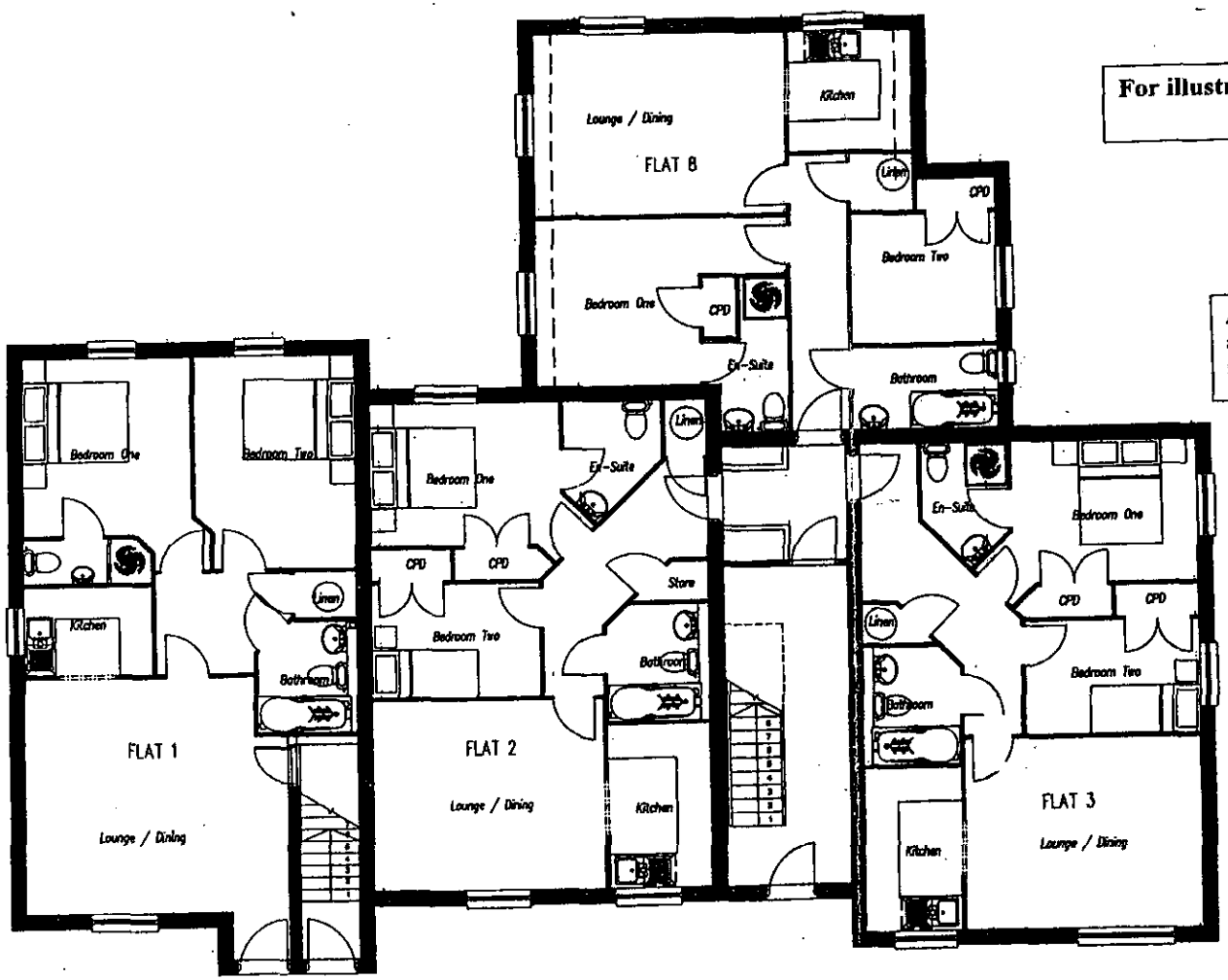


First Floor Plan

NPS/103/03
1:100

01.NOV.2001 * 5210

1183

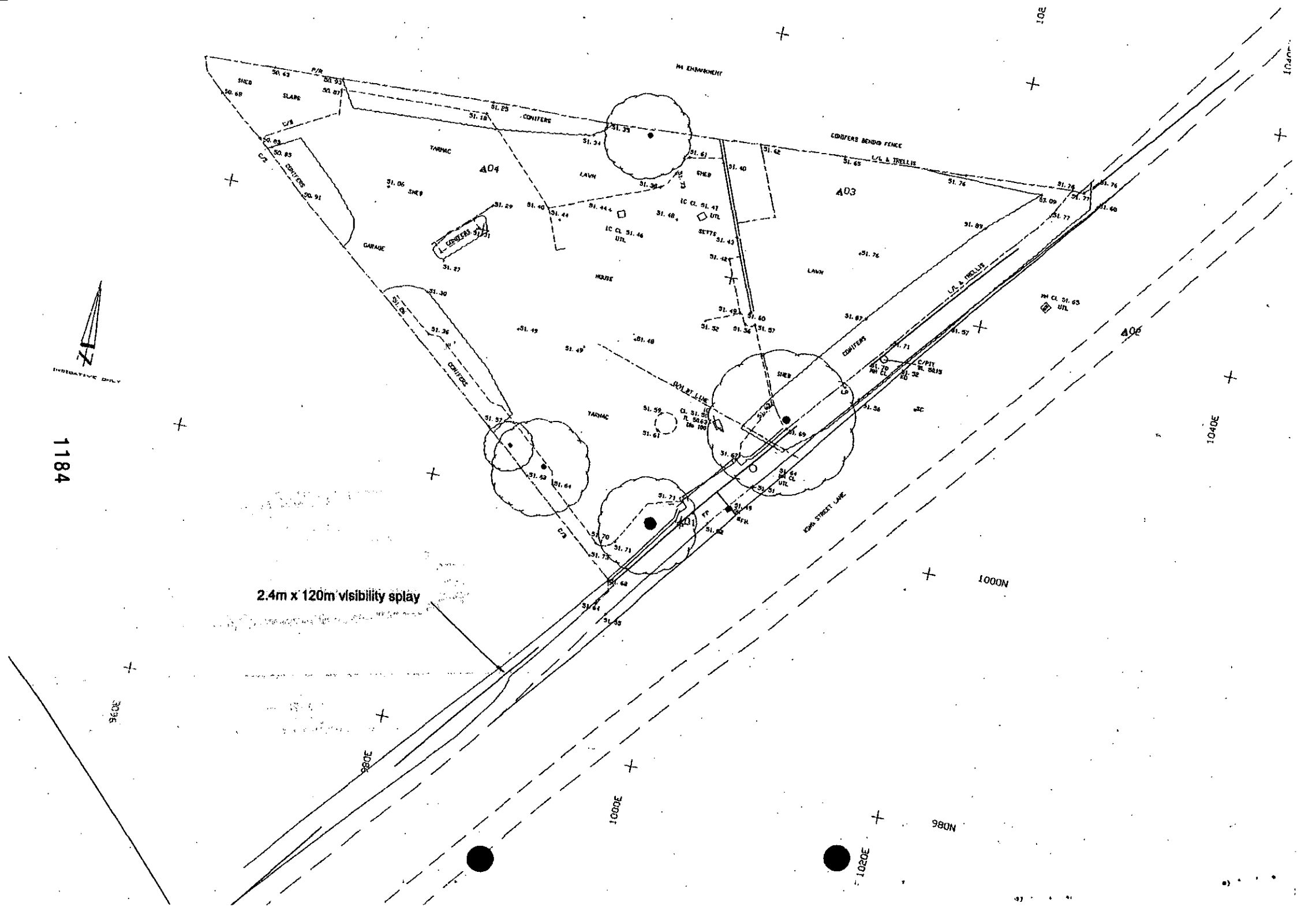


For illustrative purposes only

All dwellings to be fitted with noise attenuation measures to achieve a noise reduction level to less than 33dBA

Ground Floor Plan

NPS/103/02
1:100


2.4m x 120m visibility splay
CONIFERS BEHIND FENCE
L/L & TRELLIS
CONIFERS
LAWN
HOUSE
GARAGE
YARMAC
SHED
SLABS
SETTS
KING STREET LANE
1000N
980N
1000E
1020E
1040E
980E
960E
INDICATIVE ONLY

FAO Peter Anderson

To:
Property Dept

From: Emy Circuit

Date: 04 July 2002

Application Number: O/2001/5210

Proposal: Outline application for the demolition of existing dwelling and erection of 8 flats, associated parking and highway improvements..

Site Address:
56, King Street Lane, Winnersh, Wokingham.

Applicant:
Mr & Mrs Elgar C/O Gregory Gray Associates.

Your observations are required in respect of this application within **7 days** of the above date.

Emy

With reference to the attached outline application, although we are aware of the appeal, ~~we're~~ I am not aware of any approach being made to the council in respect of the land within the application which is owned by the council. As I have not therefore been able to seek the opinion of the client department I would object to the outline application as it could interfere with the client departments proposed usage of their land.

Many thanks

Peter Anderson

Peter J Anderson
Technical Assistant.
Estates Unit.

WOKINGHAM DISTRICT COUNCIL
RECEIVED
05 JUL 2002
PRO

NB agent sent certificate to Estates unit + was forwarded to planning " Not land managed by estates unit" - copied to Peter Anderson 26/7/02

Gregory Gray Associates

CHARTERED TOWN PLANNING CONSULTANTS

'Redcliffe', 17 Dinorben Close, Fleet, Hants, GU52 7SL.

Telephone: 01252 624004 Fax: 01252 684160

E-Mail: info@ggassociates.co.uk

PLANNING SERVICES | HPT 57531
POL | TLS
DC RBC | ENF
APP
S.S
17 JUN 2002
GO | ACK:

+ fax 57506
Received 14 June 2002.

Ms. E. Circuit,
Wokingham District Council,
Shute End,
Wokingham,
Berks, RG40 1WR.

14th June 2002

Our Ref: KSL/00/192

0118 974 6484 (fax and post)

Dear Ms. Circuit,

DEMOLITION OF EXISTING DWELLING & ERECTION OF EIGHT FLATS, ASSOCIATED PARKING AND HIGHWAY WORKS
56 KINGS STREET LANE, WINNERSH.
O/2001/5210

I write in respect of the above matter. I attach a copy of my letter of 8th March to which I have not received a response.

I note from the highway comments which you faxed to me, that the highway authority are requesting a financial contribution towards "highway improvement in the vicinity". My initial understanding was that this was towards a pelican crossing further to the north and beyond the motorway bridge.

Please would you confirm the specific projects envisaged by the highway authority so that I may take a view as to whether they are fairly and reasonably related to the development – the Circular 1/97 test. In addition, I would ask for guidance as to the level of contribution which is sought and details of other funds which have been paid towards these projects. In so doing I will assess whether the projects are fairly and reasonably related to the development in scale and kind.

I look forward to hearing from you.

Yours sincerely,

Mark Leedale.

Enc.

Gregory Gray Associates

CHARTERED TOWN PLANNING CONSULTANTS
'Redcliffe', 17 Dinorben Close, Fleet, Hants, GU52 7SL.
Telephone: 01252 624004 Fax: 01252 684160
E-Mail: info@ggassociates.co.uk

Ms. E. Circuit, Planning Department,
Wokingham District Council,
Shute End,
Wokingham,
Berks, RG40 1WR.

8th March 2002

Our Ref: KSL/00/192

0118 974 6484 (fax and post)

Dear Ms. Circuit,

DEMOLITION OF EXISTING DWELLING & ERECTION OF EIGHT FLATS, ASSOCIATED PARKING AND HIGHWAY WORKS
56 KINGS STREET LANE, WINNERSH.
O/2001/5210

I write further to our telephone conversation of last Friday.

Just in cace my letter to Mr. Watson has not filtered through to you, I enclose a copy. On the matter of the s.106 I would be grateful to receive a letter of comfort prior to entering into discussions. I understand this will include a contribution to the pelican crossing and a clause relating to the highway improvement. Provided the financial contribution is proportionate in scale and kind and there is a programme for implementation - and return of index linked funds within a reasonable timescale if this is not realised - my Clients have no, in principle, objection to this suggestion.

Yours sincerely,

Mark Leedale.

Enc.

Gregory Gray Associates

CHARTERED TOWN PLANNING CONSULTANTS
'Redcliffe', 17 Dinorben Close, Fleet, Hants, GU52 7SL.
Telephone: 01252 624004 Fax: 01252 684160
E-Mail: info@ggassociates.co.uk

G SERVICES	HPT 55792
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26 APR 2002	
COPIES TO	ACK
	FILE

Ms. E. Circuit, Planning Department,
Wokingham District Council,
Shute End,
Wokingham,
Berks, RG40 1WR.

26th April 2002
Our Ref: KSL/00/192
e-mail & fax

Dear Ms. Circuit,

DEMOLITION OF EXISTING DWELLING & ERECTION OF EIGHT FLATS, ASSOCIATED PARKING AND HIGHWAY WORKS
56 KINGS STREET LANE, WINNERSH.
O/2001/5210

I write in respect of the above matter and my letter of 8th April to which I have had no response.

It is clear from the meeting with Tom Payne that we still have some acoustic matters to resolve. However, I had asked you in my letter of 8th April for a decision as to how you would treat the matter of air quality which remains an objection of the EHO. I must have a view on this by no later than Monday 29th so that I can advise my Client as to whether additional work on noise matters will be abortive in terms of a positive recommendation from the Head of Planning.

Yours sincerely,

Mark Leedale.

cc Client

Tel. 0118 9746361
Fax. 0118 9746401
E-mail: environmentalp&h@wokingham.gov.uk
Date. 17 April 2002
My ref. 20015345/tp1

Mr M Sugiura
20 Merryweather Close
Wokingham
Berks
RG40 4YH

Environmental Health Service
Environmental Services Department
P.O. Box 155
Shute End, Wokingham
Berkshire RG40 1WW
Tel: (0118) 974 6000
Fax: (0118) 974 6401
Minicom No: (0118) 974 6991
DX: 33506 – Wokingham

Dear Mr Sugiura

O/2001/5210 – PROPOSED ERECTION OF 8 FLATS
56 KING STREET LANE, WINNERSH

Thank you for your letter dated 16 April 2002. I write to comment on the points made in your letter and to confirm those matters discussed during our site meeting on 17 April 2002.

Given the proposed development is situated adjacent to an elevated section of the M4 it is in my view appropriate for the noise levels on the first floor to be measured/predicted. You state the night-time ground floor façade level, when converted to "free-field", equals $L_{Aeq,8hr}$ 58.1 dB. Following the method given in PPG24 this level when rounded up is 59 dB. This places the site into the night-time NEC C (between 57 – 66 $L_{Aeq,8hr}$ dB) which is itself grounds for refusal.

As we discussed, the Council is in the process of adopting Supplementary Planning Guidance (SPG) - Appendix I: Securing Good Air Quality and Appendix L: Flooding and Pollution. In addition, I enclose a copy of a draft Environmental Guidance Note for Planning applicants entitled 'Noise Considerations for New Residential Developments'. This details the specific noise criteria, which must be shown to be achievable. It is my view that a further more detailed noise assessment is needed to show how these noise levels are to be achieved.

I understand that in order to carry out this more detailed assessment traffic flow information is required. Tim Nicholson, Highways Agency can be contacted via email for the M4 traffic data at the following address: tim.nicholson@highways.gsi.gov.uk or by phone on 01306 878433.

If I can be of any further assistance please contact me.

Yours sincerely

TOM PAYNE
SENIOR ENVIRONMENTAL HEALTH OFFICER
ENVIRONMENTAL PROTECTION & HOUSING

cc.
Emy Circuit, Senior Planning Officer, Development Control.
Mr M Leedale, Gregory Grey Associates, 17 Dinorben Close, Fleet, Hampshire, GU52 7SL

Emy Circuit

From: Tom Payne
Sent: 17 April 2002 13:36
To: Emy Circuit
Subject: FW: Noise report - 56 King Street Lane, Winnersh

Importance: High

Please see attached letter from Mr Sugiura (noise consultant). Following my meeting with Mr Sugiura we agreed that a further more detailed noise assessment was needed. I will be writing to him to confirm this.

Tom

-----Original Message-----
From: Michael Sugiura [SMTP:michael.sugiura@lineone.net]
Sent: Tuesday, April 16, 2002 9:06 PM
To: Tom Payne
Cc: Gregory Gray
Subject: Re: Noise report - 56 King Street Lane, Winnersh
Importance: High

Tom

Please see attached comments on your letter dated 15 April. I confirm our meeting for 17 April 10am.

Regards

Mike



Kingstreet5.doc

----- Original Message -----
From: Tom Payne <tom.payne@wokingham.gov.uk>
To: <greg@ggassociates.co.uk>
Cc: <mike@sugi.co.uk>; Emy Circuit <Emy.Circuit@wokingham.gov.uk>
Sent: Monday, April 15, 2002 11:05 AM
Subject: Noise report - 56 King Street Lane, Winnersh

> Please see accompanying letter - top copy to follow by post.
>
> <<56KSL noise report.doc>>
>
> Regards.
>
> Tom Payne
> Senior Environmental Health Officer
> Environmental Protection & Housing
> Wokingham District Council
> tel. 0118 974 6361
> fax. 0118 974 6401
> tom.payne@wokingham.gov.uk
> www.wokingham.gov.uk
>

>
>
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>

Tom Payne
Senior Environmental Health Officer
Wokingham District Council
Environmental Protection and Housing
Shute End
Wokingham
Berkshire
RG40 1WW

16 April 2002

Dear Tom

Town and Country Planning Act 1990 (As Amended)
Re: Land at 56 King Street Lane, Winnersh (Your ref. 20015345)

Further to our telephone discussion earlier today regarding your letter to Gregory Gray Associates dated 15 April I clarify the status of the report and deal with your comments.

1. The scope of the May 2001 study was to prepare an initial report on an assessment of road traffic noise levels. This was based on the Shortened Measurement Method of CRTN 88 taking manual recordings of daytime noise levels for a 3hr period front and rear of the existing dwelling. Automatically recorded measurements were also taken during the night 1m from the rear living room of the dwelling.

2. I agree that to derive the $L_{Aeq,16hr}$ a 2-dB deduction is made from the $L_{A10,18hr}$ figure. The additional 3dB correction I made was because of the site conditions. The site noise measurement positions on the King Street Lane and M4 boundaries are located in a type of retained cut. This is formed by the embankment along the M4 boundary, the M4 overbridge and properties on the opposite side of King Street Lane. The acoustic conditions are in my submission not "free-field" at any of the chosen measurement locations and I therefore applied a correction for site layout.

3. In determining an appropriate NEC for the existing site PPG24 does not use 'worst case' measurements. The guidance advises the average of recorded readings should be rounded up, as does CRTN.

4. All values in the recommended Noise Exposure Categories for new dwellings near existing sources are specified 1.2m to 1.5m above the ground. The NEC's in effect provide for higher noise levels at first floor level and above.

5. The guidance of PPG 24 does not require predictions at higher floor levels for the purposes of determining noise-sensitive developments at the outline application stage. Such assessments would in practice be done at detailed design.

6. The night-time measurements at a ground floor façade shown in Table 2 when converted to "free-field" away from the rear of the dwelling determine an $L_{Aeq,8hr}$ 58.1 dB on the boundary between NECB/C ground floor level for the existing building. This is likely to be less for the proposed position of the new building.

7. It is my view that your requirement for a full justification of the assumptions made in respect of future traffic levels is unreasonable at this stage of the planning process. I have used a correction that Highways Authorities use as an estimate for low traffic growth over the next 15 years and refer to this in the report.

8. Finally, the indicative scheme proposes improved boundary treatment on King Street Lane and provision of a walled garden. Predictions as to the effectiveness of this proposal and further consideration to protect amenity areas could be dealt with by condition at the later stage of the planning process.

I confirm our meeting on site at **10am on Wednesday 17 April** to discuss the above and look forward to meeting you.

Yours sincerely

Michael Sugiura

cc. Mark Leedale - Gregory Gray Associates

Tel. 0118 9746361
Fax. 0118 9746401
E-mail: environmentalp&h@wokingham.gov.uk
Date. 15 April 2002
My ref. 20015345

Mr M Leedale
Gregory Grey Associates
17 Dinorben Close
Fleet
Hampshire
GU52 7SL

PLANNING SERVICES	HPT
POL	ILS
DC	ENF
APP	
CS	
15 APR 2002	
COL	
	FILE

Environmental Health Service
Environmental Services Department
P.O. Box 155
Shute End, Wokingham
Berkshire RG40 1WW
Tel: (0118) 974 6000
Fax: (0118) 974 6401
Minicom No: (0118) 974 6991
DX: 33506 – Wokingham

Dear Mr Leedale

NOISE REPORT DATED MAY 2001 (MICHAEL SUGIURA)
O/2001/5210 – PROPOSED ERECTION OF 8 FLATS
56 KING STREET LANE, WINNERSH

The proximity of this site to the M4 makes noise a critical issue. The potential impact on the future occupants of these flats must be fully assessed prior to formally determining this planning application. On the basis of the noise report dated May 2001, I have insufficient information to make an informed judgement as to the suitability of this site for residential development.

I make the following comments on the noise report. Until these points have been addressed I am unable to provide a formal recommendation to Emy Circuit (Senior Planning Officer).

1. Table 5 of the noise report states that a 5dB deduction was made from the LA10, 18-hour figures to derive the LAeq, 16-hour figure. PPG24 states that the LAeq, 16 hr = LA10, 18 hr – 2dB. I am unclear as to why a further 3dB has been deducted given the report states free-field measurements were taken. The LAeq, 16 hr (free-field) being the figure to determine the appropriate Noise Exposure Category for the site.

2. In determining the appropriate NEC for this development the lowest LA10, 18 hr at both assessment locations was used. I believe it is more appropriate for the worst case measurements to be used.

3. Taking into consideration points 1 and 2 above, the LAeq, 16 hr at location 1 equals 66.4dB and at location 6 is 68.0dB. This would put the site into the middle to upper end of NEC C (daytime), as opposed to NEC B.

4. All predictions are for ground level only. Predictions for first floor level should also be provided.

5. Full justification should be given to assumptions made in respect of future traffic levels over the next 15 years and any correction should be used to derive a corrected NEC for the site (ground and first floor level).

6. Although night-time measurements were taken no assessment has been made of these readings. The night-time NEC has not been derived or commented upon in the report. Based on the information given in Table 2 it would appear the site would fall into NEC C (ground floor, night-time). Again predictions should be given for ground and first floor levels.

7. As quoted in the report the Council's noise standard for garden/amenity areas is 55dB LAeq (16 hour, free field). The readings in Tables 1 and 3 indicate the LAeq is likely to be between 65.6 - 67.8dB. Therefore a noise reduction of 10 – 13dB would be needed to achieve this standard. Mr Sugiura recommends a 2m high acoustic barrier along the Southern boundary of the site. Predictions should be given as to the effectiveness of this proposal and further consideration should be given to further noise mitigation measures to protect the amenity areas.

I would be happy to set up a meeting with Mr Sugiura to discuss these points. Please contact me if you have any queries.

Yours sincerely

T. Payne.

TOM PAYNE
SENIOR ENVIRONMENTAL HEALTH OFFICER
ENVIRONMENTAL PROTECTION & HOUSING

cc.
Mr M Sugiura, 20 Merryweather Close, Wokingham, Berks, RG40 4YH.
Emy Circuit, Senior Planning Officer, Development Control.

PLANNING SERVICES	HPT 55063
POL	TLS
DC EXC	ENF
APP	
GS	
09 APR 2002	
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Gregory Gray Associates

CHARTERED TOWN PLANNING CONSULTANTS
'Redcliffe', 17 Dinorben Close, Fleet, Hants, GU52 7SL.
Telephone: 01252 624004 Fax: 01252 684160
E-Mail: info@ggassociates.co.uk

Ms. E. Circuit, Planning Department,
Wokingham District Council,
Shute End,
Wokingham,
Berks, RG40 1WR.

8th April 2002
Our Ref: KSL/00/192
0118 974 6484 (fax ~~and post~~) @ 5.55 8/4/02

Dear Ms. Circuit,

DEMOLITION OF EXISTING DWELLING & ERECTION OF EIGHT FLATS, ASSOCIATED PARKING AND HIGHWAY WORKS
56 KINGS STREET LANE, WINNERSH.
O/2001/5210

I write in respect of the above matter and my letter of 18th March.

I presume by now that the EHO has read the Acoustic report commissioned by my Client and had conveyed that there is no objection on this basis.

As for air quality I have regard to CircularLAQM.G4(97) and in particular paragraphs 34-37. In essence there needs to be an assessment of the impact of the development proposal in terms of air quality. This needs to be balanced against other material considerations and in particular PPG3. The proposed development will have a negligible impact in terms of traffic generation both in itself and when set against the current use. Of itself, this would not significantly influence your Council's Air Quality Management objectives or their attainment. Your EHO refers to a case in Surrey Heath which, I understand, involved a significant amount of housing development through the Local Plan review. With respect, my Client proposal is in no way comparable to this.

I await your confirmation that the application will be granted subject to a financial contribution towards the pelican crossing, provided this can be justified in accordance with 1/97.

However, I must advise you that my Clients wish to bring the matter to a conclusion bearing in mind the length of time it has taken thus far. Accordingly and to focus attention I advise you that an appeal against non-determination is a very real possibility unless we have in principle permission by the end of this month.

Yours sincerely, spoke to applicant before end

Tom 10/4 - refuse intensification

Mark Leedale.

cc Client

Emy Circuit

From: Emy Circuit
Sent: 20 March 2002 09:19
To: Tom Payne
Subject: 56 King Street Lane, Winnersh - O/2001/5210

Tom,

I've now taken this application over from Edward, who has left. A noise survey was submitted with the application, but from your comments it appears it wasn't copied to you, so I have put one in the post. With regard to the air quality issue, there is an existing dwelling on the site – would it be reasonable to recommend refusal for what would be the intensification of the existing use of the site?

Emy

Gregory Gray Associates

CHARTERED TOWN PLANNING CONSULTANTS

'Redcliffe', 17 Dinorben Close, Fleet, Hants, GU52 7SL.

Telephone: 01252 624004 Fax: 01252 684160

E-Mail: info@ggassociates.co.uk

PLANNING SERVICES	HPT 54432
POL	TLS
DC EXC	ENF
20 MAR 2002	
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+ faxed copy 18/3/02

Ref 54388

Ms. E. Circuit, Planning Department,
Wokingham District Council,
Shute End,
Wokingham,
Berks, RG40 1WR.

18th March 2002
Our Ref: KSL/00/192
0118 974 6484 (fax and post)

Dear Ms. Circuit,

DEMOLITION OF EXISTING DWELLING & ERECTION OF EIGHT FLATS, ASSOCIATED PARKING AND HIGHWAY WORKS
56 KINGS STREET LANE, WINNERSH.
O/2001/5210

Thank you for providing me with the EHO comments of 26th November which I understand had been mislaid on another file. This has caused considerable delay and I trust matters can be moved along with due speed.

In respect of noise, my Clients had anticipated this matter and commissioned a thorough acoustic report. This has influenced design- albeit for illustrative purposes – and establishes that the site falls within NECB. This report was submitted with the application and in accordance with policy set out in PPG24, the site is acceptable for residential development. Moreover, you will be aware that the site already accommodates a dwelling and this should not be lost in your discussion with Mr Watson.

As regards the matter of air quality, I suggest to you that the existing residential development should be afforded significant weight along with the requirements of PPG3. If the Council continues to mitigate against development of brownfield sites, by devising further constraints, then the inevitable outcome is additional release of peripheral greenfield sites. This is clearly contrary to policy set out within PPG3 and the emerging Local Plan.

I await your confirmation that the application will be granted subject to a financial contribution towards the pelican crossing, provided this can be justified in accordance with 1/97.

Yours sincerely,

Mark Leedale.

Emy Circuit
From: Andy Glencross
Sent: 15 March 2002 17:58
To: Emy Circuit
Subject: RE: 56 King Street Lane, Sinclesham -O/2001/5210

Hi Emy

Attached are the comments I sent to Edward

Cheers

Andy



Planning Application
O20015210...

-----Original Message-----
From: Emy Circuit
Sent: 15 March 2002 16:08
To: Andy Glencross
Subject: 56 King Street Lane, Sinclesham -O/2001/5210

Andy,

I've just been passed this application from Edward, who has now left, and I notice that, although you were consulted, there are no comments from you on file. Please can I have a copy of whatever you said?

Thanks

Emy

Andy Glencross

From: Andy Glencross
Sent: 20 November 2001 12:28
To: Edward Oteng
Subject: Planning Application O/2001/5210 56 King Street lane Winnersh

Hi Edward

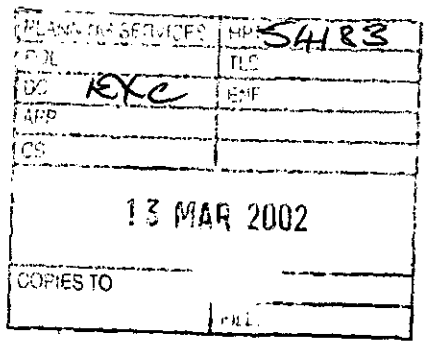
All buildings have potential to act as roost sites for bats which are legally protected species. This building is to be demolished and consequently I would advise that the developer must submit a survey of the buildings by a trained and licensed bat worker with their application. **This must be submitted prior to planning permission being granted not attached as a condition**

I have not visited the site.

Andy Glencross
Countryside Officer (Biodiversity)
Wokingham District Council Countryside Service
Dinton Pastures Country Park
Davis Street
Hurst
Berkshire RG10 0TH
Tel: 0118 9342016

Gregory Gray Associates

CHARTERED TOWN PLANNING CONSULTANTS
'Redcliffe', 17 Dinorben Close, Fleet, Hants, GU52 7SL.
Telephone: 01252 624004 Fax: 01252 684160
E-Mail: info@ggassociates.co.uk



Ms. E. Circuit, Planning Department,
Wokingham District Council,
Shute End,
Wokingham,
Berks, RG40 1WR.

8th March 2002

+fax 12/3 54108

Our Ref: KSL/00/192

0118 974 6484 (fax and post)

Dear Ms. Circuit,

DEMOLITION OF EXISTING DWELLING & ERECTION OF EIGHT FLATS, ASSOCIATED PARKING AND HIGHWAY WORKS
56 KINGS STREET LANE, WINNERSH.
O/2001/5210

I write further to our telephone conversation of last Friday.

Just in ace my letter to Mr. Watson has not filtered through to you, I enclose a copy. On the matter of the s.106 I would be grateful to receive a letter of comfort prior to entering into discussions. I understand this will include a contribution to the pelican crossing and a clause relating to the highway improvement. Provided the financial contribution is proportionate in scale and kind and there is a programme for implementation - and return of index linked funds within a reasonable timescale if this is not realised - my Clients have no, in principle, objection to this suggestion.

Yours sincerely,

Mark Leedale.

Enc.

Gregory Gray Associates

CHARTERED TOWN PLANNING CONSULTANTS
'Redcliffe', 17 Dinorben Close, Fleet, Hants, GU52 7SL.
Telephone: 01252 624004 Fax: 01252 684160
E-Mail: info@ggassociates.co.uk

T Watson Esq.
Head of Planning and Transportation,
Wokingham District Council,
Shute End,
Wokingham, Berks, RG40 1WR.

8th March 2002
Our Ref: KSL/00/192
0118 974 6484 (fax and post)

Dear Mr Watson,

DEMOLITION OF EXISTING DWELLING & ERECTION OF EIGHT FLATS, ASSOCIATED PARKING AND HIGHWAY WORKS
56 KINGS STREET LANE, WINNERSH.
O/2001/5210

I write in respect of the above application.

I understand that Mr Oteng has left the Council and that the application will be reallocated. My purpose in writing is to update you on progress and in case the file notes are incomplete. Mr McMillan of you Highways Department has reassessed the matter in the light of my letter of 7th January. He is of the view that the proposal is acceptable in accordance with the submitted details. His comments should be on file.

On the basis of a site visit and appraisal of all other issues Mr Oteng was going to write the matter up for the grant of permission. The only issue remaining was a s.106 agreement relating to highway works. I also understand that there was the question of a contribution to a pelican crossing which I am more than prepared to consider subject to it being in line with 1/97.

I regret to say that I have unfortunate experience of similar circumstances where we spent 7 months negotiating and amending a scheme with two officers, only to be told by Mr Thorp that the application was unacceptable. I was assured in a meeting with Anna Cronin that this would not happen again. I trust I can rely on the new officer to adopt a consistent approach.

If there is any matter on which I can assist please telephone me. Otherwise I look forward to receiving the draft decision or a notice so that the s.106 agreement can be progressed.

Yours sincerely,

Mark Leedale.

Gregory Gray Associates

CHARTERED TOWN PLANNING CONSULTANTS
'Redcliffe', 17 Dinorben Close, Fleet, Hants, GU52 7SL.
Telephone: 01252 624004 Fax: 01252 684160
E-Mail: info@ggassociates.co.uk

PLANNING SERVICES	HPT
POL	TLS
DC	ENF
APP	
CS	54087

11 MAR 2002

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REPLY BY
25 MAR 2002

Spoke to him Fri 8/3

T Watson Esq.
Head of Planning and Transportation,
Wokingham District Council,
Shute End,
Wokingham, Berks, RG40 1WR.

8th March 2002
Our Ref: KSL/00/192
0118 974 6484 (fax and post)

Dear Mr Watson,

DEMOLITION OF EXISTING DWELLING & ERECTION OF EIGHT FLATS, ASSOCIATED PARKING AND HIGHWAY WORKS
56 KINGS STREET LANE, WINNERSH,
O/2001/5210

I write in respect of the above application.

I understand that Mr Oteng has left the Council and that the application will be reallocated. – EXC
My purpose in writing is to update you on progress and in case the file notes are incomplete. Mr McMillan of you Highways Department has reassessed the matter in the light of my letter of 7th January. He is of the view that the proposal is acceptable in accordance with the submitted details. His comments should be on file.

On the basis of a site visit and appraisal of all other issues Mr Oteng was going to write the matter up for the grant of permission. The only issue remaining was a s.106 agreement relating to highway works. I also understand that there was the question of a contribution to a pelican crossing which I am more than prepared to consider subject to it being in line with 1/97.

I regret to say that I have unfortunate experience of similar circumstances where we spent 7 months negotiating and amending a scheme with two officers, only to be told by Mr Thorp that the application was unacceptable. I was assured in a meeting with Anna Cronin that this would not happen again. I trust I can rely on the new officer to adopt a consistent approach.

If there is any matter on which I can assist please telephone me. Otherwise I look forward to receiving the draft decision or a notice so that the s.106 agreement can be progressed.

Yours sincerely,

Mark Leedale.

EXC

Edward Oteng

From: info [info@ggassociates.co.uk]
Sent: Thursday, February 21, 2002 11:32 AM
To: edward.oteng@wokingham.gov.uk
Subject: 56 King Street Lane

Mr Oteng,

I hope by now you will have the revised comments of the highway authority confirming there is no objection to the proposed access.
On this basis please will you confirm that you can move the application to a recommendation for the grant of permission.

Mark Leedale

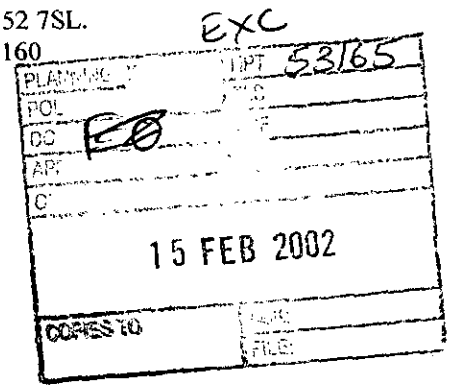
Gregory Gray Associates

CHARTERED TOWN PLANNING CONSULTANTS

'Redcliffe', 17 Dinorben Close, Fleet, Hants, GU52 7SL.

Telephone: 01252 624004 Fax: 01252 684160

E-Mail: info@ggassociates.co.uk



Head of Planning and Transportation,
Wokingham District Council,
Shute End,
Wokingham,
Berks, RG40 1WR.

14th Februray 2002
Our Ref: KSL/00/192
0118 974 6484 (e-mail, fax and post)

Dear Mr Oteng,

DEMOLITION OF EXISTING DWELLING & ERECTION OF EIGHT FLATS, ASSOCIATED PARKING AND HIGHWAY WORKS
56 KINGS STREET LANE, WINNERSH.
O/2001/5210

I write in respect of the above and consequent upon my letter of 7th January.

I have not heard from you and in order to move matters along I have spoken direct with your colleagues in Highways. They confirm that, in the light of my letter, access onto King Street Lane is considered acceptable.

With this in mind and as there are no other unresolved matters, would you please now move to a decision as the application does not have to be reported to committee.

Yours sincerely,

Mark Leedale.

HIGHWAYS CONSULTATION SHEET

From: Edward Oteng **Date:** 14 November 2001

Application Number: O/2001/5210

Proposal: Outline application for the demolition of existing dwelling and erection of 8 flats, associated parking and highway improvements.

Parish: WINNERSH PARISH

Site Address:
56, King Street Lane, Winnersh, Wokingham.

Applicant:
Mr & Mrs Elgar C/O Gregory Gray Associates.

Your observations are required in respect of this application within **7 days** of the above date.

✓ below as applicable;

1) ☐ Recommend refusal for the reason(s) **stated below**;
2) ☐ Recommend approval but with condition(s) & reason(s) **stated below**;
3) ☐ Recommend approval with **no** condition(s) or reason(s).

The Highway Authority do not want to see an intensification in use of the existing access onto King Street Lane, and therefore please could we have revised plans showing the proposed development accessed from St Mary's Road.
Although we wouldn't like to see vehicular access onto King Street Lane, pedestrian and cycle access would be welcomed.

Comments superseded. Adam Coggins 21/02/02.

Recommend Conditional Approval subject to suitable financial contribution towards highway safety measures within the vicinity;
1, C122, R122 (parking + turning prior to occupation)
2, C123, R123 (parking not to be restricted)
3, C124, R124 (cycle parking)
4, C126 (INSERT: 2471/01), R126 (visibility splays)
5, C129, R129 (site parking)
6 / C130, R130 (mud)
7, C134 (INSERT: 4.8m) and served via a footway crossover (DELETE: kerb radii). (access width)
8, C137 (INSERT: flats), R137 (turning)
9, No gates shall be provided. R: HHSRC. NO7.

Gregory Gray Associates

CHARTERED TOWN PLANNING CONSULTANTS
'Redcliffe', 17 Dinorben Close, Fleet, Hants, GU52 7SL.
Telephone: 01252 624004 Fax: 01252 684160
E-Mail: info@ggassociates.co.uk

Head of Planning and Transportation,
Wokingham District Council,
Shute End,
Wokingham,
Berks, RG40 1WR.

7th January 2002
Our Ref: KSL/00/192
0118 974 6484 (fax and post)

Dear Mr Oteng,

DEMOLITION OF EXISTING DWELLING & ERECTION OF EIGHT FLATS, ASSOCIATED PARKING AND HIGHWAY WORKS
56 KINGS STREET LANE, WINNERSH.
O/2001/5210

I refer to our telephone conversation this morning.

I am almost certain that my Clients do not control land which would allow for access via St Mary's Road. However, I have today undertaken an index map search through HMLR and will let you know if the land in question is wholly in the ownership of the Council. If it is then the application will be amended. In any event I will let you know the outcome within the next week to 10 days so that the application can be reported to committee in February.

In the meantime I would point out that whilst access from St Mary's Road may be preferable, consideration needs to be given to the suitability of access as submitted and proposed to be improved. In my judgement this represents a safe arrangement and I judge from the highway officers comments that he supports the reduction in parking spaces – from adopted standards - in accordance with PPG13. This must be weighed in the balance with the express requirements set out in PPG3 to make use of sustainable sites such as this for high density residential development.

Yours sincerely,

Mark Leedale.

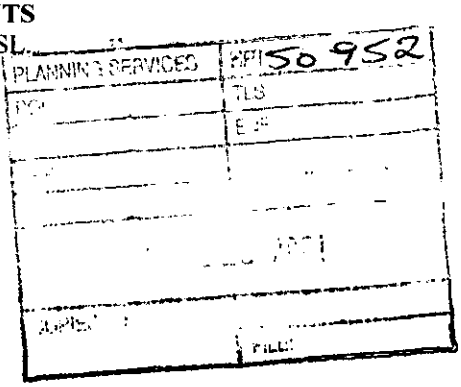
Gregory Gray Associates

CHARTERED TOWN PLANNING CONSULTANTS

'Redcliffe', 17 Dinorben Close, Fleet, Hants, GU52 7SL.

Telephone: 01252 624004 Fax: 01252 684160

E-Mail: info@ggassociates.co.uk



Head of Planning and Transportation,
Wokingham District Council,
Shute End,
Wokingham,
Berks, RG40 1WR.

13th December 2001
Our Ref: KSL/00/192

Dear Mr Oteng,

DEMOLITION OF EXISTING DWELLING & ERECTION OF EIGHT FLATS, ASSOCIATED PARKING AND HIGHWAY WORKS
56 KINGS STREET LANE, WINNERSH.
O/2001/5210

Thank you for updating me on the above application.

In response to the third party representations I would draw you attention to matters set out in the Design Statement and my letter of 30th October, in so far as they relate to PPG3 and 13. The site is in a sustainable location and is well related to infrastructure, services and public transport nodes.

The illustrative plans show how 10 parking spaces could be incorporated. There is scope for parking at 1.5 spaces per flat. This accords with your Council's adopted standards although Government policy set out within PPG3 and 13 seeks a reduction in parking in such locations to less than 1.5 per unit. If in the course of time you wish me to show a further 2 parking spaces and an argument can be supported for this, then I would be pleased to amend the plans accordingly.

Access is a matter for consideration and the submitted plans show a scheme involving minor relaligment of the kerb to improve visibility. I have noted traffic speed restrictions and cameras in the locality. I have also noted pedestrian movement associated with the school and the warden controlled crossing.

You helpfully undertook to inform me of any matters arising from consultation with Environmental Health and Highways. I look forward to receiving these.

Yours sincerely,

Mark Leedale.

FROM: Edward Oteng

DATE: 14 November 2001

DELEGATED

WINNERSH PARISH CONSULTATION SHEET

Application Number: O/2001/5210

Proposal: Outline application for the demolition of existing dwelling and erection of 8 flats, associated parking and highway improvements..

Site Address: 56, King Street Lane, Winnersh, Wokingham.

15 NOV 2001

Applicant: Mr & Mrs Elgar C/O Gregory Gray Associates.

Your observations are required in respect of this application **by 08/12/2001** .

The Committee **OBJECTED** to this application on the following grounds:

1 There would be increased traffic movements onto King Street Lane

PLANNING SECTION	MRT
POL	TLS
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CS	
06 DEC 2001	
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SIGNED: _____ DATE: 06.12.01

Clerk To Winnersh Parish/Town Council.

1327

WOKINGHAM DISTRICT COUNCIL

5210
OB8

PLANNING SERVICES
POL
DC EXC
APP
CS
03 JUL 2002
CORRES TO
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FILE

To

Date 3 July 2002 Time

WHILE YOU WERE OUT

Name

Of

Phone No. Ext.

Phoned		Please call back	
Called to see you		Will call back	
Wants to see you		Urgent	

MESSAGE Re O/2001/5210, 56 King St Lane

Mrs C Barker (owner 57 King St Lane)

7 Drake Close

Wokingham

RG40 4EQ.

please log on obs - would like to be kept informed of progress.

Signed Tony

EO 068

PLANNING SERVICES	HPT
POL	TLS
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10 DEC 2001

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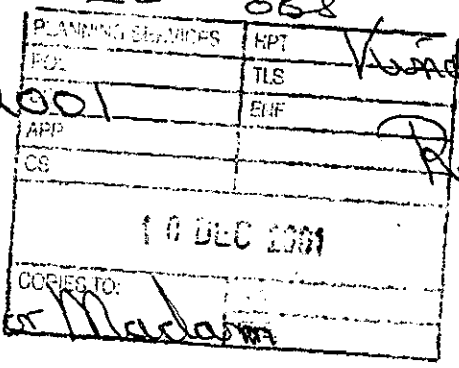
Dec 4th 2001

King St Lane
Residents



NO ADDRESS

Dear Sir or Madam

Re-Application No. 0/2001/5210

After viewing above plans for 8 flats etc, we feel there is not adequate parking spaces for the 2 Bed dwellings.
We feel that at best 2 parking spaces for each flat is required, otherwise cars etc, will be parked on King St Lane causing congestion on an already very busy road.

PTO

also an added danger for the parents & children using this busy road at least twice a day to attend "Beanwood" Primary School.

We also think that flats are not really in keeping with the village of "Sindlesham"

Yours
Faithfully
Resident & Family
of King St Lane
Sindlesham

Applicationo	Name & Address
F/2001/5210	Deborah J Walker Stanford Cottage 55 King Street Lane SINDLESHAM RG41 5BA

as of 18/3/02

EO OBS

Ian Jordan

PLANNING SERVICES	HPT
	TLS
	ENF

97 DEC

From: WebComments@wokingham.gov.uk
Sent: 06 December 2001 08:57
To: ian.jordan@wokingham.gov.uk
Subject: Comments on Planning Applications

****

NatureofEmail: Object
ApplicationNumber: O/2001/5210
Correspondent_FullName: Deborah J Walker
Correspondent_StreetAddress: Stanford Cottage
Correspondent_Address2: 55 King Street Lane
Correspondent_Town: Sindlesham, Wokingham
Correspondent_County: Berks
Correspondent_PostCode: RG41 5BA
Correspondent_Telephone:
Correspondent_Email: debbie_walker@fwuk.fwc.com

Comments:

1. The plans allow for only one parking space per 2-bedroom unit. This is insufficient as their is NO option for on-road parking. King Street Lane is extremely busy at all times of the day and in particular during rush hour. Any parking on the road will further increase this congestion and will in addition, pose a great risk to the large volume of young primary and infant school children who use this road to get to Bearwood School.

2. The proposed plans bring the building line of the property much closer to the road. This is out of keeping with all other properties in the neighbourhood which follow the building lines of the original properties in the area.

3. High Density Housing is totally out of keeping with the properties in the surrounding area, which are all single family homes, many of them period properties. The propsed properties are directly opposite a terrace of 19th century cottages that have been sympathetically restored and maintian their original facades.

PLANNING SERVICES | HPT
POL | TLS
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0 3 NOV 2001
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HIGHWAYS AGENCY

Room 4A
Federated House
London Road
DORKING RH4 1SZ

http://www.highways.gov.uk

Our ref: SU/778/702
Your ref: O/2001/5210

Mr E Oteng
Development Control Officer
Wokingham District Council
Planning Services
Environmental Services Department
PO Box 157
Shute End
Wokingham
Berkshire RG40 1WR

Direct Line: 01306 878149
Fax: 01306 878100

29 November 2001

Dear Mr Oteng,

Outline Application for the Demolition of an Existing Dwelling and the Erection of 8 Flats Etc.
56 King Street Lane, Winnersh, Wokingham

Thank you for your letter of 14 November 2001 inviting us to comment on the above application.

We would not wish to object to the granting of permission to this development, subject to the provision of an impenetrable secure 1.8 metre high fence between the site and motorway land. A 1.5metre strip of land on the development side of the fence must be kept clear at all times to allow access to the fence.

Yours sincerely,

Colin Ferguson
Engineer
Development Control - Operations Directorate
E-mail: colin.ferguson@highways.gsi.gov.uk

m:\msoffice\wokingham\kingstreet

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An executive agency of the Department of Transport, Local Government and the Regions

PLANNING SERVICES | HPT 50462
POI | TLS
APP | ENF
29 NOV 2001

HIGHWAYS AGENCY

Wing 4C PPD Team
Federated House
London Road
Dorking RH4 1SZ

Direct Line: 01306 878131
Fax: 01306 878100

Our ref: SU/778/702
Your ref: O/2001/5210

The Development Control Officer
Wokingham District Council
Environmental Services Department
Planning Services
P.O Box 157
Shute End
WOKINGHAM
BERKSHIRE
RG40 1WR

27 November 2001

Dear Mr Oteng

OUTLINE APPLICATION FOR THE DEMOLITION OF EXISTING DWELLING AND ERECTION OF 8 FLATS,ASSOCIATED PARKING AND HIGHWAYS IMPROVEMENT

56 KING STREET LANE WINNERSH, WOKINGHAM

The above mentioned planning application was received on 16/11/01. In line with the Statutory requirements, we will endeavour to reply by 05/12/01.

The Case Officer who will be dealing with the Application is:

Colin Ferguson who can be contacted on **01306878149.**

Please fill in the grid reference on the TR108 form enclosed when submitting future applications.

Yours faithfully

Adebayo

Margaret Adebayo
Operations Division - PPD Team

INVESTOR IN PEOPLE
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DTLR TRANSPORT LOCAL GOVERNMENT REGIONS
An executive agency of the Department of Transport, Local Government and the Regions

WOKINGHAM DISTRICT COUNCIL
ENVIRONMENTAL PROTECTION AND HOUSING

MEMORANDUM

To:	Edward Oteng Development Control	Your Ref:	O/2001/5210
From:	Tom Payne Environmental Health	My Ref:	20015345
		Date:	26 November 2001

OUTLINE APPLICATION FOR THE DEMOLITION OF EXISTING DWELLING AND ERECTION OF 8 FLATS, ASSOCIATED PARKING AND HIGHWAY IMPROVEMENTS.

56 KING STREET LANE, WINNERSH

These proposals have been evaluated and I have the following comments:

Air Quality
Under Section 82 of the Environment Act 1995, Local Authorities are required to review and assess air quality. This process identifies areas where national policies and instruments to reduce air pollution alone are unlikely to meet the governments air quality objectives. Where this is the case and the public is exposed, authorities are required to designate Air Quality Management Areas (AQMAs).

Following Wokingham's formal Review and Assessment of Air Quality, the Council agreed (Environmental Services Committee 2 July 2001) to designate its AQMAs because in certain areas the air quality objective for Nitrogen dioxide is not being met now and is not likely to be met by 31 December 2005. Nitrogen dioxide does affect human health. Inhalation of the gas can damage cells and proteins in the body. Exposure to high concentrations of nitrogen dioxide can cause acute health effects as it causes inflammation of the airways. Short exposures may also affect the body's immune response leaving individuals more susceptible to respiratory infections. Nitrogen dioxide is also thought to have long term, chronic health effects, particularly in people with asthma.

Wokingham's AQMA encompasses the area of this proposed development (see accompanying map 20).

The Association of London Government recently published guidance to assist local authorities in determining planning applications in AQMAs. This states that careful consideration should be given to proposed developments within AQMAs and to locate housing away from roads where air pollution levels are high.

Surrey Heath had their proposals to allow housing near the M3 rejected by the DETR because they could not be sure that the governments air quality objectives would be met by 2005. They were advised to wait until then to prove that the area meets these objectives.

This site is considered unsuitable for residential development given that health based air quality objectives are not being met. Therefore, I strongly recommend that this application be refused on air quality grounds.

Traffic Noise
In addition, given the sites location 20 metres from the M4, I have concerns that the dwellings will experience excessive levels of traffic noise. In order to fully assess this a noise assessment needs to be carried out in accordance with the guidance contained in PPG 24. It may not be possible to adequately mitigate this noise with the current proposals so an acoustic assessment should be carried out and submitted prior to any consent being granted.

Results should be contained in a report which sets out: a large scale plan of the proposed development; noise sources and measurement/prediction points marked on plan; a list of assumed noise emission levels; details of noise mitigation measures; description of noise calculation procedures; comparison of noise levels with appropriate criteria. Where criteria are exceeded at any location the applicant should explain why that excess is immaterial or what further mitigation will be undertaken to ensure that criteria will be met.

Generally the design and site layout should aim to reduce the impact of road traffic noise both internally and externally (in gardens for example). This may be done by careful positioning of structures so that they act as noise barriers, positioning of sensitive rooms furthest from noise sources, the use of single aspect dwellings and siting of gardens furthest from the noise source.

I would not recommend approval of this application. However, should this application be granted planning consent I recommend that the following conditions be imposed:

1. Development shall not begin until a scheme for protecting the proposed dwellings and gardens/private amenity open space from road traffic noise adjacent to the proposed development has been submitted to and approved in writing by the Local Planning Authority. All works that form part of the approved scheme shall be completed before any dwelling hereby approved is occupied. The approved scheme shall be retained and maintained for the duration of the use.
   Reason - To ensure that the occupants do not suffer from unacceptable high noise levels within the proposed dwellings and garden areas.

2. Works related to the construction of the development hereby granted, including works of demolition or preparation prior to building operations, shall not take place other than between the hours of 8am and 7pm Monday to Friday and 8am to 1.30pm Saturdays and at no time on Sundays, Bank or National Holidays.
   Reason - To protect the occupiers of neighbouring properties from noise and disturbance outside the permitted hours during the construction period.

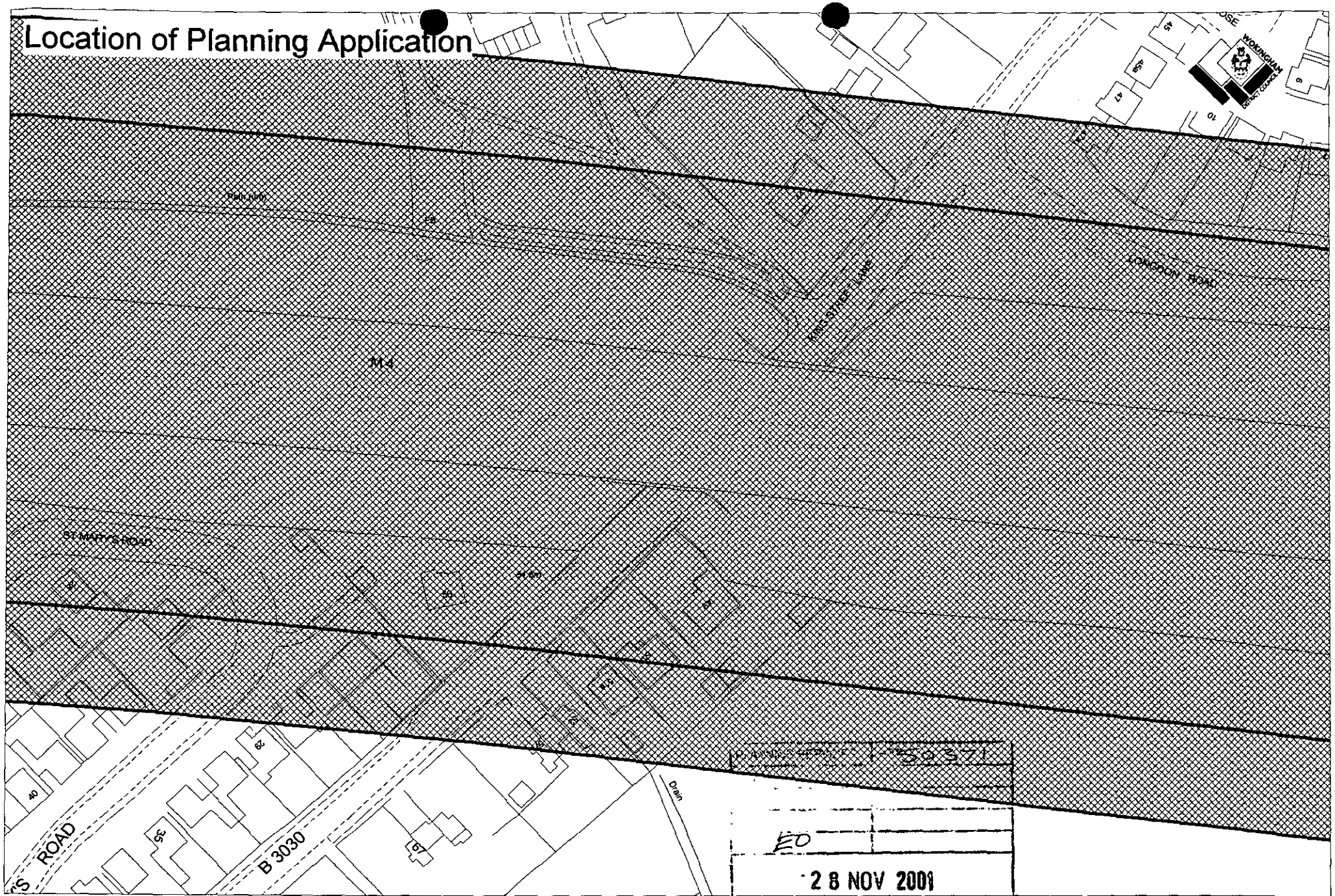
Should the proposal be refused wholly or partly on grounds given above, I would be grateful to be consulted on the wording of the decision notice relating to my comments.

Please forward these comments to the applicants for their information and should you or the applicant have any queries regarding these points please do not hesitate to contact me to discuss them.

T. Payne.

TOM PAYNE
SENIOR ENVIRONMENTAL HEALTH OFFICER
ENVIRONMENTAL PROTECTION & HOUSING

Location of Planning Application



28 NOV 2001

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Environmental Health Section, Wokingham District Council.

27 November 2001

Scale: 1 : 1250

TO: **DEVELOPMENT CONTROL**
Edward Oteng

FROM: Environmental Design

DATE: 26 November 2001

Location:	56 King Street Lane, Winnersh
Proposal:	Outline application for demolition of existing dwelling and erection of 8 flats, associated parking and highway improvements.
Application Number:	O/2001/5210

In response to your consultation dated 14 November 2001 for the above application, the landscape comments are as follows:

I have no objection to the principle of development within the site as the site is fairly well enclosed by existing vegetation. The size and scale of the type of development proposed will allow for the retention of the conifer screen surrounding the site as well as the majority of other broadleaf trees.

As the existing access is to be retained there will not be any removal of trees at the front of the site.

At a detailed stage the applicant will have to provide details of the tree protection measures they are planning to put into place in order to protect the trees during the construction period.

Catherine Brimble

Catherine Brimble
Landscape Architect

Received by Wokingham District Council

Application No: O/2001/5210

Proposal:
Outline application for the demolition of existing dwelling and erection of 8 flats, associated parking and highway improvements.

Location:
56, King Street Lane, Winnersh, Wokingham.

The application is available for inspection at Wokingham District Council's offices during the following times:

PLANNING DEPARTMENT, SHUTE END, WOKINGHAM TEL (0118) 974 6428 8.30 - 5.00 Monday - Thursday & 8.30 - 4.00 Friday

WOODLEY LIBRARY HEADLEY ROAD WOODLEY 9.30am - 7.00pm Mon, Thurs & Fri. 9.30am - 5.00pm Tues, 9.30am - 1.00pm Saturday and 1.00pm - 4.00pm Sunday. Library closed all day Wednesday. If you intend to view this application at Woodley Library please allow 4 days from the date of this letter for delivery of plans and remember to quote application number O/2001/5210 to enable the library staff to locate the correct information.

Comments should be sent in writing QUOTING THE APPLICATION NUMBER to the Case Officer Edward Oteng P.O. Box 157 Council Offices, Shute End, Wokingham Berkshire, RG40 1WR to arrive on or before 08/12/2001. Written comments submitted will become available for public inspection.

In view of the very large number of planning applications and letters of comment received, it will not be possible for an individual reply to be issued to observations made. However any comments will be taken into account when the application is determined and you will be notified of the decision.

Head Planning and Transportation

14 November 2001

PRE-APP (A) (E) ATTACHED

WOKINGHAM D.C. DEVELOPMENT CONTROL

Start date: 01 NOV 2001

Officer: EO | Application No. O/2001/5210

Map No. 60 Site 072

Easting: ..... Flood Pln .....

Northing: ..... Mineral .....

Level: ☐ Sub Committee ☑ Delegated ☐ Sec. State

☐ Incorrect Fee ☐ Invalid ☐ PD

Description:

(O) OUTLINE APPLICATION FOR THE DEMOLITION OF EXISTING DWELLING AND ERECTION OF 8 FLATS, ASSOCIATED PARKING AND HIGHWAY IMPROVEMENTS

Location: 56 KING STREET LANE

Parish: WINNERSH Ward: Winnersh 14-11-01 JB.

Applicant: MR/MRS ELGAR

r/N 85205 Cash banked 31/10/01

Fee Received 380-00 Required ..... Additional ..... Refund .....

Enforcement Section to be notified ☐ tick if required

Additional information required for validation

		Reason	Requested	Received
1	1:2500 OS location plan showing property edged in blue/red			
2	1:500 block plan showing existing & proposed dev. + adj. Properties			
3	Forms unsigned			
4	Correct S 66 certificate			
5	Elevation plans			
6	Floor plans			
7	Metric scale disclaimer			
8	Encroachment letter			
9	Miscellaneous			

APPLN NO. _____

ACTION REQUIRED BY DEVELOPMENT CONTROL

Conservation Area .....

Listed Building 1 2 2*

Advertisement Required .....

Date Site Notice Sent : 14.11.01 B Parish Council Informed - YES / NO

INTERNAL CONSULTATIONS

Building Control .....
Landscape .....
Trees .....
Conservation Officer .....
Environmental Health .....
Housing .....
Leisure & Cultural services .....
Public Rights of Way .....
Property .....
District Secretary (only if called in by SOS) .....
Policy & Plans .....
Strategic Planning (JSPU) .....
Minerals (INTERNAL) .....
Archaeological Site (BABTIE) : .....
Education .....
Social Services .....
Highways .....
Highways Agency .....

EXTERNAL CONSULTATIONS

Adjacent D P A : .....
Adjacent Parish : .....
Southern Electricity Board .....
British Gas .....
PSA Oil Pipeline .....
Transco : .....
Environment Agency .....

Rail Track .....
Police Arch. Liaison Officer .....

HERITAGE BODIES

The Georgian Group .....
Ancient Monuments Society .....
Council for British Arch. .....
RCHME .....
Telecommunications (NRPB) : .....
Sport England : .....

OTHERS:

.....

Dinton Pastures, A Glencross re: demolition Pre-app attached

NEIGHBOURS:

S/N + see map:

Rec'd £380.00 Cash Receipt No. 85205 3.00pm 31.10.01 Cheque banked 31/10/01 CH.

Gregory Gray Associates

CHARTERED TOWN PLANNING CONSULTANTS
'Redcliffe', 17 Dinorben Close, Fleet, Hants, GU52 7SL.
Telephone: 01252 624004 Fax: 01252 684160
E-Mail: info@ggassociates.co.uk

01.NOV.2001 * 5210

Head of Planning and Transportation,
Wokingham District Council,
Shute End,
Wokingham,
Berks, RG40 1WR.

31st October 2001
Our Ref: KSL/00/192

Dear Madam,

DEMOLITION OF EXISTING DWELLING & ERECTION OF EIGHT FLATS, ASSOCIATED PARKING AND HIGHWAY WORKS
56 KINGS STREET LANE, WINNERSH.

I enclose an application on behalf of my Clients, Mr and Mrs. Elgar.

The application is accompanied by the following:

(1) An acoustic engineers report establishing that the site falls within NECB. As such and in accordance with guidance set out in PPG24, it is appropriate for residential development.
(2) An engineering drawing showing minor realignment of the kerb to allow for improved visibility in the leading, south westerly direction.
(3) An Urban Design Statement setting out the sustainable nature of the site as well as detailed considerations of the manner in which the site could be developed.

The application, although in outline with all matters reserved apart from access, is accompanied by detailed illustrative drawings. This is necessary because where high density development is proposed, it is useful to indicate the manner in which it can be achieved.

The proposal is conceived having regard to revised planning policy submitted to the housing round table on 3rd and 4th July 2000. In particular the opportunity for high density development given walking distance (as defined by PPG13) to various infrastructure and public transport. These matters are set out in the design Statement.

Having regard to the foregoing, we trust permission will be forthcoming. If there is any matter on which I can assist, please do telephone me.

Yours faithfully,

Mark Leedale.

Enc.

Form 2

Town and Country Planning (General Development Procedure) Order

CERTIFICATE UNDER ARTICLE 7

This Certificate relates to proposed development at (a) 56 King Street Lane, Winnersh

01.NOV.2001* 5210

* COMPLETE BOTH SECTIONS 1 and 2 - delete as applicable.

I certify that:

SECTION 1

Certificate A

*1. On the day 21 days before the date of the accompanying application ~~nobody, except~~ the applicant, was the owner (b) of any part of the land to which the application relates.

OR

Certificate B

I have/The applicant has* given the requisite notice to everyone else who, on the day 21 days before the date of the accompanying application*, was an owner (b) of any part of the land to which the application* relates, as listed below.

Owner's name (b)	Address at which notice was served	Date on which notice was served
Head of Planning & Transportation	Council Offices Wokingham District Council, Shute End Wokingham RG40 1WR	31st October 2001

AND

SECTION 2

Agricultural Holdings Certificate

*2. None of the land to which the application relates is, or is part of, an agricultural holding.

OR

2. I have/The applicant has given the requisite notice to every person other than my/him/~~her* self who~~, on the day 21 days before the date of the application, was a tenant of an agricultural holding on ~~all or part of~~ the land to which the application relates, as follows:

Agricultural tenant's name (c)	~~Address~~ at which notice was served	Date on which notice was served

Signed Graham Gem Associates

*On behalf of Mr and Mrs W Elgar

Date 31st October 2001

(a) please give the application site address.

(b) "owner" means a person having a freehold interest or a leasehold interest the unexpired term of which is not less than 7 years. Unless you are the **sole freehold owner** of all the land included in the application, you should complete Certificate B and serve notice on all other owners.

If you do not know the name and address of the owners of the land, please consult the local Planning Office for further advice.

(c) If you are the sole agricultural tenant enter "not applicable".

It is an offence to knowingly or recklessly complete a false or misleading Article 7 Certificate.

01.NOV.2001 * 5210

Gregory Gray Associates

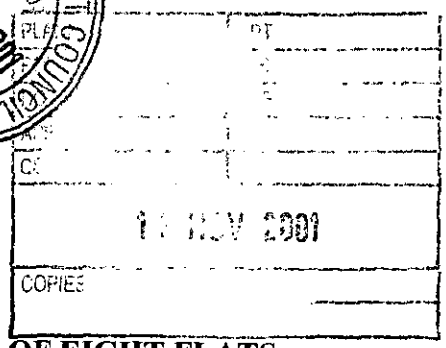
CHARTERED TOWN PLANNING CONSULTANTS
'Redcliffe', 17 Dinorben Close, Fleet, Hants, GU52 7SL.
Telephone: 01252 624004 Fax: 01252 684160
E-Mail: info@ggassociates.co.uk

on GIS as :-
Environmental Services
Dedication
1937.
Deed Ref C/TR/319.
Land fronting King Street Lane.
Type "Roadway"

Not land managed by Estates unit

Head of Estates,
Wokingham District Council,
Shute End,
Wokingham,
Berks, RG40 1WR.





31st October 2001

Our Ref: KSL/00/192

Dear Sir,

DEMOLITION OF EXISTING DWELLING, ERECTION OF EIGHT FLATS, ASSOCIATED PARKING AND HIGHWAY IMPROVEMENTS 56 KINGS STREET LANE, WINNERSH.

I write in respect of the above matter.

I am required to notify you that an application has been made which, in part, involves land in the Council's ownership. I attach the statutory notification.

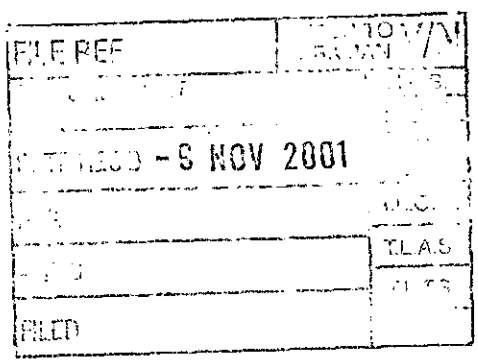
?

Yours faithfully,

No planning application for this site either?

Mark Leedale.

Enc.



Form 3

Town and Country Planning (General Development Procedure) Order

NOTICE UNDER ARTICLE 6 OF APPLICATION FOR PLANNING PERMISSION

Proposed development at (a) 56 King Street Lane, Winnersh

I give notice that (b) Mr and Mrs W Elgar

is applying to the (c) Wokingham District Council

for planning permission to (d) Demolition of existing dwelling, erection of 8no. flats, associated parking and highway improvements

Any owner[1] of the land or a tenant[2] who wishes to make representations about this application should write to the Council at

(e) Council Offices, Shute End, Wokingham RG40 1WR

(f) 21st November 2001

Signed Gleeson Gem Associates

*On behalf of Mr and Mrs W Elgar

Date 31st October 2001

"Statement of owners' rights

The grant of planning permission does not affect owners' rights to retain or dispose of their property unless there is some provision to the contrary in an agreement or in a lease.

...ement of agricultural tenants' rights

The grant of planning permission for non-agricultural development may affect agricultural tenants' security of tenure."

**delete where inappropriate*

---

[1] "Owner" means a person having a freehold interest or a leasehold interest the unexpired term of which is not less than 7 years.
[2] "Tenant" means a tenant of an agricultural holding any part of which is comprised in the land.

Insert
(a) address or location of the proposed development
(b) applicant's name
(c) name of Council
(d) description of the proposed development
(e) address of Council
(f) date giving a period of 21 days beginning with the date of service or 14 days beginning with the date of publication of the notice (as the case may be)

NB This notice must be served on the owner(s)/agricultural tenant(s) (other than the applicant) or all, or any part, of the land included in the application. If the name and address of the owner(s) of the land (or any part of the land) included in the applications are not known, this Notice must be published in a local newspaper circulating in the locality in which the land is situated.

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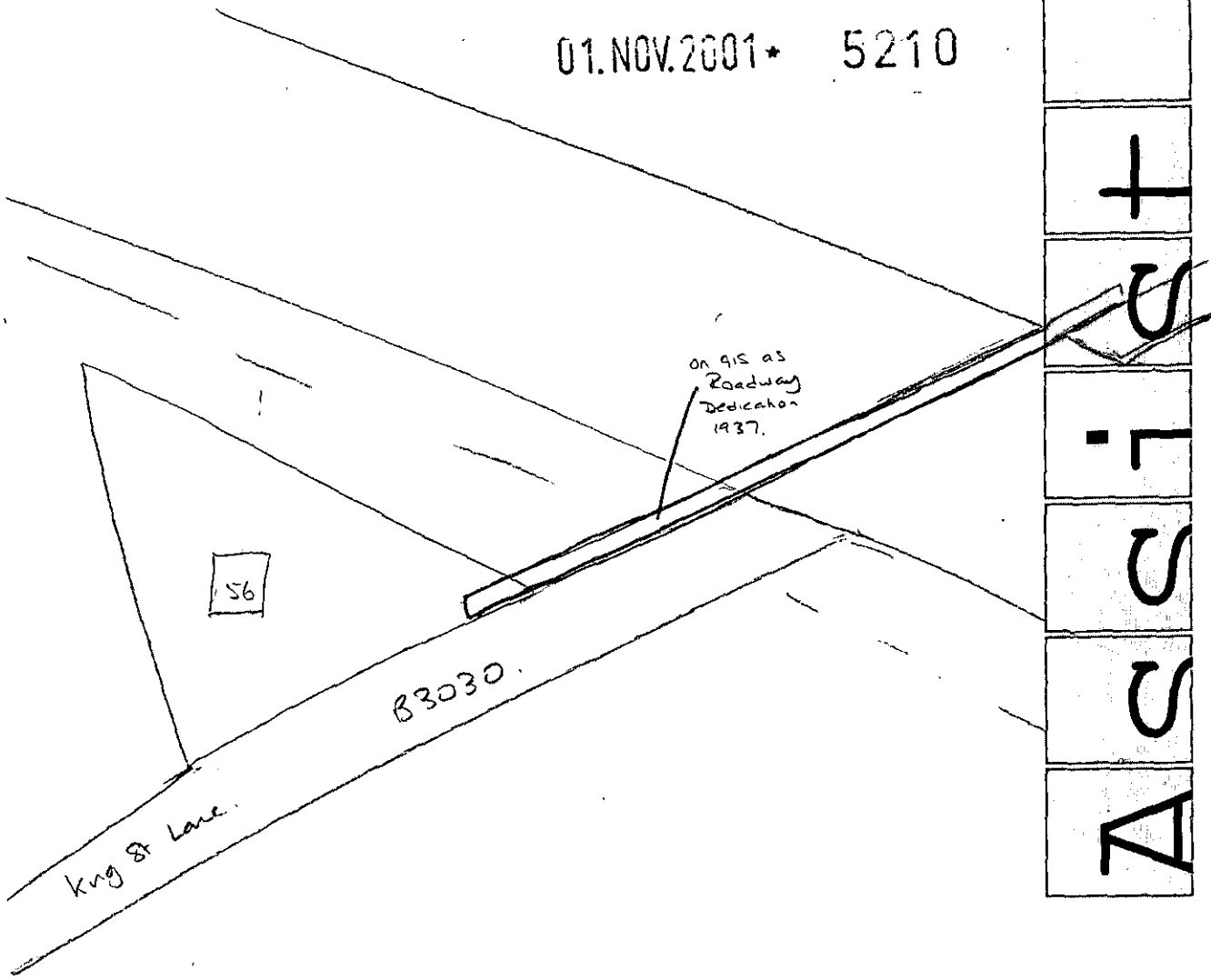

ASSIST

"GLENDALE"

ADDRESS 56 KING STREET LANE PARISH WINNERSH

PLOT No. Old Property ORD. SHEET No. SU.7770(E

BUILDER

Plan No.	Applicant	Description of Development	Date of Decision	Decision
255/55	Mr. R. Brackley	Alterations & Additions	12.4.55	App. N
R/158/59	Miss. G.S. Osborne	Detached Dwelling	13.10.59	N/A App
O/155/70	Major H.F.V Greer	outline on part of	18.2.71	N/A C/A

DATE OF COMPLETION

MINISTRY DECISION

SPECIAL ORDERS

DRAINAGE

M I C H A E L S U G I U R A

CEng • BSc • MSc(Tech) • MIOA • MIMA

20 Merryweather Close • Wokingham • Berkshire • RG40 4YH

Telephone: +44(0) 118 973 1497 **Fax:** +44(0) 118 973 7944

Email: mike@sugiura.docternet.co.uk

01.NOV.2001* 5210

TOWN AND COUNTRY PLANNING ACT 1990 (As Amended)

LAND AT
56 KING STREET LANE, WINNERSH

NOISE REPORT

May 2001

Contents

1. Preamble
2. Introduction
3. Noise Assessment Criteria
4. Noise Surveys
5. Discussion of results
6. Conclusions

References

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Table 2 Noise Survey Results 24 April 2001

Table 3 Noise Survey Results 27 April 2001

Table 4 Summary of $L_{A10,18hr}$ and derived $L_{Aeq,16hr}$ Road Traffic Noise Levels

Table 5 Predicted Road Traffic Noise Levels and Adjusted Noise Level $L_{Aeq,16hr}$

Figures

Figure 1 Plan showing Noise Survey Locations

Appendices

Appendix 1 Noise Measurement Units - Terminology

Appendix 2 Noise Survey Equipment and Certificate of Calibration 10 November 2000

1. Preamble

My name is Michael Sugiura. I am a Chartered Engineer and hold a Bachelor of Science Degree in Mathematics from the University of Sheffield and the Master of Science Degree in Technology Control Systems Engineering. I have also been awarded the Diploma in Acoustics and Noise Control. I am a member of the Institute of Acoustics and the Institute of Mathematics and its Applications.

I am an Acoustics Consultant and have had over nineteen years experience in acoustics and vibration studies of development related noise and have worked for both consultants and local authorities. I have previously appeared as an expert witness at numerous hearings and public inquiries. From October 1995 I established my own independent practice.

2. Introduction

I was instructed by Gregory Gray Associates on behalf of Mark and William Elgar to undertake a study of the noise for a development of flats on land at 56 King Street Lane, Winnersh.

Following initial consultations with Wokingham District Council's (WDC) by Gregory Gray Associates.the Council's Planning Officer requested a noise report be prepared in relation to noise matters.

This report estimates the effects that road traffic has on noise levels at the site and the potential exposure of the proposed new dwellings to this source.

In Section 3 I review the appropriate noise assessment criteria for the site. Additional information is presented in Section 4 on noise surveys I carried out at the site.

In Section 5 the results of the noise surveys of the existing noise climate are discussed as are predicted noise levels as a result of site development. Comparison is made against proposed noise criteria.

In Section 6 I present my conclusions based on my survey of existing conditions and predictions. Definitions of the noise measurement units used in this report are contained in Appendix 1 - Terminology.

3. Noise Assessment Criteria

The site and surrounding area lie within Wokingham District (WDC). I have therefore consulted WDC Environmental Health Authority in order to determine the appropriate noise assessment criteria for the development.

WDC Noise Criteria

The current policy is for the Environmental Health Officers (EHO) to refer to the guidance in *Planning and Noise PPG24 (Ref.1). WDC consider each site on an individual basis and refer to* the suggested criteria contained in the PPG for new housing development.

The Council's Local Plan has not adopted specific noise limits for new housing as a development control standard. Furthermore, no specific noise exposure category (NEC) for new housing has been adopted by the Council since PPG24 (Ref.1) was issued. Where a planning application is approved, the Council may include conditions for noise relating to barriers, separation distances, or a scheme of noise insulation in order to achieve certain limits for a dwelling's internal noise levels and external noise levels in gardens.

The criteria adopted by a number of other local authorities is a maximum external $L_{A10,18\ hour}$ index of 68 dB(A). *It is my view that this criterion is 'best practice' to be aimed for by a* development in areas affected by high levels of traffic noise.

These authorities usually expect developers to ensure that housing layout, landscaping and noise screening are arranged so that the dwelling itself and a reasonable part of the garden of each dwelling is not subject to excessive noise. WDC aspire to " general daytime outdoor noise levels of less than 55 dB L_{Aeq} as being desirable to prevent any significant community annoyance".

Planning Policy Guidance (PPG24) (Ref.1)

PPG24 describes new mechanisms and guidelines for local planning authorities to adopt. It outlines the relevant considerations to be taken into account when determining new development that results in new development being exposed to existing noise sources, including road traffic.

The planning objective is to keep increases in ambient noise levels around noise sensitive residential properties to acceptable levels.

The guidance is drawn together in an assessment table where noise from various sources including road traffic is classified according to its predicted or measured noise level. Noise is expressed in terms of continuous equivalent noise level (L_{Aeq}) and four assessment categories, A to D are defined each with a separate noise level for day (07:00 -23:00) and night (23:00-07:00).

For Category A, it is advised that noise will not generally be a determining factor in the granting of planning permission. Where, however, noise levels are higher and fall into bands B, C or D noise is likely to be a relevant planning consideration. Depending on the noise level, planning permission is likely to be either conditional upon noise protection measures being implemented (Category B and C) or refused (Category D). I summarise below the noise levels for each exposure category for road traffic noise sources as defined in PPG24 Annex 1.

Noise Exposure Category	**Noise Level ($L_{Aeq,T}$) dB**	
	Day (07:00 -23:00)	Night (23:00-07:00)
A	less than 55	less than 45
B	55 -63	45-57
C	63-72	57-66
D	greater than 72	greater than 66

The noise exposure categories are based on predicted or measured outdoor noise levels in the absence of buildings - generally referred to as the 'free field noise level'. The PPG emphasises that there is room for flexibility and local authorities are free to set their own standards criteria within the general framework of the guidance. Annex 6 of the PPG provides guidance on acceptable internal noise levels and the likely insulation provided by different types of window glazing.

World Health Organisation Guidance

Guidelines provided by the World Health Organisation (Ref.2) is that for daytime and evening on a 16 hours time base few people are highly annoyed at L_{Aeq} levels below 55 dB(A), and few are moderately annoyed at L_{Aeq} levels below 50 dB(A). Sound levels during the evening and night-time should be 5-10 dB lower than during the day. Internal noise levels should be no greater than 35 dB(A) on the $L_{Aeq,16hour}$ index for all habitable rooms indoors for speech intelligibility and *moderate annoyance, daytime and evening and no greater than 30 dB(A) on the* $L_{Aeq,8hour}$ index inside bedrooms at night.

4. Surveys of the Existing Noise Climate

The noise surveys were carried out on a number of dates in April 2001. A manual survey was undertaken on 2nd April to the rear of the existing dwelling, along its northern boundary that lies at the bottom of an embankment of the M4 westbound motorway. A manual survey was undertaken on 27th April at the front of the existing property to King Street Lane. The survey on 24th April employed automatic noise monitoring equipment to record noise levels during the night-time period 23:00-07:00hrs in a position at the rear of the property.

Measurements were obtained under generally stable conditions. The road surfaces of King Street Lane and the M4 motorway were dry during all of the survey periods except after a short period of light showers in the early morning of 24 April. Wind speeds were typically less than 5m/s.

Tables 1, 2 and 3 details the Noise Survey results. Appendix 1 details the noise survey equipment used for the survey.

Measurement procedures were in accordance with British Standard 7445:1991 "Description and Measurement of Environmental Noise" (Ref.3) and the Shortened Measurement Method of "Calculation of Road Traffic Noise" (CRTN) (Ref.4)

Measurement locations at the rear of the property were generally taken 3.5m from the façade or in the garden 2.5m from the northern boundary fence and were screened by the existing continuous 2.05m noise barrier located at the top of the embankment. Measurement locations in respect of King Street Lane were 10m from the edge of the carriageway. Measurement positions are shown on Figure 1 and fully detailed in the noise survey notes.

Noise Report
56 King Street Lane, Winnersh

The tripod-mounted noise measurements of road traffic noise were taken at 15minute intervals over 1hour periods. Measurements of the ambient noise levels were taken with microphone 1.5m above ground under "free-field" conditions. These are assumed to be typical of the hour in which they were recorded. This information forms the basis of the acoustic analysis. Noise measurements of the background L_{A90}, L_{Aeq} and L_{Amax} noise levels were recorded simultaneously.

Measurements of background noise levels L_{A90} included occasional higher transients from passing helicopters and aircraft.

5. Discussion of results

The noise survey identified that the existing noise climate at the development site is affected by principally the road traffic on the M4 which lies on embankment some 20m from the sites northern boundary. Road traffic on King Street Lane also affects the southern part of the site where at its closest point it is less than 5m from the site's southern boundary.

At the proposed built-line of the new flats which would be affected by road traffic noise from the M4 on its northern elevation the majority of hourly ambient noise levels lie in the range 67-70 dB L_{A10} , 66 - 68 dB L_{Aeq} during the daytime. The corresponding hourly ambient noise levels at night-time lie in the range 60-68 dB L_{A10} , 57 - 62 dB L_{Aeq} .

On the King Street Lane frontage the majority of hourly ambient noise levels lie in the range 69-72 dB L_{A10} , 67 - 68 dB L_{Aeq} during the daytime.

The shortened measurement procedure of CRTN (Ref.4) enables the value of $L_{A10\ 18\ hour}$ to be calculated from a 3 hour period of road traffic noise measurements. [L10(18hr) = L10(3hr)-1dB(A)] where L10(3hr) =1/3L10(hourly) noise levels. The results (extracted from Tables 1 and 3) for the northern site boundary/M4 and the southern boundary/King Street Lane are as follows:

Northern boundary/M4

Period ending	**Location 1**	**Location 2**	**Location 3**
15:00	69.1dB$L_{A10,1hr}$	67.3dB$L_{A10,1hr}$	67.5dB$L_{A10,1hr}$
16:00	69.5dB$L_{A10,1hr}$	67.4dB$L_{A10,1hr}$	67.6dB$L_{A10,1hr}$
17:00	69.5dB$L_{A10,1hr}$	67.4dB$L_{A10,1hr}$	67.2dB$L_{A10,1hr}$
$L_{A10\ 18\ hour}$	**68.4 dB(A)**	**66.4 dB(A)**	**66.4 dB(A)**

Southern boundary/King Street Lane

Period ending	Location 6	Location 7	Location 8
11:00	71.6dB$L_{A10,1hr}$	69.4dB$L_{A10,1hr}$	70.4dB$L_{A10,1hr}$
12:00	70.7dB$L_{A10,1hr}$	68.8dB$L_{A10,1hr}$	70.7dB$L_{A10,1hr}$
13:00	70.6dB$L_{A10,1hr}$	68.5dB$L_{A10,1hr}$	70.9dB$L_{A10,1hr}$
$L_{A10,18\ hour}$	**70.0 dB(A)**	**67.9 dB(A)**	**69.7 dB(A)**

The assessment of traffic noise in accordance with CRTN requires consideration of forecast high growth traffic flows 15 years after development. In an urban area where this site is located such flows are unlikely to occur in practice. Therefore the predictions will be overly pessimistic and low growth can be assumed.

Estimation of future values requires information on traffic flows not only for the current year 2001 but also future years after development.

The maximum correction factor is likely to be no more than 2dB(A) ie. future value of $L_{A10,18\ hour}$ is less than 70dB(A) (Location 1) and 68dB(A) (Locations 2 and 3) at the northern boundary.

Future values o $L_{A10,18\ hour}$ is less than 72dB(A) (Locations 6 and 8), and 70dB(A) (Location 7) at the southern boundary.

Table 4 details a summary of the predicted $L_{A10,18\ hour}$ road traffic noise levels derived from the measurement results as they exist in 2001.

Table 5 shows the noise exposure category (NEC) derived from the road traffic noise measurements into which the proposed development is likely to fall. The NEC for the new dwellings exposure to noise from road traffic noise indicates the site falls into category B.

6. Conclusions

The noise assessment has determined the sites exposure under free-field conditions falls into Category B.

An external criteria of 68 $dBL_{A10,18hr}$ at a façade is proposed as an acceptable standard which can be achieved by the proposed development.

From the available data, it is estimated that the new dwelling would be well within a 68 $dBL_{A10,18hr}$ traffic noise contour for the indicative site layout drawing.

Although the exact construction of the dwellings is not known at this stage of the planning process, assuming the use of thermal double glazing [typical noise reduction of a dwelling with windows set in a brick/block wall 33dB(A)] the worst case interior noise levels based on the values of $L_{A10,18hr}$ would be substantially below 40 $dBL_{A10,18hr}$ and likely achieve 35 $dBL_{A10,18hr}$

By careful design and orientation of the dwellings the internal noise standard referred to above can be achieved without recourse to forced ventilation systems.

The design of the block of flats would ensure that there are areas that would have a reasonable standard of external amenity these being screened from the effects of noise from the M4 and King Street Lane.

The design and orientation of the dwellings, as shown on the application drawings (Drg.Nos. NPS/103/P1), will achieve the internal noise standard referred to above without recourse to forced ventilation systems.

In addition, I have examined plans which incorporated a three storey development. In principle I could not support this scheme as the third floor storey would be above the existing M4 noise barrier and consequently exposed to higher noise levels from the motorway. A development of this type would be exposed to noise levels exceeding the criterion referred to above.

It is suggested a 2.0m high acoustic barrier replaces the existing open lattice fence on the southern King Street Lane boundary.

References

1. Planning Policy Guidance: Planning and Noise PPG24 1994

2. "Guidelines for Community Noise" Birgetta Berglund, Thomas Lindavall, Dietrich H Schwela World Health Organisation 1999

3. BS7445:1991 "Description and Measurement of Environmental Noise" Parts 1-3

4. "Calculation of Road Traffic Noise" CRTN 1988 Department of Transport Welsh Office

Table 1 Noise Survey Results

Name:	M S Sugiura	M-Time:	15 min
Time of download:	19:12:27	Actual M-Time:	00:15:00:00
Date:	02/04/01	Measurement mode:	Lx
Location:	56 King Street Lane-rear	Lmax/Lmin type:	AP
Instrument:	NA-27	T-weight (Sub) :	Fast
Store mode:	Manual		
Description:	Ambient noise levels		

		Lmax	Leq	L10	L50	L90
Location 2	Store No.88					
Time of measurement:	14:22:09					
All-pass (Sub)	A	72	65.6	67.3	65.4	63.5
Location 3	Store No.89					
Time of measurement:	14:38:34					
All-pass (Sub)	A	77.3	66.0	67.5	65.7	63.8
Location 1	Store No.90					
Time of measurement:	14:54:21					
All-pass (Sub)	A	71.6	67.4	69.1	67.2	65.2
Location 2	Store No.91					
Time of measurement:	15:09:49					
All-pass (Sub)	A	72.7	65.8	67.4	65.7	63.8
Location 3	Store No.92					
Time of measurement:	15:25:34					
All-pass (Sub)	A	83.9	66.2	67.6	66.0	64.2
Location 1	Store No.93					
Time of measurement:	15:41:21					
All-pass (Sub)	A	74.0	67.6	69.5	67.3	65.2
Location 2	Store No.94					
Time of measurement:	15:56:38					
All-pass (Sub)	A	74.0	65.9	67.4	65.6	63.8
Location 3	Store No.95					
Time of measurement:	16:12:22					
All-pass (Sub)	A	74.6	65.6	67.2	65.5	63.6
Location 1	Store No.96					
Time of measurement:	16:28:06					
All-pass (Sub)	A	73.6	67.6	69.5	67.4	65.5
Location 4	Store No.97					
Time of measurement:	16:44:12					
All-pass (Sub)	A	72.1	67.5	69.0	67.5	65.8
Location 5	Store No.98					
Time of measurement:	16:59:41					
All-pass (Sub)	A	71.3	67.7	69.0	67.7	66.3

Table 2: **Noise Survey Results**

Name: M S Sugiura
Time: 20:22:48
Date of download: 25/04/01
Location: 56 King Street Lane, Winnersh
Instrument: NA-27
Store mode: Auto store 1
Description: Night-time ambient noise levels at rear of property
Location 5

M-Time: 15 min
Measurement mode: AP
Lmax/Lmin type: Flat
T-weight (Sub) : Fast

Date of measurement: 24/04/01
Time of measurement: 22:52:18

Period			Lmax	Leq	L10	L50	L90
1	22:52:00	All-pass (Sub)	85.2	63.5	65.3	61.8	58.1
2	23:07:00	All-pass (Sub)	68.0	61.9	64.6	61.4	56.8
3	23:22:00	All-pass (Sub)	68.3	61.8	64.6	61.2	57.0
4	23:37:00	All-pass (Sub)	68.3	61.0	63.9	60.5	55.9
5	23:52:00	All-pass (Sub)	70.6	60.3	63.4	59.2	54.5
6	00:07:00	All-pass (Sub)	67.7	59.8	63.4	58.6	53.0
7	00:22:00	All-pass (Sub)	70.8	59.7	63.2	58.1	52.9
8	00:37:00	All-pass (Sub)	68.3	59.6	63.3	58.0	51.9
9	00:52:00	All-pass (Sub)	71.2	58.3	62.5	55.7	49.9
10	01:07:00	All-pass (Sub)	68.1	58.0	62.4	54.8	48.9
11	01:22:00	All-pass (Sub)	67.3	57.5	61.5	54.7	48.8
12	01:37:00	All-pass (Sub)	67.9	57.4	61.1	55.6	49.5
13	01:52:00	All-pass (Sub)	67.8	57.4	61.7	54.2	47.7
14	02:07:00	All-pass (Sub)	68.2	57.1	61.4	54.2	46.4
15	02:22:00	All-pass (Sub)	73.0	58.0	61.9	55.4	47.4
16	02:37:00	All-pass (Sub)	68.3	55.9	60.1	51.9	44.9
17	02:52:00	All-pass (Sub)	68.1	57.2	61.9	53.3	47.0
18	03:07:00	All-pass (Sub)	68.2	57.7	62.0	54.8	47.6
19	03:22:00	All-pass (Sub)	67.0	56.8	60.7	54.2	47.3
20	03:37:00	All-pass (Sub)	69.2	59.0	63.1	57.0	50.7
21	03:52:00	All-pass (Sub)	69.3	58.9	62.5	57.2	50.7
22	04:07:00	All-pass (Sub)	68.5	58.4	62.0	56.9	49.1
23	04:22:00	All-pass (Sub)	68.3	59.2	62.7	57.7	52.3
24	04:37:00	All-pass (Sub)	68.1	60.4	63.4	59.5	54.9
25	04:52:00	All-pass (Sub)	69.0	60.8	63.9	59.7	55.4
26	05:07:00	All-pass (Sub)	75.1	61.7	64.4	60.7	56.6
27	05:22:00	All-pass (Sub)	70.6	62.8	65.4	62.5	58.9
28	05:37:00	All-pass (Sub)	69.4	63.3	65.7	62.9	59.6
29	05:52:00	All-pass (Sub)	69.9	64.4	66.6	64.1	61.1
30	06:07:00	All-pass (Sub)	71.8	65.3	67.4	65.1	62.4
31	06:22:00	All-pass (Sub)	74.7	65.9	67.9	65.6	63.1
32	06:37:00	All-pass (Sub)	71.7	66.6	68.3	66.5	64.5

Table 3: **Noise Survey Results**

Time:	20:56:35	M-Time:	15 min
Date of download:	27/04/01	Actual M-Time:	00:15:00:00
Location:	56 King Street Lane-front	Measurement mode:	Lx
Instrument:	NA-27	Lmax/Lmin type:	AP
Store mode:	Manual	T-weight (Sub) :	Fast
Description:	Ambient noise levels		

		Lmax	Leq	L10	L50	L90
Location 6	Store No.147					
Time of measurement:	10:05:31					
All-pass (Sub)	A	81.5	67.8	71.6	64.6	61.3
Location 7	Store No.148					
Time of measurement:	10:21:12					
All-pass (Sub)	A	77.4	67.2	69.4	66.6	64.1
Location 8	Store No.149					
Time of measurement:	10:37:19					
All-pass (Sub)	A	78.4	67.0	70.4	65.1	62.3
Location 6	Store No.150					
Time of measurement:	11:02:14					
All-pass (Sub)	A	78.8	67.1	70.7	64.9	61.5
Location 7	Store No.151					
Time of measurement:	11:18:08					
All-pass (Sub)	A	81.2	66.9	68.8	66.4	64.4
Location 8	Store No.152					
Time of measurement:	11:34:08					
All-pass (Sub)	A	79.1	67.6	70.7	66.0	63.1
Location 6	Store No.153					
Time of measurement:	12:14:09					
All-pass (Sub)	A	83.0	67.2	70.6	65.0	61.9
Location 7	Store No.154					
Time of measurement:	12:29:55					
All-pass (Sub)	A	75.3	66.6	68.5	66.3	63.9
Location 8	Store No.155					
Time of measurement:	12:45:27					
All-pass (Sub)	A	81.6	67.6	70.9	65.8	62.5

Notes to Daytime Noise Survey Record on 2.4.01

(i) 14:22 Location 2 – Corner of dog compound facing M4 embankment and 2mhigh noise barrier –15m from NW corner of garden. Aircraft passes over microphone position.

(ii) 14:38 Location 3– 7m from ground floor rear living room, corner of grass facing M4 embankment and noise barrier.

(iii) 14:54 Location 1– Corner of garden facing M4 embankment and noise barrier –2m from fence (approx.8m from King Street Lane.

(iv) 15:09 Location 2 – Continuous traffic on M4.

(v) 15:25 Location 3

(vi) 15:41 Location 1

(vii) 15:56 Location 2 – Helicopter passes over microphone position.

(viii) 16:12 Location 3 – Bird song.

(ix) 16:28 Location 1

(x) 16:44 Location 4 – External space – 1m from existing kitchen façade, 10m from back fence.

(xi) 16:59 Location 5 – External space – 1m from existing dining room façade, 10m from back fence.

Notes to Night-time Noise Survey Record on 24.4.01

(xii) 22:50 Location 5– External space – Microphone position 1m from façade of existing dining room, 10m from back fence.

(xiii) 22:52 1st period affected by barking dog until personnel left site, equipment unattended. L_{Amax} 85.2

(xiv) 06:45 Noise monitoring stopped.

Notes to Daytime Noise Survey Record on 27.4.01

(xv) 10:00 Location 6 – Microphone position 4.5m from front façade of living room, 10m from curb.

(xvi) 10:21 Location 7 – Microphone position in garden.

(xvii) 10:37 Location 8 – Microphone on edge of drive 4.5m from corner of property, mid-way between Locations 6 & 7.

Table 4: Summary of $L_{A10,18hr}$ and derived $L_{Aeq.,16hr}$ Road Traffic Noise Levels

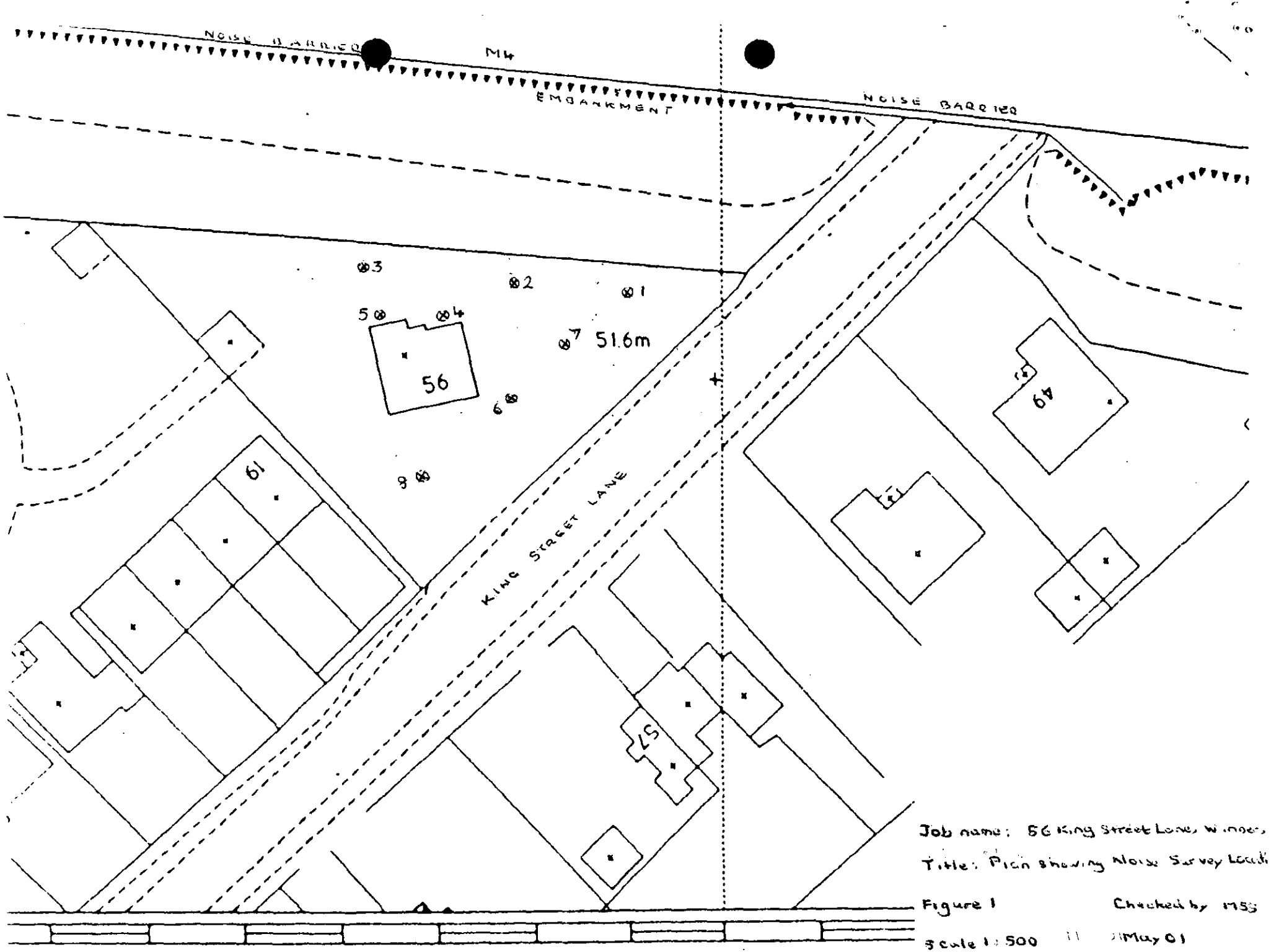
Location	M4 (2.0m from boundary fence)		King Street Lane (10m from road)	
	$L_{A10,18hr}$	$L_{Aeq.\ 16hr}$	$L_{A10,18hr}$	$L_{Aeq.\ 16hr}$
1	68.4	63.4		
2	66.4	61.4		
3	66.4	61.4		
6			70.0	65.0
7			67.9	62.9
8			69.7	64.7

Table 5 Predicted Road Traffic Noise Levels LA10,18hr and Adjusted Noise Level LAeq,16hr

Elevation	Prevailing 2001 LA10,18hr	Adjusted Noise Level LAeq,16hr	NEC
M4 facade (GF)	66.4	61.4	B
King St Lane facade (GF) (35m)	66.0	61.0	B

Notes

Predictions are for ground floor (GF) window level in a facade.
Adjusted noise levels are "free-field", 1.5m above the ground.
LAeq,16hr = LA10,18hr - 5dB


NOISE BARRIER
M4
EMBANKMENT
NOISE BARRIER
3
2
1
5
4
7
51.6m
56
6
8
61
KING STREET LANE
64
57
Job name: 56 King Street Lane, Winnersh
Title: Plan showing Noise Survey Locations
Figure 1
Checked by MSS
Scale 1:500
May 01

Appendix 1 : Noise Measurement Units - Terminology

Decibel (dB): The logarithmic measure of sound level. 0dB is the threshold of normal hearing, 140dB is the threshold of pain. A change of 1dB is detectable only under laboratory conditions.

dB(A): Decibels measured on a sound level meter incorporating a frequency weighting (A weighting) which differentiates between sounds of different frequency (pitch) in a similar way to the human ear. Measurements in dB(A) broadly agree with people's assessments of loudness. A change of 3dB(A) is the minimum perceptible under normal conditions, and a change of 10db(A) corresponds roughly to doubling or halving the loudness of a sound.

$L_{A10,T}$: The 'A-weighted' noise level exceeded for the 10% of the specified measurement period (T). It has been shown to be a good indicator for traffic noise intrusion and is used in assessing the effect of traffic on residential or commercial premises. It gives an indication of the upper limit of fluctuating noise.

$L_{A90,T}$: The 'A-weighted' noise level exceeded for the 90% of the specified measurement period (T). In BS:4142 it is used to define the background noise level, including occasional higher transient levels, such as individual passing cars or aircraft.

$L_{Aeq,T}$: The Equivalent Continuous Sound Level can be considered as the continuous steady noise level which would have the same total A-weighted acoustic energy as the real fluctuating noise over a specified measuring period (T). It is a measurement unit suited to many types of noise excluding intermittent noises such as those associated with construction plant. It can be measured directly with an integrating sound level meter.

Free-field: Free-field measurements are measurements carried out where reflective surfaces are not present to influence results, for example on open ground with no nearby buildings.

Tonality: The degree to which a noise contains audible pure tones. Broad-band noise is generally less annoying than noise with identifiable tones.

Appendix 2 : Noise Survey Equipment

The following acoustic measurement instrumentation was used:

- Precision (Type 1) Integrating Sound Level Meter RION Type NA-27

- Microphone Preamplifier (Free-field) RION Type NH-20

- Microphone windshield

The sound level meter was calibrated prior to commencement of the survey and the calibration checked regularly during and on completion of the survey to ensure accuracy. No change was found to have occurred.

- Pre-set Time 15 minutes for road traffic noise measurements

Certificate of Calibration

AAD
applied
acoustic
design

INSTRUMENT SERVICES
16 SCARDALE CRESCENT
SCARBOROUGH
NORTH YORKSHIRE
YO12 6LA

TELEPHONE: 01723 500779
FACSIMILE: 01723 500094
E Mail: mail@aad.co.uk

Precision Integrating Sound Level Meter

Certificate Number: 2135

Instrument Make:	**Rion**	***Microphone Make:***	**Rion**
Instrument Model:	**NA-27**	***Microphone Model:***	**UC-53**
Serial Number:	**01070594**	***Serial Number:***	**76958**

Preamplifier Make: Rion
Preamplifier Model: NH-20
Serial Number: 7355

Extension Cable: not supplied

Calibrator Make: not supplied
Calibrator Model:
Calibrator Serial Number:
Calibrator Adaptor:
Calibrator Certification Ref:

Third-Octave Band Filter:
Make: Rion
Model: Digital Filter built into NA-27
Serial Number:
Tests Performed: BS EN 61260: 1996 Class 0 at 125Hz, 1kHz, 8kHz

Calibrated on Linear-Weighting at 112.99dB @ 250Hz

This is to certify that the above instrument, whose calibration records are enclosed in this file, has been tested in accordance with MTS Consultancy Test Procedures. The instrument as configured above has been found to be in compliance with the specifications published in its instruction literature except as noted below. The measurements were carried out using equipment whose calibrations are traceable to UK National Standards. The management controls of MTS Consultancy and MTS Consultancy are registered in its Quality Manual Issue A/5, August 1999, which are certified to be in conformity with ISO 9002:1994 by the Electrical Equipment Certification Service of the Health and Safety Executive (Approval 97/5015). Copies of the relevant test procedures and test results, together with the traceability of test equipment to National Standards and ISO 9002 Certificates, are filed with MTS Consultancy, and are available on request.

This instrument was tested in accordance with the recommendations of BS 7580: Part 1 1997 (not all tests were performed) with the following results:

	Relative to BS EN 60651 Type 1
Self-Generated Noise:	**See Dynamic Linearity Chart**
Dynamic Linearity – electrical response:	**Complies over range 22 to 140 dB (1/3 Octave)**
Frequency Weightings A, C and Lin – electrical response:	**Complies**
Frequency Weighting A – acoustic response:	**Complies**
"Fast" and "Slow" Response	**Complies**
RMS Accuracy at various Crest Factors	**Complies**

The instrument was within the above specification as received. No adjustments were made.

Test Equipment:

Equipment	Manufacturer	Model	Serial No.	Traceability Ref.		Cal. Due
Condenser Microphone	Bruel & Kjaer	4133	1093782	TE 101	*	February 2001
Acoustic Calibrator 250Hz	Larson Davis	CA 250	0695	TE 104	*	October 2001
Digital Multimeter	Hewlett Packard	34401A	3146A63804	TE 105	**	October 2001
Real-Time Frequency Analyser	Larson Davis	2900	0492	TE 108		November 2000
Microphone Calibration System	Larson Davis	9700ES	0103	TE 119 - 122		November 2000

* *Calibrated by NPL*
* *Calibrated by other NAMAS-accredited laboratory*

Tested by.....
David Marsh

Date of Certificate: 10th November 2000

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E-Mail: info@ggassociates.co.uk

01.NOV.2001* 5210

DESIGN STATEMENT

IN RESPECT OF PROPOSED FLATS AT

56 KINGS STREET LANE WINNERSH, BERKSHIRE.

G.W.R. Gray MSc. Dip.TP MRTPI ACI.Arb • C.J. Gray • S.M. Leedale MSc. Dip.TP BEd.(Hons) MRTPI

Registered Office: 'Redcliffe', 17 Dinorben Close, Fleet, Hants, GU13 9SL.

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1.0 Introduction
2.0 Locational characteristics
3.0 Existing situation
4.0 Localised impact
5.0 Summary

Diagrams

1. Linkage to infrastructure
2. Secure cycle parking
3. Localised impact – plan
4. Localised impact - elevation

1.0 Introduction

1.1. PPG1 sets out guidance on design issues. It is said that buildings and their curtilages have a significant effect on the character of an area. Further, the appearance of development and its relationship to its surrounds are material to the determination of planning applications. Importantly this requires an understanding of the context in which development is situated.

1.2. Annex A to PPG1 provides detailed advice on the approach to design and highlights the following:

- A proper assessment of the surrounding built and natural environment.
- Identifying the defining characteristics of the area.
- Assessment of massing, height, density and landscape, both in relation to adjoining buildings
- The need to submit supporting information with planning applications in respect of these matters.

1.3 This design statement applies this advice by evaluating, the existing character of the locality; assessing the wider locational characteristics in which the proposed development is situated; and, detailing the localised impact with particular regard to adjoining properties.

1.4 In so doing the objectives of Local Plan policy are applied in assessing whether high-density residential development is appropriate on this site.

2.0 Existing situation

2.1. The site currently accommodates a single dwelling. There is a tree screen to Kings Street Lane which largely consists of evergreen conifers. The site is of generally flat topography and is unencumbered by landscape within it.

2.2. Adjoining to the north is a steep embankment to the M4 motorway. Although there is a protective barrier along this length of the motorway, the noise environment is a significant factor in judging the suitability of the site for further residential development. Where the site is judged suitable for this purpose, the layout of the development and internal arrangements must also have regard to the noise environment. In view of this, a thorough acoustic survey has been carried out and is submitted with the application along with indicative plans.

2.3. Adjoining to the south-west are dwellings served from St. Mary's Road. These are introspective to Kings Street Lane and the position of their private amenity space has been careful considered in conceiving the development proposal.

2.4. Setting aside the immediate locality, the wider context in which the site is situated is of distinctive urban character. There are schools; a food superstore and other shops; bus routes and a train station, within easy walking distance – as defined by revised PPG13. These matters are detailed in the following sections.

3.0 Locational characteristics

3.1. Diagram 1 shows the position of the site relative to various infrastructure and public transport nodes/routes.

3.2 It can be seen that the site is in close proximity to the following:

- Food superstore and other local shops – 600 metres
- Bus routes to Wokingham, Bracknell and Reading along the A329 – 600 metres
- Winnersh Railway Station from which there are services to London Waterloo via Wokingham, Reading and Gatwick Airport – 800 metres
- Secondary and primary schools – 900 metres and 500m respectively.

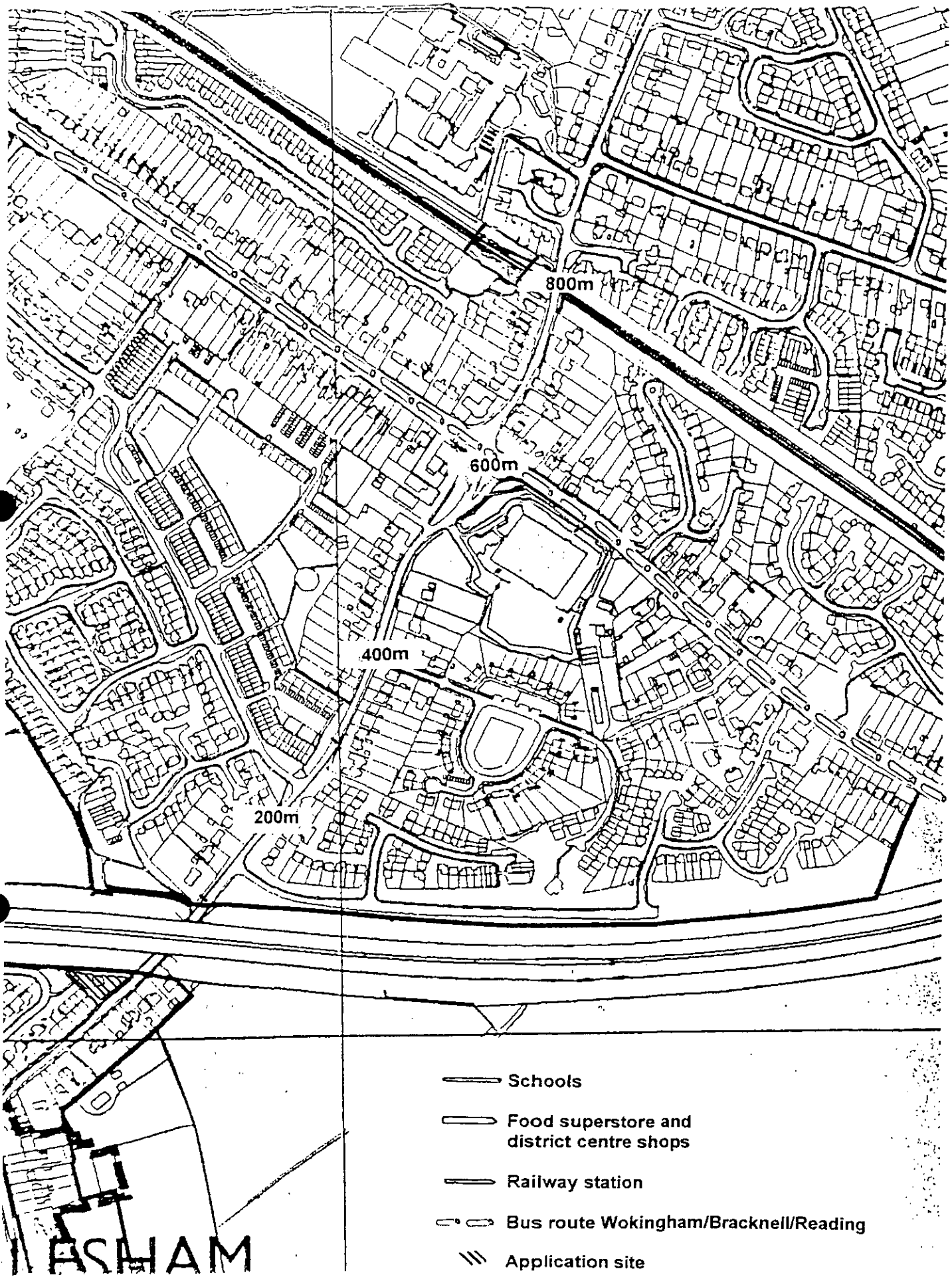

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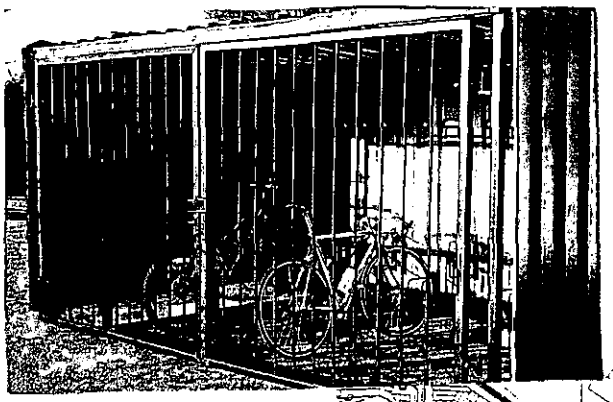
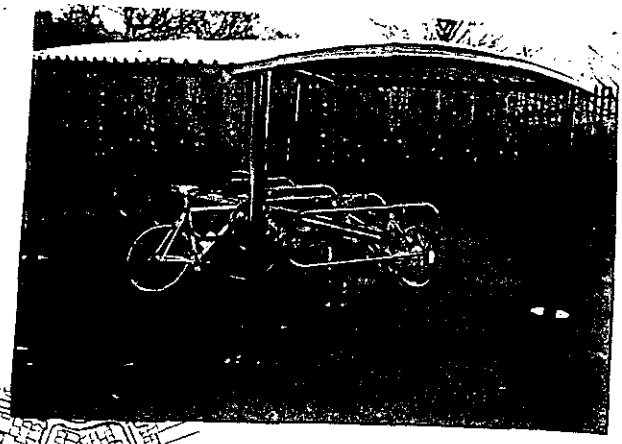
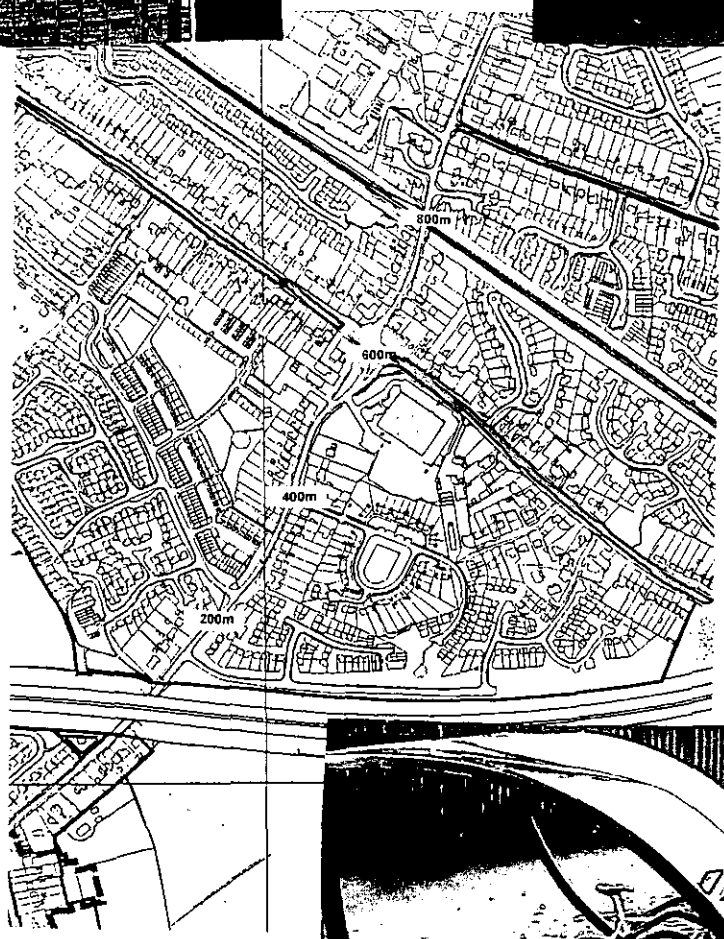
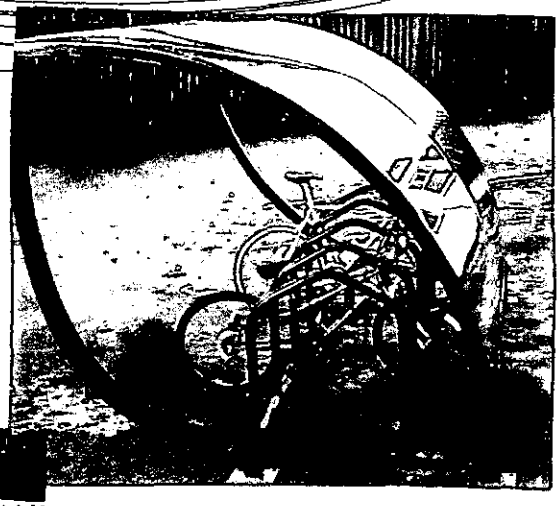
Diagram 1







— Cycle routes



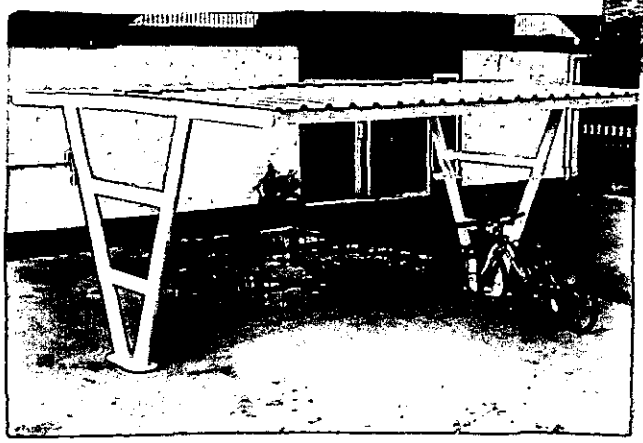


Diagram 2

3.3 PPG3 and PPG13 set out guidance in relation to sustainable development and emphasise the need to maximise use of land where infrastructure and public transport in prevalent.

3.4 The proposal for eight units at a density of c.50 dwellings per hectare, reflects this guidance having regard to its locational characteristics.

3.5 It is also proposed to limit car parking to one space per unit, 2 visitor spaces and secure cycle parking. This approach accords with guidance set out in PPG3 and PPG13 although there is scope within the development scheme to increase parking provision to 1.5 spaces per flat.

4.0 Localised Impact

4.1. *In conceiving the development proposal the following matters have been appraised:*

- The need to take account of noise constraints from both Kings Street Lane and the M4 motorway.
- The desirability of siting the building as far away as possible from adjoining residential properties so that there is no overbearing impact.
- In relation to this, it is important that there are no over-looking windows into the private amenity space of the adjoining dwellings.
- The desirability of retaining the verdant screen to Kings Street Lane.
- The need to provide secure cycle parking bearing in mind the sustainable nature of the site. This is allied to minimum parking provision at one space per unit.
- In relation to this, the desirability of providing a domestic scale building which reflects adjoining development and the existing dwelling on the site.

4.2 These matters are detailed on diagrams 3 and 4.

5.0 Summary

5.1 By way of summary the following matters are set out within the Design Statement, which sets out the rationale for the proposed development:

- Design is a material consideration to which weight should be attached.
- The site is in a sustainable location. It is within easy walking distance of a food superstore, schools, regular bus services and a railway station.
- On this basis, and given its urban location, it is appropriate for high-density development in accordance with government planning policy.
- Such development should have minimum parking provision and secure cycle parking.
- The potentially adverse noise environment has been assessed and it is concluded that the site is appropriate for flatted residential development.
- Bearing in mind the noise environment, existing surrounding development and the need to safeguard residential amenity, the proposed building is of domestic scale whilst securing high-density development. This has been achieved through re-drafting of the scheme. The Design Statement demonstrates the culmination of this process.

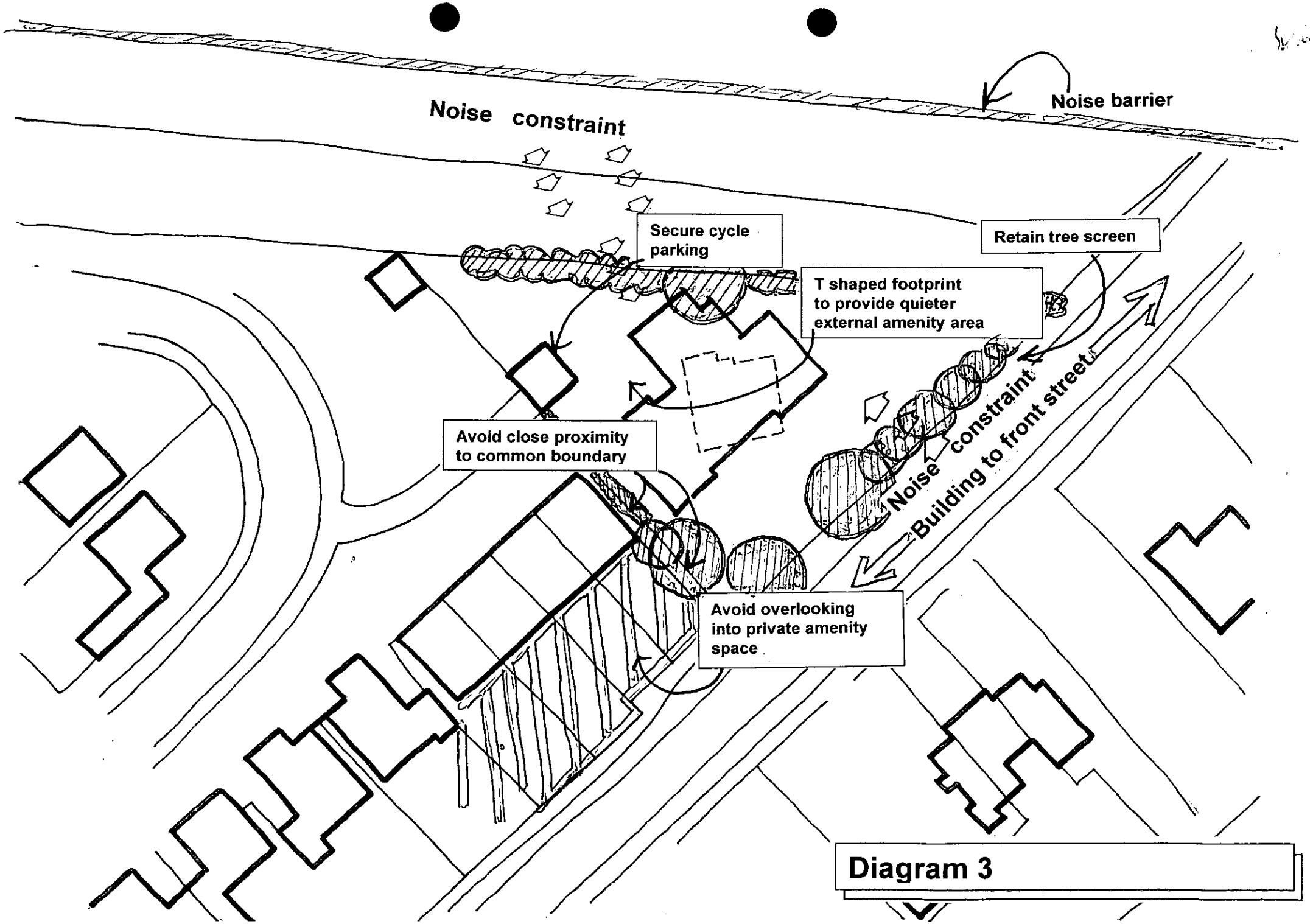

Noise barrier
Noise constraint
Secure cycle parking
Retain tree screen
T shaped footprint to provide quieter external amenity area
Avoid close proximity to common boundary
Noise constraint
Building to front street
Avoid overlooking into private amenity space

Diagram 3

Key design features – elevation

- Domestic scale and appearance with dormers and no development in the roof space
- Gable ends and front door access to accentuate domestic appearance and tie in with ridge height of adjoining building. Bulk of roof falls away
- Building to front street in contrast to adjoining houses
- Reduction in bulk close to adjoining residential boundary
- Tree screen retained to soften impact.
- Siting and internal arrangements to allow effective long term retention of tree screen to street
- Parking area sited discretely
- Avoidance of flat roof as in many flatted schemes

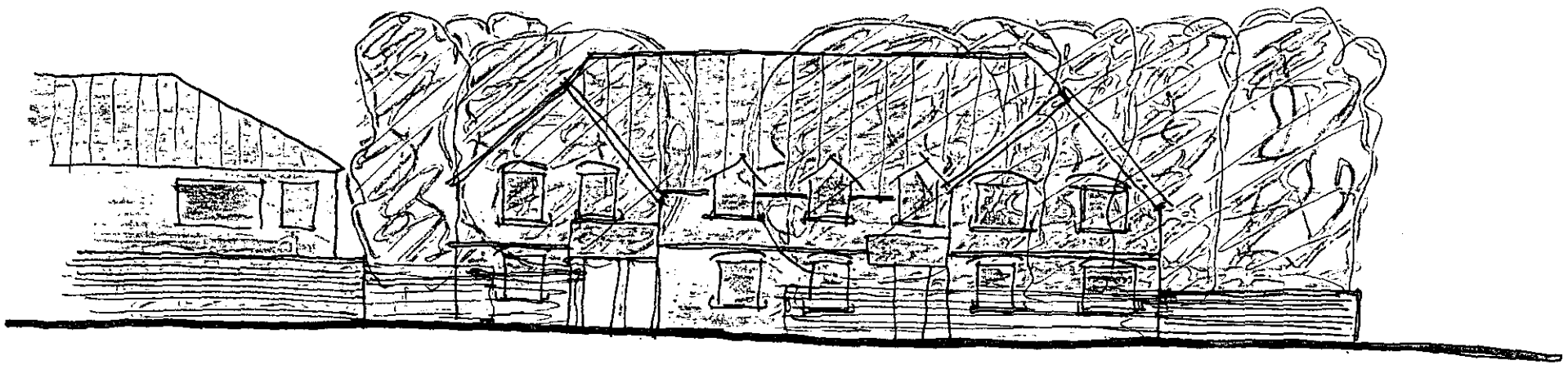


Diagram 4

1769a

WOKINGHAM DISTRICT COUNCIL
PLANNING APPLICATION

PART 1

APPLICATION FOR PERMISSION TO CARRY OUT DEVELOPMENT - TOWN AND COUNTRY PLANNING ACTS

Please answer ALL QUESTIONS in BLOCK LETTERS. If a question is not applicable, answer N/A in space. Please submit SIX copies of this form and plans to:-

THE DISTRICT PLANNING OFFICER
WOKINGHAM DISTRICT COUNCIL
PLANNING DEPARTMENT
P O Box No. 157
COUNCIL OFFICES
SHUTE END
WOKINGHAM
BERKSHIRE. RG40 1WR

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01.NOV.2001* 5210

1.	APPLICANT'S NAME	Mrs and Mrs W Elgar
	ADDRESS	c/o the agent
	POST CODE	PHONE
2. If the applicant has an agent, all correspondence will be sent to the agent	AGENT'S NAME	Gregory Gray Associates Chartered Town Planning Consultants
	ADDRESS	17 Dinorben Close, Fleet, Hampshire
	POST CODE	GU52 7SL PHONE 01252 624004
3. On the plans show the SITE outlined in RED Show also OTHER land in the applicant's ownership or control in BLUE.	SITE LOCATION	56 King Street Lane, Winnersh
4. WHAT IS THE APPLICATION FOR ? Give brief details and state for what purpose this site and any buildings will be used.		Demolition of existing dwelling, erection of 8no. flats, associated parking & highway improvements
5. Give the area in hectares or part of a hectare	AREA OF SITE	0.15 Ha
6. State the applicant's interest in the land e.g. owner, prospective purchaser, lessee	OWNERSHIP	Owner
List all the plans and drawings submitted with the application	PLANS/DRAWINGS	KSL/00/192/01, NPS/103/01 & 02 & 03 Acoustic report, Design Statement 247/01

8. DOES THE APPLICATION INVOLVE ANY OF THE FOLLOWING ?

Tick the boxes(x)

CHANGE OF USE	☐	REDEVELOPMENT	☑
ERECTION OF NEW BUILDING	☑	ALTERATION or EXTENSION	☐

9. WHAT TYPE OF APPLICATION IS THIS ?
Tick one box only

OUTLINE PERMISSION	☑	See question 10
FULL PERMISSION	☐	
APPROVAL OF DETAILS/RESERVED MATTERS	☐	State relevant outline permission number Also complete Question 10
TEMPORARY PERMISSION	☐	State period required
RELAXATION OF CONDITIONS	☐	State relevant application number Conditions to be relaxed

10. IF THIS IS AN OUTLINE APPLICATION OR AN APPROVAL OF RESERVED MATTERS, which details, if any, do you wish to be considered as part of this application ?

SITING	☐		
EXTERNAL APPEARANCE	☐	DESIGN	☐
MEANS OF ACCESS	☑	LANDSCAPING	☐

11. WHAT IS THE EXISTING USE OF THE LAND AND/OR BUILDING(S) e.g. residential, industrial, etc. If the site is vacant say so, and also state its previous use and when that ceased.

Residential

12. DOES A PUBLIC RIGHT OF WAY CROSS OR ABUT THE SITE OR THE PROPOSED ACCESS?

YES/~~NO~~ — If yes, show existing route(s) and any proposed alternatives on the plans

13. ARE THERE ANY TREES ON THE SITE? IF YES, ARE ANY TO BE FELLED?

~~YES~~/NO — If yes, please show their positions, spread and species on the plans and which, if any, are to be felled.

14. STATE EXTERNAL MATERIALS TO BE USED.

Facing bricks
Plain tiles

15. HOW WILL THE SITE BE ENCLOSED? Say whether walls, fences or hedges, and give height, colour and materials. If the site is divided into plots, say how each is to be enclosed.

Existing trees and fencing

16. HOW WILL SURFACE WATER BE DISPOSED OF?

Soakaways

17. HOW WILL FOUL SEWAGE BE DISPOSED OF?

To existing system YES/~~NO~~

If no, please give details

18. WHAT ARE THE ACCESS ARRANGEMENTS?
AS EXISTING
AS PROPOSED
Give details of pedestrian and vehicular access

See Bellamy Roberts Dwg. 247/01

19. HAS PROVISION BEEN MADE FOR THE DISABLED? See notes for applicants

Yes

20. IF THIS PROPOSAL INVOLVES RESIDENTIAL DEVELOPMENT OR THE LOSS OF RESIDENTIAL UNITS, COMPLETE THE FOLLOWING TABLE

	No. OF DWELLINGS/HABITABLE ROOMS PROPOSED		TO BE RETAINED		TO BE LOST	
HOUSE	/	*	/	*	6 /	
BUNGALOW	/	*	/	*	/	*
FLAT/MAISONETTE	/	*	/	*	24 /	*
OTHER	/	*	/	*	/	*

* STATE No. OF HABITABLE ROOMS

21. DOES THE PROPOSAL INVOLVE ANY NON-RESIDENTIAL BUILDING OR USE?

~~YES~~/NO — If YES, complete Part 2 of the form

22. DOES THE PROPOSAL INVOLVE THE WINNING, WORKING OR PROCESSING OF MINERALS: THE DISPOSAL OF MINERAL WASTE, OR THE DEPOSIT OR PROCESSING OF REFUSE AND WASTE MATERIALS?

~~YES~~/NO — If YES, please ask for and complete Part 3 of the form

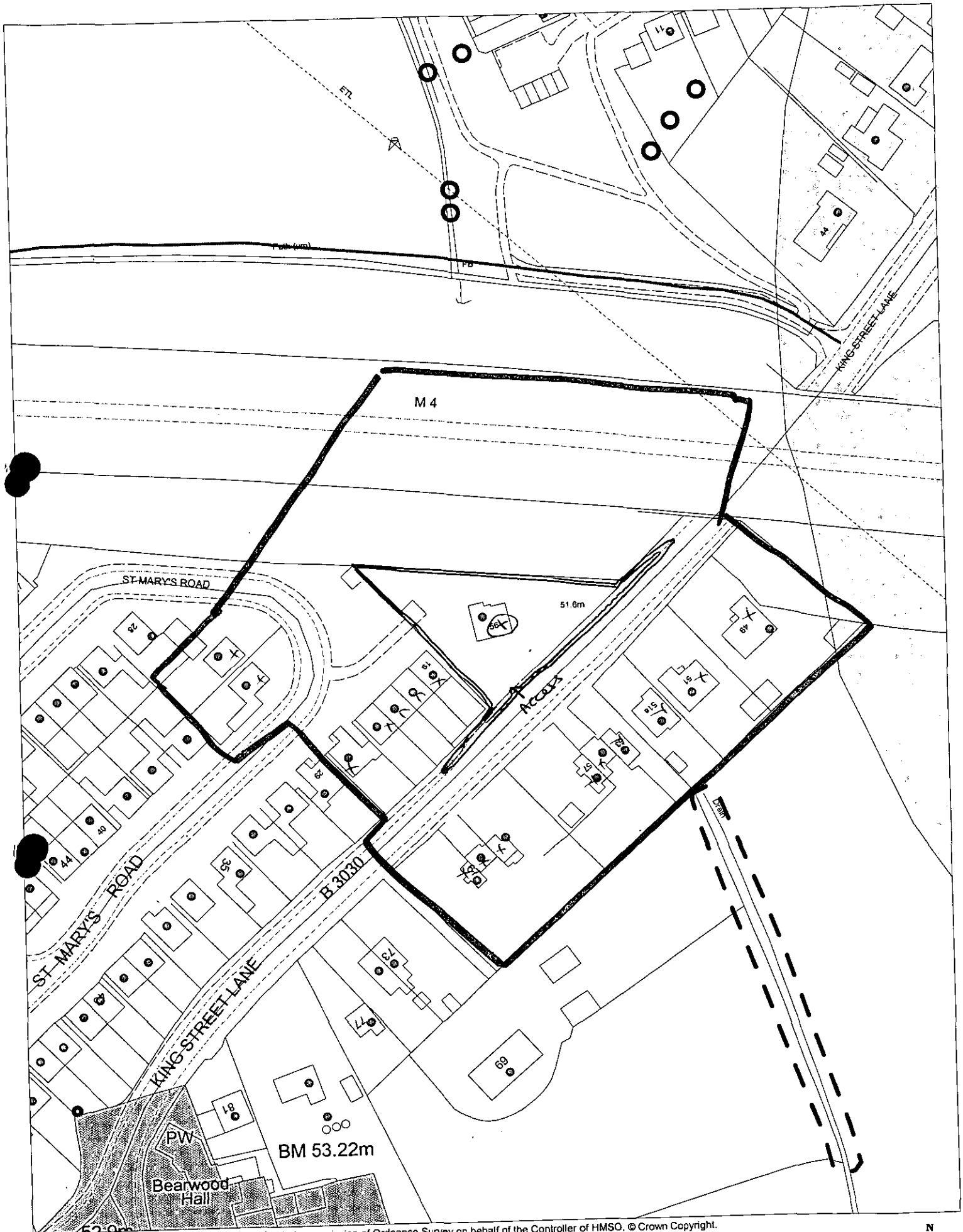
23. STATE THE FEE ENCLOSED WITH THIS APPLICATION
The current scale of fees is enclosed. If you believe a reduced fee or no fee is payable, say why.

£380.00

I hereby apply for permission in respect of the particulars described above and in the attached plans and drawings. If planning permission is granted, the development must be carried out strictly in accordance with the approved plans. Failure to do so could result in enforcement action being taken. Permission under the Town & Country Planning Acts does not obviate the possible need to apply for Building Regulations approval.

SIGNED Gregory Gray Associates. ON BEHALF OF Mr & Mrs W Elgar DATE 31st October 2001

Before submitting the application check that it is complete, that all questions have been answered and that the site boundary and the new work are clearly edged in red on the plans. Every application must be accompanied by the appropriate certificate and fee. See "NOTES TO HELP APPLICANTS".



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Development Control Section, Environmental Services, Wokingham District Council.
12 November 2001

Scale: 1 : 1250

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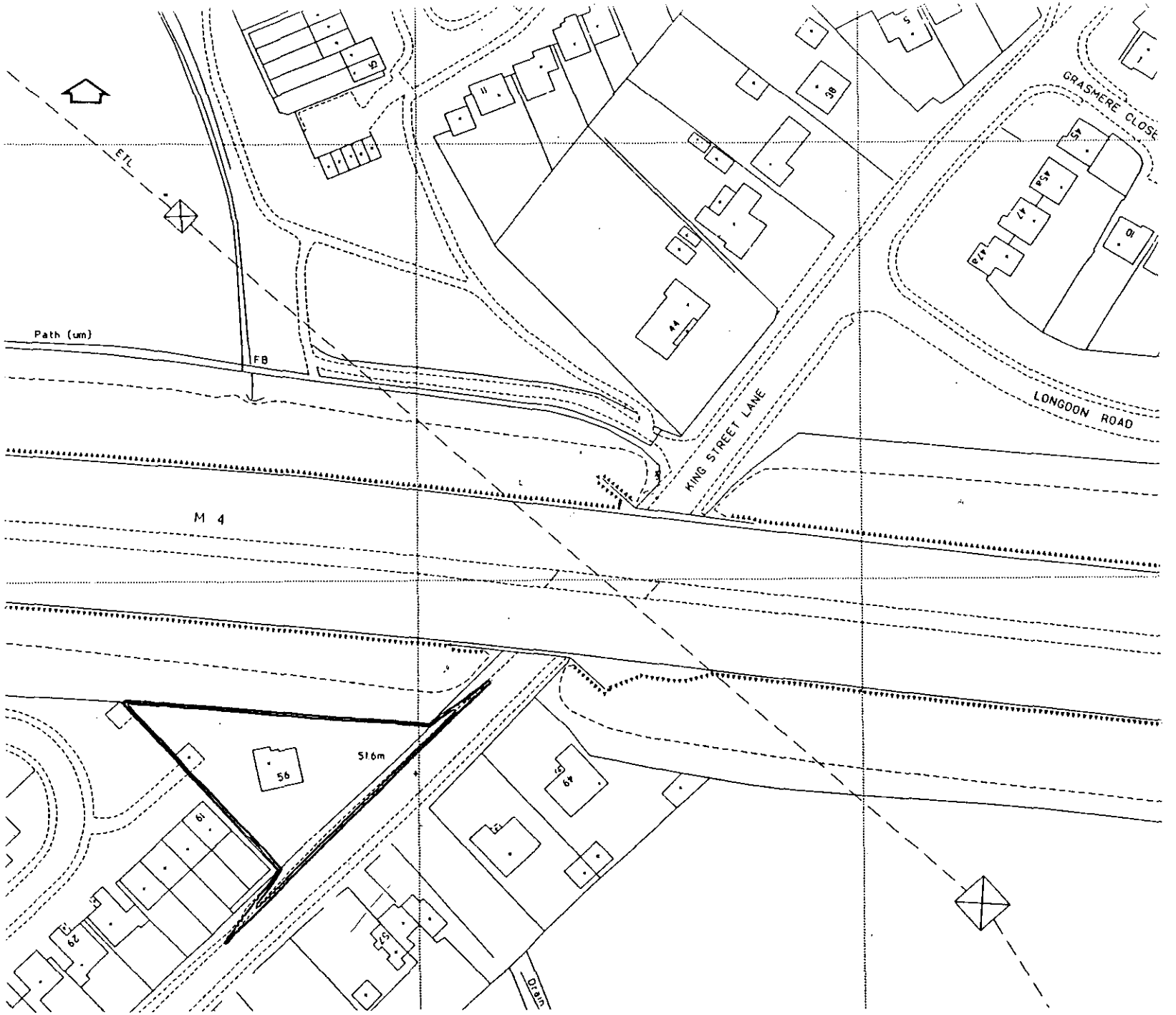

Notes
Do not scale except for Planning and Building Regulations purposes.

— Site

01.NOV.2001 * 5210

Revision Details			
E			
D			
C			
B			
A			

Gregory Gray Associates
Chartered Town Planning Consultants
'Redcliffe,'
17 Dinorben Close,
FLEET,
Hants, GU52 7SL.
Telephone: 01252 624004
Fax: 01252 684160
E-Mail: info@ggassociates.co.uk

Client
W Elgar Esq.

Job Title
Residential development

Drawing Title
Location Plan

Scale
1:1,250

Date
August 2001

Drawn By
ML

Drg. No.
KSL/00/192/01

Rev.

01.NOV.2001* 5210

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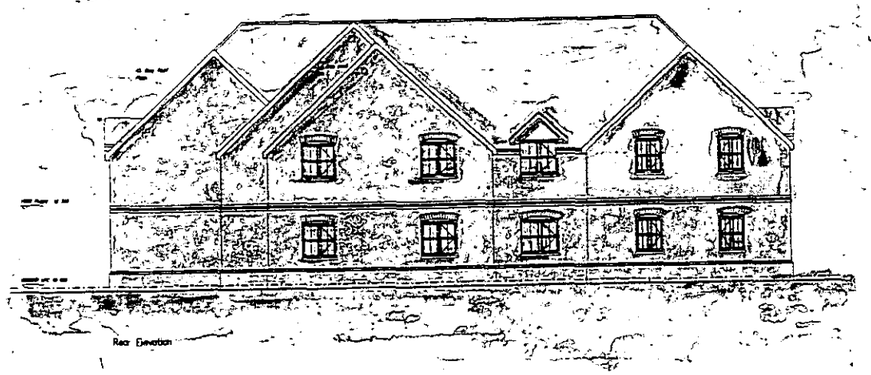
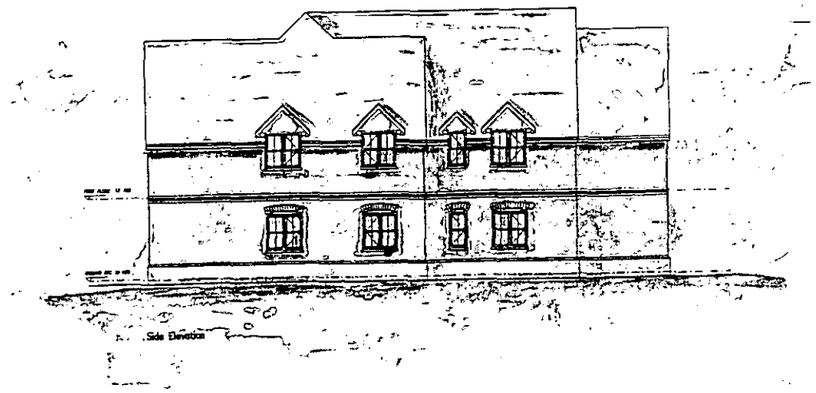
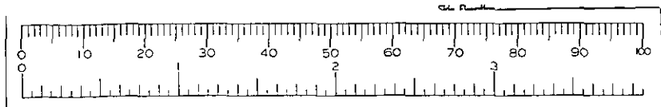


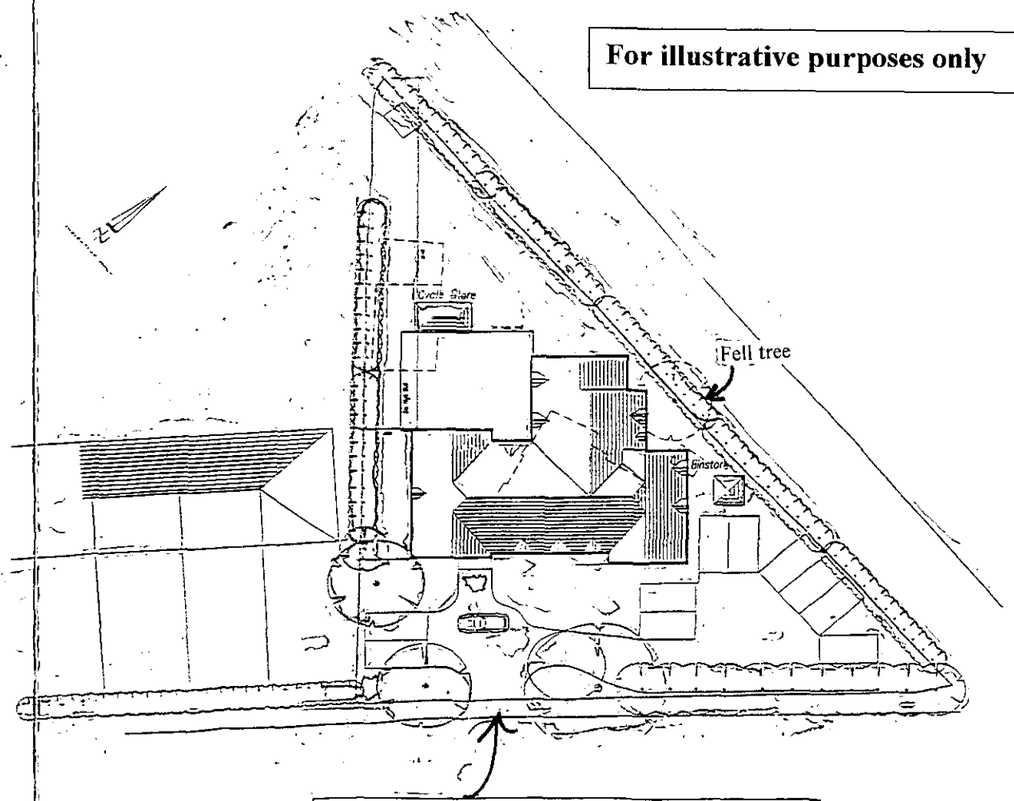






All dwellings to be fitted with noise attenuation measures to achieve a noise reduction level to less than 33dBA

For illustrative purposes only



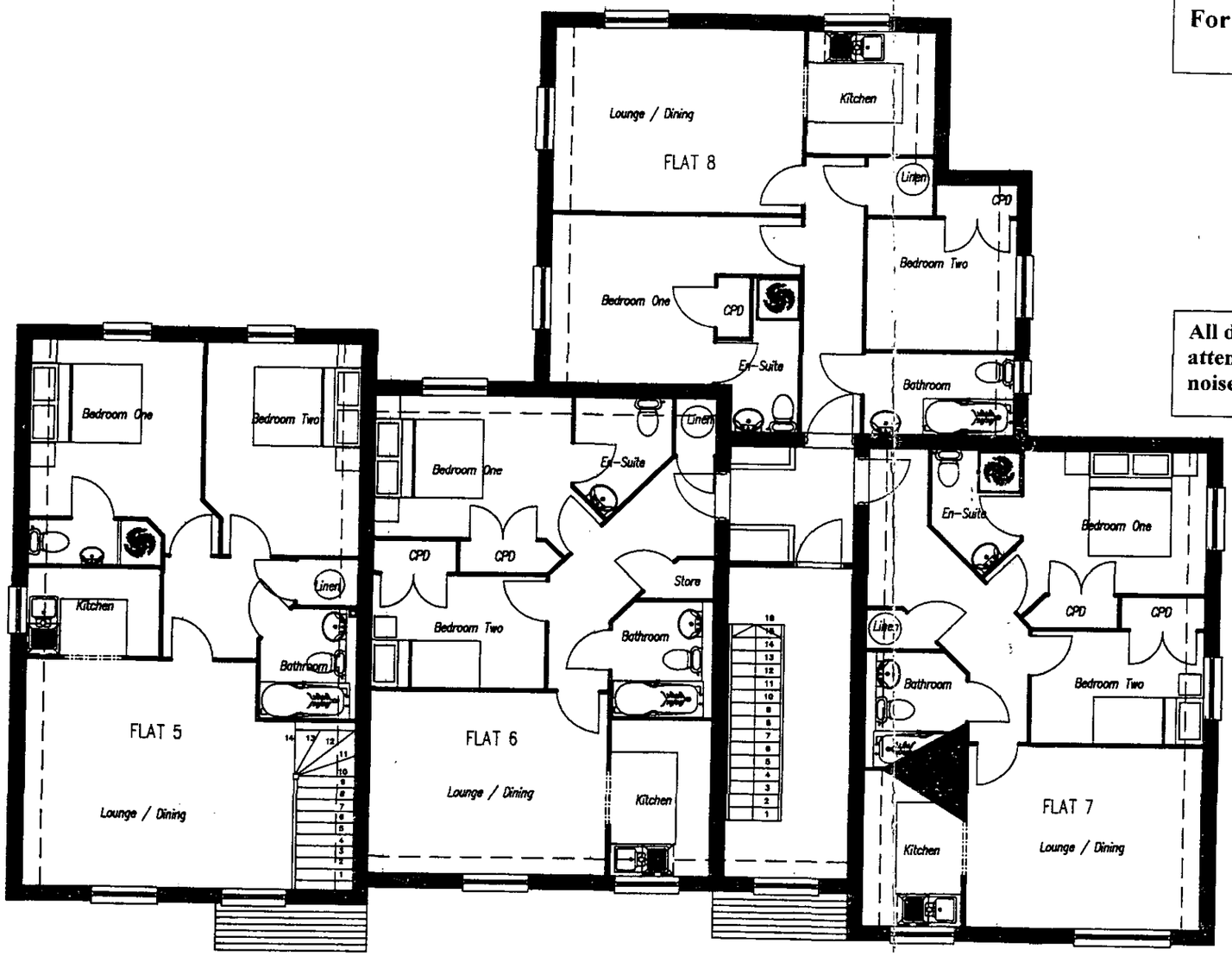
Access and realigned kerb as per Bellamy Roberts drawing 147/01

NPS/103/01
1:200 & 1:500

07.NOV.2001* 5210

For illustrative purposes only

All dwellings to be fitted with noise attenuation measures to achieve a noise reduction level to less than 33dBA



First Floor Plan

NPS/103/03
1:100

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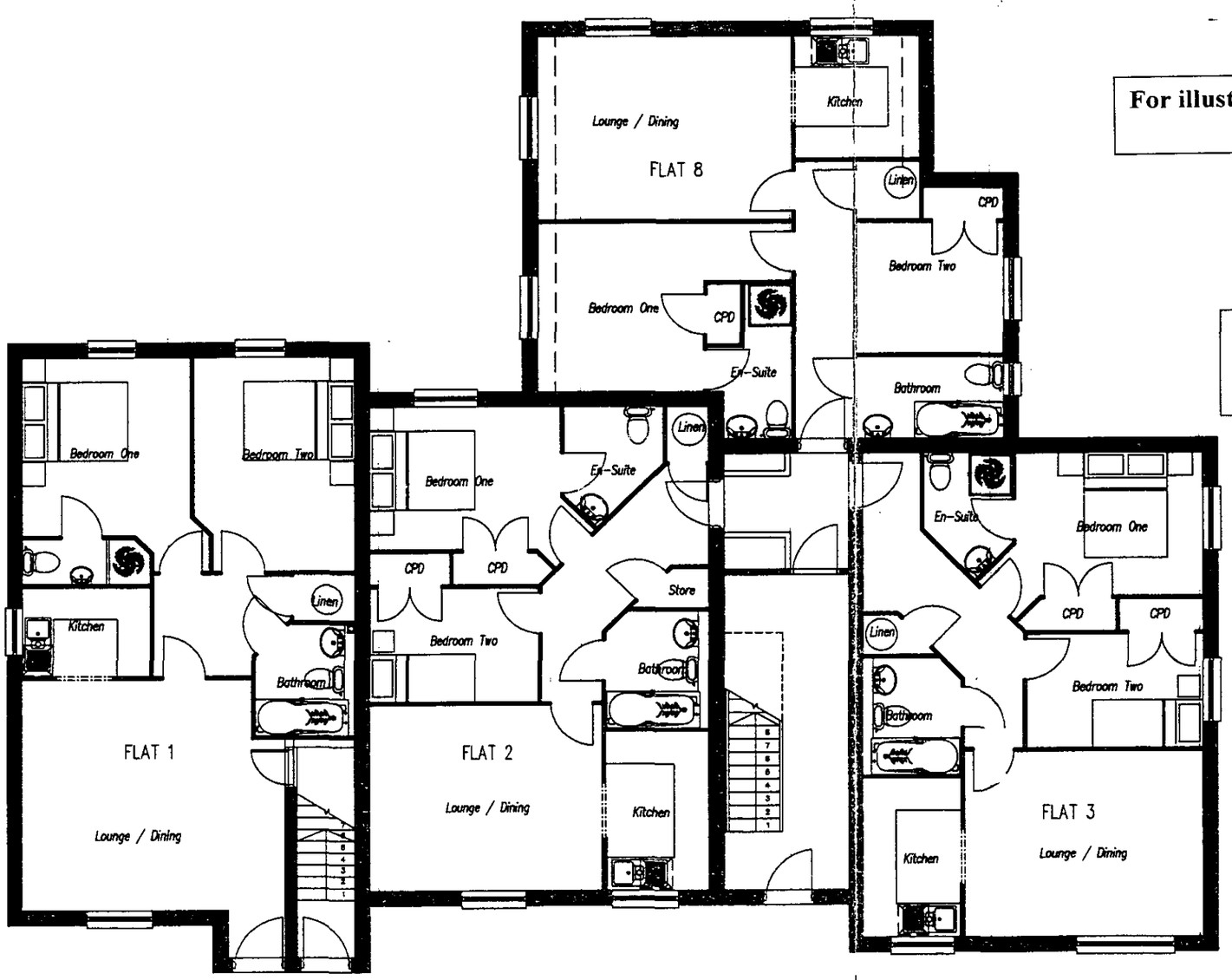

For illustrative purposes only

All dwellings to be fitted with noise attenuation measures to achieve a noise reduction level to less than 33dBA

Ground Floor Plan

NPS/103/02
1:100