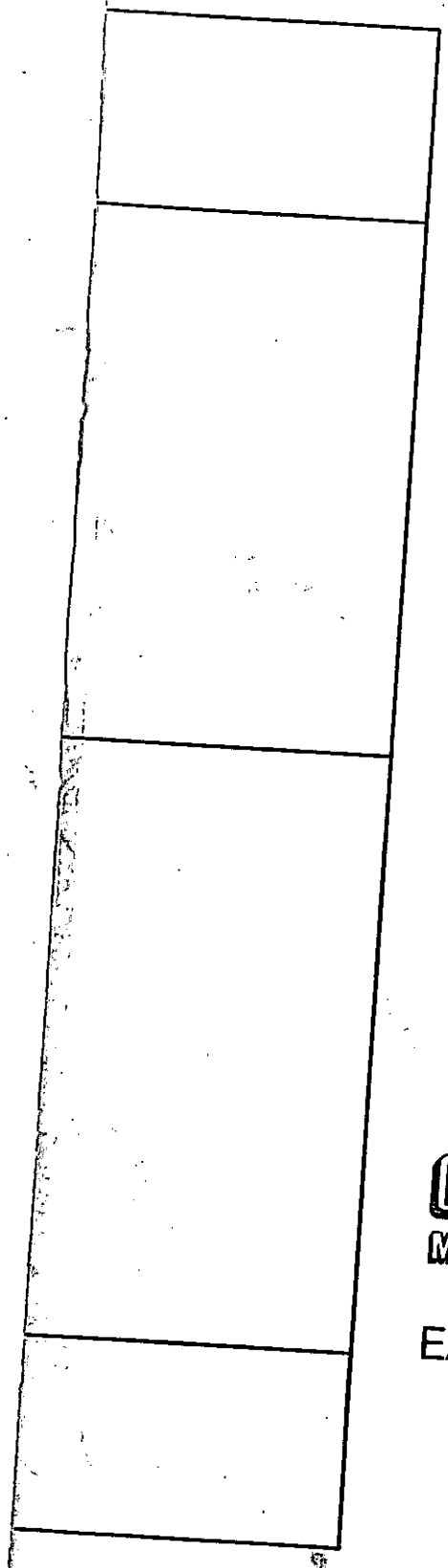


APPLICATION NO:
F/2001/5405

LOCATION:
285 Hyde End Road, Spencers Wood Reading.

APPLICANT:
Mr/Mrs Gurr

PROPOSAL:
Proposed two storey rear extension to dwelling and single storey side extension.

EARLIEST DATE FOR DECISION: **06/01/2002**

APPLICATION WILL HAVE EXPIRED ON:
31/01/2002
Listing Exp 10/1/2

CASE OFFICER: ~~Heidi Lynch~~ Louise Smith

REFUSED

517

D1

RAILEX
Marbleboard

EASIFILE EP7

Appeal Decision

Site visit made on 26 November 2002

by R E Wilson BA DipTP 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

12 DEC 2002

Appeal Ref: APP/X0360/A/02/1094820
285 Hyde End Road, Spencers Wood, Reading

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
- The appeal is made by Mr & Mrs R Gurr against the decision of Wokingham District Council.
- The application (Ref.F2001/5405), dated 5 December 2001, was refused by notice dated 30 January 2002.
- The development proposed is a two-storey rear and a single-storey side extension.

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

Main Issue

1. I consider the main issue in this case to be the effect of the proposed extension on the visual amenity of the area.

Planning Policy

2. The development plan is the Loddon Area Local Plan (LALP). The council relies on policies LBE1 and LBE2 of the LALP. It also refers to Policies WOS3 and WBE1 of the Deposit Draft version of the Wokingham District Local Plan (WDLP).

Reasons

3. Planning permission was granted in 2001 for a two-storey and single-storey extension at the rear of the appeal property. The council describes the main difference between that approval and the appeal proposal as being the addition of a blind dormer on the east side elevation. The proposed dormer would only just be visible at an oblique angle for a short distance from Hyde End Road. Similarly, it would only just be visible from a very small section of Montgomery Drive, the estate road to the east and southeast of the appeal property.

4. It would be most noticeable from the rear of the adjoining residential property to the east, which is set further forward, nearer the road than the appellants' house. However, the proposed dormer is set back about 3m from the side boundary of these two properties and its effect on the amenities of those living in this adjoining house would not be appreciable and would not be sufficient to warrant me dismissing this appeal.

5. Consequently, the proposed dormer would be consistent with Policies LBE1 and LBE2 of the LALP, because it would be inconspicuous and small in scale and have no adverse effect on the character of the area. The proposal is also consistent with criterion (F) of Policy WOS3 of the Deposit Draft version of the WDLP, since the massing of the dormer is acceptable in a position where it would hardly be seen and in an area where the character of

of the housing is very mixed. Very little weight can be placed on Policy WBE1 of the same plan, because the council has not yet considered the Inspector's proposed modifications to it that would delete reference to detailed design considerations.

Conditions

6. Although the only difference between this application and the earlier permission for the rear extension is the addition of a blind dormer on the east elevation, the application that is the subject of this appeal is phrased in terms that include the whole extension. That being so, it is right to consider all the conditions put forward by the council. Conditions 1,2 and 3 are necessary, subject to minor changes to the wording. The house has a large parking area to the front and conditions 4 and 5 that deal with the use of the garage and on- site parking are not necessary in this particular case.

Conclusions

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

Formal Decision

8. In exercise of the powers transferred to me, I allow the appeal and grant planning permission for a two-storey rear and single-storey side extension at 285 Hyde End Road, Spencers Wood, Reading in accordance with the terms of the application Ref. F2001/5405 dated 5 December 2001, and the plans submitted therewith, subject to the following conditions:

1) The development hereby permitted shall be begun before the expiration of five years from the date of this decision.

2) The materials to be used in the construction of the external surfaces of the extension hereby permitted shall match those used in the existing building.

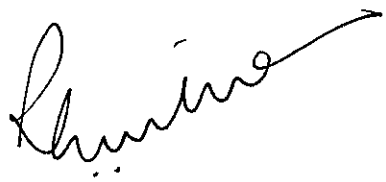
3) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no windows/dormer windows other than those expressly authorised by this permission shall be constructed on the east elevation.

Information

9. 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.

10. 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.

11. 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.



INSPECTOR

(LS)

WOKINGHAM DISTRICT COUNCIL

TOWN AND COUNTRY PLANNING ACTS

Notification of Refusal of Permission

Mr & Mrs Gurr
285 Hyde End Road
Spencers Wood
Berks
RG7 1DB

Application Number: F/2001/5405

Parish: **SHINFIELD**

Location: **285, Hyde End Road, Spencers Wood, Reading.**

Proposal: **Proposed two storey rear extension to dwelling and single storey side extension.**

The Wokingham District Council in pursuance of their powers under the above Acts and Regulations hereby **Refuse Permission** for carrying out the above development in accordance with the application and the accompanying plans submitted to the Council, the reason for which is specified hereunder.

Reason

1. The proposed dormer, due to its design will form an incongruous feature which will have a detrimental effect on the visual amenity of the surrounding area. The proposal is therefore contrary to policies WOS3 and WBE1 of the Wokingham District Local Plan (Deposit Draft) and policies LBE1 and LBE2 of the Loddon Area Local Plan.

Informative

1. You are advised, in compliance with The Town and 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 LD3 and EN1.
Loddon Area Local Plan Policies LBE1, LBE2, LT5, LT6 and LTV1.
Deposit Draft Wokingham District Local Plan Policies WBE1, WOS3, WT7, WT6 and WOS2.

A Cronin

Anna Cronin
Head of Planning & Transportation
Date: 30/01/2002

Notice checked by: _____

If this notice grants permission to proceed with the proposal the applicant is reminded that it relates to planning permission only and does not constitute approval under any other legislation including Building Regulations.

REFUSED. Refused

DEVELOPMENT CONTROL/BUILDING CONTROL CHECKLIST

CHECKLIST WHEN A BUILDING REGULATION APPLICATION HAS BEEN RECEIVED.

CASE OFFICER Louise Smith ~~Heidi Lynch~~

SITE DETAILS

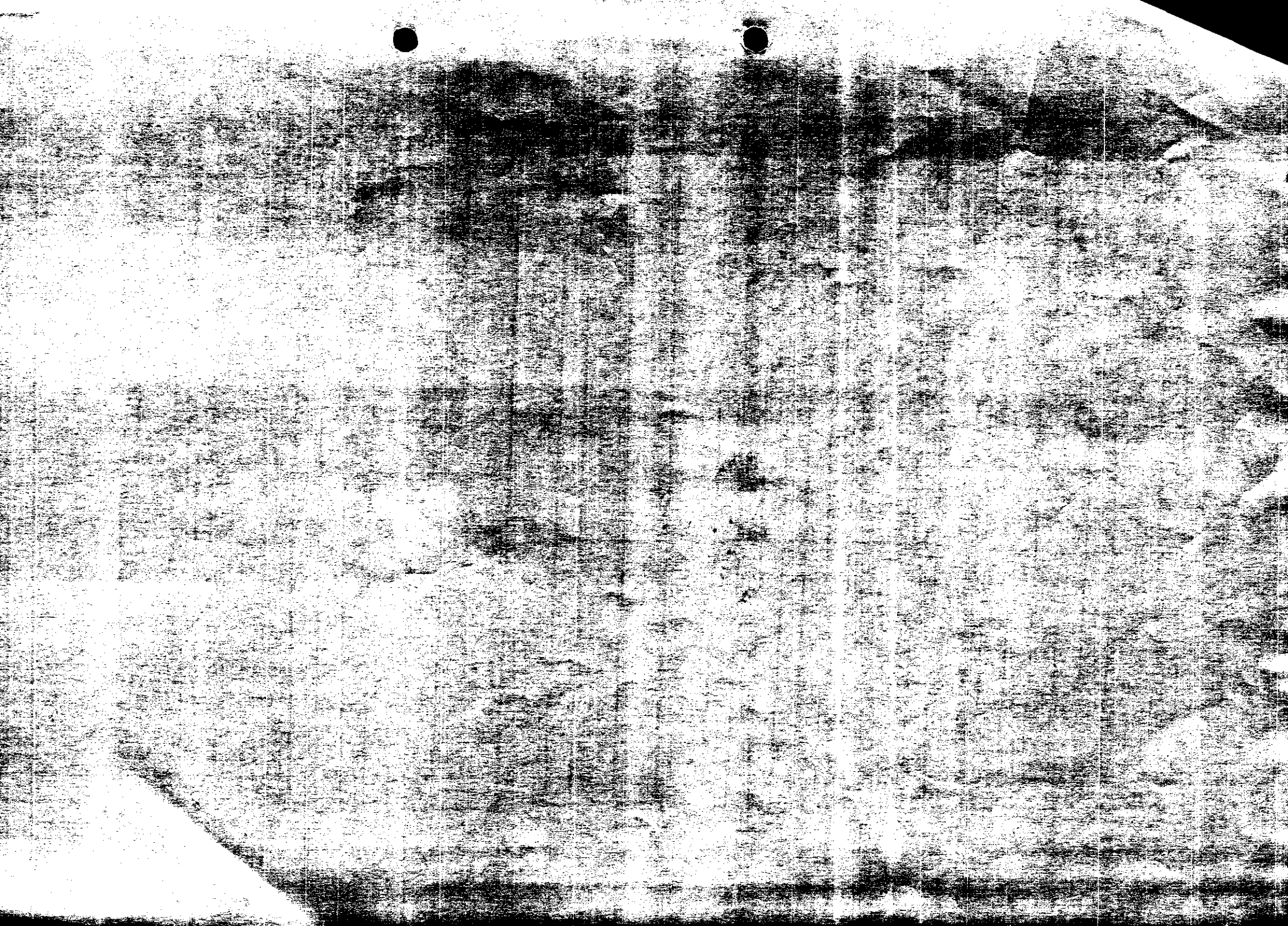
PLANNING APPLICATION NUMBER	5405.
BUILDING CONTROL NUMBER	HP2001/2523 Central
APPLICANT/~~AGENT~~	Mr & Mrs Gunn
ADDRESS OF SITE	285 Hyde End Road SHINFIELD.
DESCRIPTION OF PROPOSED WORK	2 storey rear + s/s side ext.

DRAWING NUMBERS	BC	DC
BLOCK PLAN		
ELEVATIONS	G/933A	G/933A
FLOOR PLANS	— "	— "

CHECKLIST	1ST CHECK	2ND CHECK
PERMITTED DEVELOPMENT		
APPLIC. NECESSARY-NOT RECEIVED		
APPLIC.RECEIVED & APPROVED		
APPLIC.RECEIVED-NO DECISION		
APPLIC.REFUSED	30/11/02	
DIFFERENCES BETWEEN DC/BC DRAWINGS		
IF YES, WHAT ARE THE DIFFERENCES ?		
DATE	4/12/02	

PROBLEMS	REQUESTED	RECEIVED	REMINDER
PLANNING PERMISSION NEEDED			
REVISED PLANS NEEDED			
PLANNING APPLIC.REFUSED		✓	
WAIT FOR PLANNING DECISION			

COMMENCED ON SITE	
NO PLANNING DECISION	
NO PLANNING APPLICATION	



LODDON AREA LOCAL PLAN

Adopted 5 May 1995

Published by: Wokingham District Council
Planning Department
Shute End
Wokingham
Berkshire

1.4 QUALITY AND CONSERVATION OF THE BUILT ENVIRONMENT



NEW DEVELOPMENT, REDEVELOPMENT AND REFURBISHMENT

1.4.01 The most attractive and successful urban environments are those where all the component parts (e.g. buildings, trees, roads, spaces, people, traffic) have been satisfactorily accommodated to create interesting, lively and pleasant places. In order to maintain and enhance the character of the built environment, the design of new buildings or extensions to existing buildings and the creation of new spaces within that environment, are very important.

1.4.02 The District Council is particularly concerned to promote a high standard of design in new development, and to ensure that new buildings are responsive to their location. This means that new buildings need to be appropriate in terms of their function, siting, scale, form, massing, materials, colour and texture in their relationship with adjoining buildings and sites. Accordingly, new buildings will be expected to make an acceptable and positive contribution to the built environment. For particularly sensitive areas, design briefs will be prepared to provide a framework for design to guide prospective developers. In addition, developments that incorporate public access should accommodate sculptures or other works of art to provide visual interest, where this is considered appropriate by the local planning authority. For the particularly sensitive areas, design briefs will be prepared to provide a framework for design to guide prospective developers.

1.4.03 In the case of schemes proposing more than one building, regard will be paid to the impact of the development over a wider area, involving an assessment of criteria additional to those referred to in paragraph 1.4.02 above. Accordingly, schemes should relate to the 'grain' of the area, and take account of their effect on the skyline, pedestrian and vehicular movements in the area, vistas, safety and environmental constraints. Where large sites exist which would significantly affect the urban fabric urban design briefs/appraisals will be prepared or required to establish the wider context within which applications will be considered.

❖ *LBE1 DESIGN OF NEW DEVELOPMENT*

NEW DEVELOPMENT SHALL BE OF A HIGH STANDARD OF DESIGN APPROPRIATE TO THE CHARACTER OF THE AREA IN WHICH IT IS TO BE SITUATED. IT SHOULD:

(A) MAKE A POSITIVE CONTRIBUTION TO ITS SETTING AND THE CHARACTER OF THE AREA;

B) CONTRIBUTE TO THE CREATION OF A SAFE AND ATTRACTIVE ENVIRONMENT IN WHICH TO LIVE AND WORK;

(C) RETAIN IMPORTANT NATURAL, MAN-MADE OR LANDSCAPE FEATURES OF THE SITE COMPATIBLE WITH GOOD DESIGN.

❖ LBE2 INAPPROPRIATE DESIGN

PROPOSALS FOR DEVELOPMENT THAT IS INAPPROPRIATE IN TERMS OF ITS RELATIONSHIP WITH ADJOINING SITES AND BUILDINGS, OR WHICH WOULD ADVERSELY AFFECT THE CHARACTER OF AN AREA, BY VIRTUE OF ITS SITING, SCALE, FORM, MASSING, MATERIALS, COLOUR OR TEXTURE, WILL NOT NORMALLY BE PERMITTED.

ENVIRONMENTAL IMPROVEMENT

1.4.04 Within the built environment it is important not only to safeguard those buildings, undeveloped areas and special features which contribute to the character and attractive qualities of the area but also to seek opportunities to enhance the quality of the built environment.

4.05 Often the more attractive and successful an environments have evolved organically over a period of many years and incorporate a variety of architectural styles. In more recent years development in some parts of the District has taken place more comprehensively with little variety in design. In other areas particularly since the war and up to the early 1970's some development has been inserted into an existing area to the detriment of the older urban fabric.

1.4.06 In some areas, district and local shopping centres in particular, where large scale redevelopment has taken place, the opportunity may arise for comprehensive refurbishment since a large part of the urban fabric will tend to age and decay simultaneously. In other areas environmental enhancement of the urban fabric surrounding the buildings may be sufficient to rejuvenate the area as a whole.

❖ LBE3 REFURBISHMENT AND REDEVELOPMENT

ENCOURAGEMENT WILL BE GIVEN TO THE REFURBISHMENT OR PARTIAL REDEVELOPMENT OF AREAS OR INDIVIDUAL SCHEMES WHERE A SIGNIFICANT ENVIRONMENTAL ENHANCEMENT WILL RESULT TO THE BENEFIT OF THE COMMUNITY.

❖ LBE4 ENVIRONMENTAL ENHANCEMENT SCHEMES

ENVIRONMENTAL ENHANCEMENT SCHEMES WILL BE ENCOURAGED WITHIN THE PLAN AREA AS OPPORTUNITIES ARISE AND WILL INCLUDE THE AREAS AS SHOWN ON THE PROPOSALS MAP AND AS SET OUT IN PART TWO OF THE PLAN.

SUNLIGHT, DAYLIGHT AND NOISE

1.4.07 Daylight penetration into new buildings, and existing buildings affected by new development, is an important amenity consideration as is sunlight penetration of spaces outside windows. In this respect it should always be the intention to maximise penetration of new development and minimise the impact of new development on old as far as is possible. The orientation of rooms, gardens and both public and private spaces is therefore critical since together the two aspects can provide warmth, comfort and pleasant living and working conditions. They can also have some impact on energy consumption by reducing the dependence on artificial lighting and heating. Further guidance on this matter can be found in the District Council's Development Control Guidelines.

❖ LBE5 SUNLIGHT AND DAYLIGHT

IN CONSIDERING PROPOSALS FOR NEW DEVELOPMENT, REDEVELOPMENT AND REFURBISHMENT THE DISTRICT COUNCIL WILL

REQUIRED AS A RESULT OF NEW DEVELOPMENTS, SUBJECT TO THERE BEING NO SIGNIFICANT ADVERSE ENVIRONMENTAL EFFECT. ELSEWHERE IN THE PLAN AREA THE DISTRICT COUNCIL WILL SUPPORT ROAD AND JUNCTION IMPROVEMENTS WHERE CONSIDERED NECESSARY, AND WHERE LOCALISED OR RESULTANT ADVERSE ENVIRONMENTAL EFFECTS WILL NOT OCCUR.

THE FOLLOWING MAY BE SUBJECT TO IMPROVEMENT WORKS:

A329/FOREST ROAD: Junction improvement
BETCHWORTH ROAD/WILDERNESS ROAD, EARLEY: Junction improvement
LODDON BRIDGE ROAD/CROCKHAMWELL ROAD, WOODLEY: Junction improvement
LODDON BRIDGE ROAD/HEADLEY ROAD: Modification to roundabout
A329 WOKINGHAM ROAD/WILDERNESS ROAD: Junction improvement
SONNING LANE/A4 BATH ROAD: Junction improvement
WINNERSH CROSSROADS: Improvement
ARBORFIELD CROSS: Junction improvements with A327
BUTTS HILL ROAD BRIDGE OVER RAILWAY: Provision of footbridge
B3349 BARKHAM BRIDGE: New bridge with road realignment
ELM ROAD, EARLEY: Realignment
ELM ROAD/PEPPER LANE: Roundabout improvement
A327 GREENSWARD LANE: Improved alignment.

❖ LT5 ROAD SAFETY

THE DISTRICT COUNCIL WILL URGE THE HIGHWAY AUTHORITY TO TAKE APPROPRIATE MEASURES TO PROMOTE ROAD SAFETY FOR ALL ROAD USERS INCLUDING :

A) MONITORING OF ACCIDENT STATISTICS TO IDENTIFY BLACKSPOTS;

B) GIVING HIGH PRIORITY TO HIGHWAY IMPROVEMENTS THAT WILL REDUCE ACCIDENTS;

C) ENSURING THAT ALL HIGHWAY INVESTMENT CONFORMS TO BEST PRACTICE IN RESPECT OF ROAD SAFETY;

D) EXAMINING THE ROAD SAFETY IMPLICATIONS OF ALL PROPOSALS FOR DEVELOPMENT.

CAR AND MOTORCYCLE PARKING

1.8.10 The increase in the number of cars in the area through growth and high car ownership rates has lead to an increase in demand for parking spaces in shopping centres in the area placing existing facilities under pressure. The District Council recognises the need for car parking in order to maintain the viability of some centres. However new public car parking has environmental implications and may not be acceptable in some more sensitive areas particularly if it is decked.



❖ LT6 PARKING PROVISION

THE DISTRICT COUNCIL WILL SEEK THE PROVISION OF APPROPRIATELY LOCATED PARKING FACILITIES AND CAR PARKING IN ACCORDANCE WITH THE DISTRICT COUNCIL'S ADOPTED STANDARDS, TO BE PROVIDED EITHER IN CONJUNCTION WITH NEW DEVELOPMENT OR BY OBTAINING AN APPROPRIATE LEVEL OF COMMUTED PAYMENT WHERE THERE IS AN INTENTION TO PROVIDE, OR AN IDENTIFIED NEED FOR, PUBLIC PROVISION.

Note 1: The sum required per parking space by way of a commuted payment will be regularly reviewed.

Note 2: The District Council's adopted parking standards are attached as Appendix 1.

1.8.11 Motorcycles are often informally parked on parts of the highway not used by pedestrians or vehicles. It is recognised that motorcycles are a convenient and efficient form of travel, and that motorcycle owners generally prefer highly visible locations for the parking of their vehicles. As more of the carriageway and traffic islands are reclaimed for the pedestrian it will be necessary to ensure that adequate parking for motorcycles is retained.

❖ LT7 MOTORCYCLE PARKING

THE DISTRICT COUNCIL WILL SEEK APPROPRIATELY LOCATED MOTORCYCLE PARKING FACILITIES.

PEDESTRIANS

1.8.12 In general more vehicular traffic makes journeys by foot less pleasant and in some cases more dangerous. In older villages and towns in the plan area pavements are often narrow, can be uneven and are sometimes non-existent. The total exclusion of traffic is rarely achievable or desirable and the District Council is constrained at all times by the existing layout of the built environment.

1.8.13 In some more recent housing developments the segregation of pedestrian and vehicular traffic has not been successfully implemented with the result that pedestrians have nominated to walk along busy distributor roads either within the road itself or on the verge. The principal footpaths that have been provided within estates are often indistinguishable from other lesser footpaths and poorly signposted. If a segregated system of footpaths and roads is to be successful then footpaths must be direct, convenient, well lit and safe and have a clear hierarchy and signposting so that principal footpaths and their destinations are clearly recognised.

❖ LT8 PEDESTRIAN ROUTES

THE DISTRICT COUNCIL WILL SEEK TO SECURE CLEAR, DIRECT, WELL SIGNPOSTED, SAFE AND CONVENIENT ROUTES FOR PEDESTRIANS WITHIN NEW AND EXISTING DEVELOPMENT AND IN ADVANCE OF THE OCCUPATION OF NEW DEVELOPMENT. THE DISTRICT COUNCIL WILL ALSO SEEK PROVISION FOR PEDESTRIANS IN NEW ROAD SCHEMES AND TRAFFIC MANAGEMENT MEASURES.

CYCLING

1.8.14 Cycling is an increasingly popular method of transport, providing an efficient and easy means of travel in congested areas. It is also an important source of recreation. Cycles are particularly valuable as a means of travel to work and school and for transport over shorter distances. Heavily trafficked and congested roads can deter their use particularly where no separate cycleway or road spaces is provided. Where major road improvements take place, where possible, specific provision will be made for cyclists, as at the Loddon Bridge Roundabout improvement.

1.8.15 Considerable attention has been given nationally in recent years to the need to promote cycling as a regular mode of transport and a cycle lane has been established along the A4, principally to take school children safely from Sonning to the Wargrave Piggott School. In addition the more recent major housing and commercial developments in the area have been provided with segregated routes and opportunities exist to link those areas together. Where possible new routes could be formed through the areas of public open space between Woodley and Winnersh Triangle, and Lower Earley and Winnersh Triangle.

1.8.16 The Replacement Structure Plan requires that account should be taken of the particular needs of cyclists when designing new roads and road improvements and this will apply to any major developments in the plan area. Such provision will not necessarily involve the creation of separate cycle routes, but may include dropped kerbs, signing and cycling priority measures. To encourage the use of cycles as a convenient and efficient form of travel within the plan area, it will

APPENDIX I - VEHICLE PARKING STANDARDS

VEHICLE PARKING STANDARDS

The following standards have been prepared and published by Berkshire County Council as a part of its Design Guide - Highway Aspects of Development Control and have been adopted for use in Wokingham District by the District Council. In interpreting and assessing proposals against the standards the District Council will normally consult the Highway Authority.

INTRODUCTION

1.1 These standards indicate the minimum amount of parking space which the Highway Authority considers necessary to accommodate vehicles parked at places of residence, business, or leisure, at peak times.

1.2 The lack of provision of parking space can result in parking on the highway, which adversely affects the flow of vehicles and the safety of all road users.

1.3 Where planning applications are made for new development, extensions to existing development, and changes of use, the proposed parking facilities will be considered on their merits, using these standards for guidance.

GENERAL INFORMATION

2.1 TOWN CENTRES Where a town centre parking policy has been approved by the District and County Councils, usually as part of a local plan, the policy will take precedence over these parking standards. Town centre parking requirements are at present being reviewed by the County and District Councils.

2.2 OPERATIONAL PARKING Where as part of parking policy, employees' parking can be accommodated within public car parks, provision for visitors' cars and service vehicles only will be required on site at a level determined in a local plan.

2.3 DISABLED PARKING Specific provision for disabled parking has been incorporated in the standards.

2.4 MULTIPLE USES Where a site has more than one existing and/or proposed use, the requirement for each use will be assessed separately. In cases where there is little likelihood of uses being carried out concurrently, shared use of parking areas will be permitted.

2.5 DEVELOPMENT NOT SPECIFICALLY INCLUDED IN LIST OF USES Where a type of development is proposed which is not included in these standards, the parking requirement will be assessed taking into account the information submitted with the application, site and locality characteristics and experience of similar developments.

2.6 MINIMUM SIZE OF PARKING SPACES

a) Car space 4.8m x 2.4m.
b) Garage space 5m x 2.5m (internal).
c) Where the space is a garage drive, the distance from the face of the garage to the highway boundary shall be a minimum 6m, or a minimum 7m from the face of the garage to the carriageway edge on accessways.
d) Lorry space 16m x 3.5m. This may be relaxed where the unit of development is unlikely to attract long vehicles.

2.7 LAYOUT OF PARKING SPACES

The layout of car parking spaces will comply with the Housing Development Note VII, Parking in New Housing Schemes parts 1 and 2 (published by the Department of the Environment HMSO 1977).

Manoeuvring space for lorries will be considered for each site, individually, account being taken of operational requirements and the class of development applied for. Design geometry should have regard to the advice contained in "Designing for Deliveries" (Freight Transport Association Ltd 1978).

2.8 REVIEW OF STANDARDS The assessment of space required for the parking of vehicles at home and places of business and leisure are continually reviewed in the light of the findings of parking studies, and to meet changing circumstances.

2.9 The information contained in this document supersedes the standards previously approved by the County Council.

TABLE I RESIDENTIAL

Type of Dwelling	Nature of Parking Facility	Standard - Minimum Number of Spaces
1 bedroom units and bedsits.	a) All spaces assigned to dwelling. b) One space assigned remainder communal. c) All spaces communal.	2.0 per unit 1.75 per unit 1.5 per unit
Other dwelling units (2 or more bedrooms).	a) All spaces assigned to dwelling. b) One space assigned remainder communal. c) All spaces communal.	2.0 per unit 2.0 per unit 1.75 per unit One additional parking space shall be provided per bedroom per dwelling for each bedroom in excess of three bedrooms.
Elderly persons (frail and dependant) and nursing homes.	All spaces communal.	0.25 per resident plus 1.0 for each permanent staff member plus 2.0 for warden accommodation/ each residential unit.
Sheltered and other accommodation specifically designed for and occupied by elderly persons.	All spaces communal.	0.75 per unit depending on nature of scheme proposed plus 2.0 for warden accommodation/ each residential unit. (This Authority's standard is 1-1.5 per unit).

Notes: (i) The pedestrian route between the nearest parking space and the dwelling entrance should normally be shorter and more convenient to use than would be the case if parking were on the carriageway or accessway.

Additional Notes: Table 1 does not include full provision for off-street visitor parking and when the road layout makes it undesirable for on-street parking to occur additional off-street parking will be required at a ratio of one parking space per four dwellings.

TABLE 2 COMMERCIAL/INDUSTRIAL DEVELOPMENT AND PLACES OF ENTERTAINMENT, WORSHIP AND MEDICAL			
USE (Use Classes Order No)	**ONE CAR SPACE Per (gfa = Gross Floor Area)**	**MINIMUM NO. OF CAR SPACES**	**LORRY PARKING SPACE**
Business (Use Classes Order B1)	25m² gfa	2	C.O.M.
General and Special Industrial (Use Classes Order B2-B7) Up to 235m² Over 235m²	 25m² gfa 50m² gfa	 2 10	 1 minimum 1 per 500m² gfa
Storage and Distribution (Use Classes Order B8) a) First 235m² b) Additional floor space	 25m² gfa 200m² gfa	 2	 1 minimum 1 per 500m² gfa up to 2000m² then 1 per 1000m²
Shops, Financial and Professional Services (Use Classes Order A1-A2) Up to 1000m² 1000m²-2000m² Over 2000m² NB. These to be applied to the total floor area eg. a parade of shops)	 30m² gfa 20m² gfa 10m² gfa	 1	 C.O.M. 1 min. plus 1 per 500m² gfa 1 per 1000m² above 2000m²
Retail Warehouse (Non Food over 1000m²)	20m² gfa		1 per 500m² gfa
Hotels, Guest Houses and Bed and Breakfast Establishments (Use Classes Order C1)	a) Hotels (C1) 1 car parking space per bedroom 1 car parking space per 5m² of nett floor area applied to restaurants, bars, lounges and conference rooms.		
Notes: (i) C.O.M. = considered on individual merit of proposal			

TABLE 2 (CONTINUED)

USE (Use Classes Order No)	ONE CAR SPACE Per (gfa = Gross Floor Area)	MINIMUM NO. OF CAR SPACES	LORRY PARKING SPACE
	b) Guest Houses and Bed and Breakfast Establishments (C1). It is considered that the requirements should be calculated differently to hotels and the standard is as follows: 1 car parking space per guest bedroom 1 car parking space per full time equivalent member of staff		
Food and drink (Use Classes Order A3)	c) Restaurants and bars (A3) It is considered that it is more appropriate to apply standards to the nett floor area of the building and the standard is as follows: 1 car parking space per 3m² nett floor area available for customers' use.		
Places of Worship (Use Classes Order D1)	10m² gfa		
Places of Entertainment and sports facilities (Use Classes Order D2)	5m² gfa Parking for sports facilities to be determined on their merits		
Hospitals/Clinics	3 beds plus 1 space per 2 members of staff		
Surgeries	1 member of staff (all categories) plus 3 spaces per 1 consulting room		

TABLE 3	EDUCATIONAL		
TYPE OF SCHOOL	**REQUIREMENTS (F.T.E. = FULL TIME EQUIVALENT)**	**NO. OF CAR PARKING SPACES**	**MINIMUM NO. OF CAR SPACES**
Primary School	Per 1 member of staff (F.T.E.) Plus per school	1 3	3 3
Secondary School	Per 1 member of staff (F.T.E.) Plus per school	1 8	 8
ther Education	Per 1 member of teaching staff (F.T.E.) Per 3 members of non-teaching staff Per 3 students	1 2 1	
Hall of Residence	Per 2 staff Plus per 6 students	1 1	
Libraries	Per 30m² gfa	1	3
Nursery School, Play Group, Crèche	Per 1 member of staff (F.T.E.)		

Notes: (i) For each facility provision should be made for the dropping off, waiting for and picking up of pupils by car (primary schools) and by car and coach (secondary schools). This shall include a facility for vehicles to turn without reversing.

(ii) Hard play areas should be sited and constructed with a view to their use as overflow car parks outside normal school hours.

(iii) In a situation where the principle of access is acceptable but on-street parking is not, additional on-site parking spaces will be required as follows:-

A) Nursery with small period of attendance for all children - 1 per 3 children.
B) Nursery with varying hours of attendance to suit parents - 1 per 6 children.
C) Primary and Secondary Schools - considered on merit.

TABLE 4 VEHICLE SALES AND SERVICE STATIONS			
USE	**NO. OF CAR PARKING SPACES**	**MINIMUM NO. OF SPACES**	**LORRY PARKING SPACE**
Employees	0.5		
Forecourt Car Sales per 10 cars displayed	1	2	
Showroom	C.O.M.		
Workshops per service bay	3		
Shop in excess of 20m² For every 20m²	1		

Notes: (i) The space required for ancillary vehicles and other uses such as driving schools and car hire will be considered on merit.

(ii) Where there is to be provision for the servicing of vehicles other than cars, each case will be considered on merit taking into account the type of vehicle to be serviced and nature of servicing.

(iii) The operational area of the forecourt shall be kept free of any form of parking.

(iv) Parking provision will be in addition to display areas for car sales and service bays.

(v) C.O.M. = considered on the individual merit of a proposal.

DISABLED PARKING PROVISION

Any development likely to give rise to a demand for access by disabled persons will be required to provide adequate disabled parking facilities to the standard detailed below. Such provision should be located close to an entrance accessible to disabled persons and the connection between such entrance and disabled parking spaces shall allow for uninterrupted access by wheelchair users. Dimensions and layout requirements for disabled parking bays are as shown below.

1. Employment - Generating Developments with no normal Public Access

1 (disabled space) per 25 car spaces up to 100 car spaces
1 for every additional 100 car spaces thereafter (or part thereof)

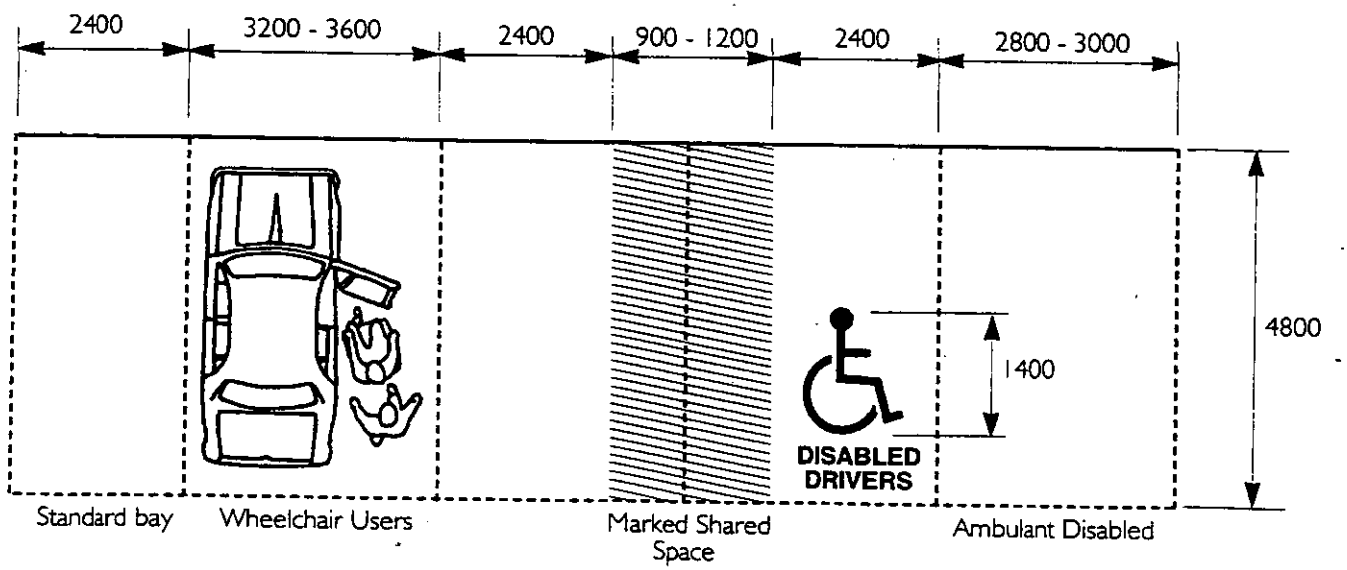
(NB. For developments requiring less than 25 car spaces provision shall be considered on the merits of a particular proposal, but consideration should be given to always providing at least one space wide enough for a disabled user).

2. Developments intended for normal Public Access

1 per 25 car spaces (minimum provision of 1)
3 per 50 car spaces
5 per 100 car spaces
1 for every additional 50 spaces (or part thereof)

(NB. Developments specifically catering for the needs of the disabled - nursing homes,clinics, etc.- should be considered on the merits of each particular case).

Car Parking (measurements in mm)



Car parking spaces for the disabled must be so marked and, in the case of public car parking facilities, signposted at the entrance.

Spaces should be provided for assisted wheelchair users as well as ambulant disabled.

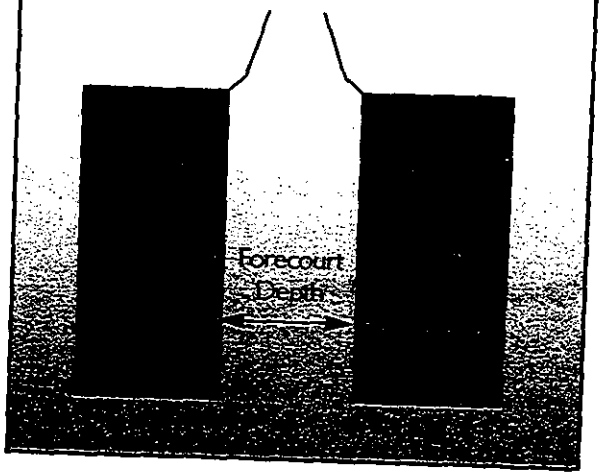
EXAMPLES OF GARAGE COURTS

Double-sided access

With a forecourt depth of 7.8m between garage doors cars may, in one turn, enter and exit from garages of 2.5m internal width.

When space for the forecourt is critical the depth may be reduced to 6.5m by widening the garage to 3m.

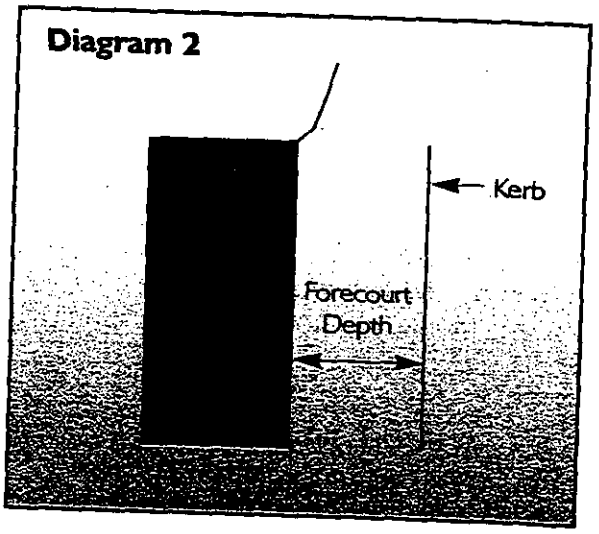
Diagram 1



Single-sided access

Where a low kerb forms one side of the forecourt, the forecourt depth may be reduced by 0.5m by allowing car to overhang the kerb.

Diagram 2



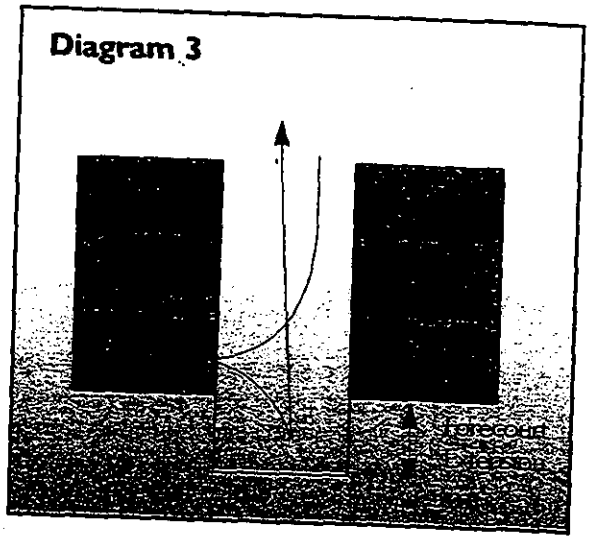
End conditions

An additional length of 3m should be provided beyond the last garage to allow cars to enter and exit.

NOTE

Where for any reason, cars may need to reverse direction within the forecourt without entering a garage, a depth of 8m should be provided to allow a three point turn. This may be reduced to 7.5m where one side is formed by a kerb rather than a wall or garage.

Diagram 3



EXAMPLES OF HARDSTANDING COURTS

Where parking spaces consist only of hardstandings, cars may use the margins of adjoining bays whilst manoeuvring in and out. This allows some reduction to be made in the depth of forecourts compared with that required for garages.

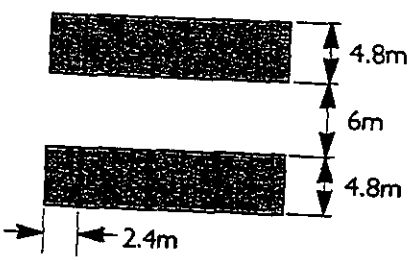
Where parking angles are less than 90 degrees, further reductions can be made to the forecourt's depth at the expense of increasing its length but it should be appreciated that unless one-way traffic systems are provided, a turning space will be required at the end of the court.

Alternative arrangements are shown in Diagrams 4 to 7.

90 degrees parking

With parking at right angles, a forecourt depth of 6m is required for 2.4m wide parking spaces. This may be reduced to 5m either by widening the parking spaces to 3m or accepting that cars must reverse in.

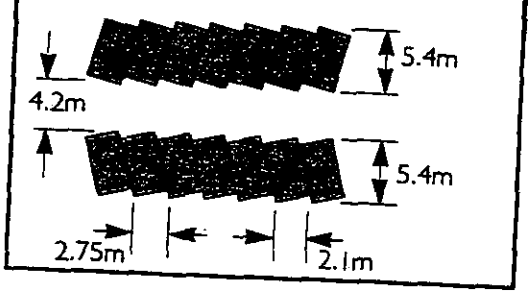
Diagram 4



60 degrees parking

For 60 degrees parking, a clear forecourt depth of 4.2m is required. This still allows room to two-way traffic.

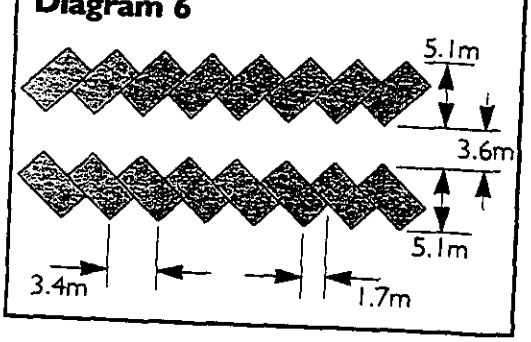
Diagram 5



45 degrees parking

For 45 degrees parking the forecourt depth may be reduced to 3.6m but should normally be restricted to one-way traffic only.

Diagram 6



0 degree parking

For 0 degree parking a forecourt depth of 3m is required for one-way traffic and 5.4m for two-way. A bay width of 2.4m should be provided where walls are adjacent but this width can be reduced to 2m where the vehicle is bounded by a pavement with a low kerb, or where a 0.4m clear strip is provided between parking bays. Where walking space is required between bays, a 800mm strip should be provided.

Diagram 7

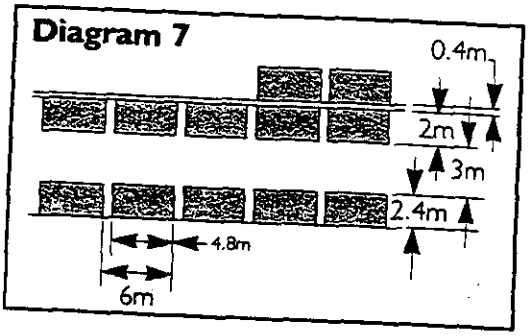
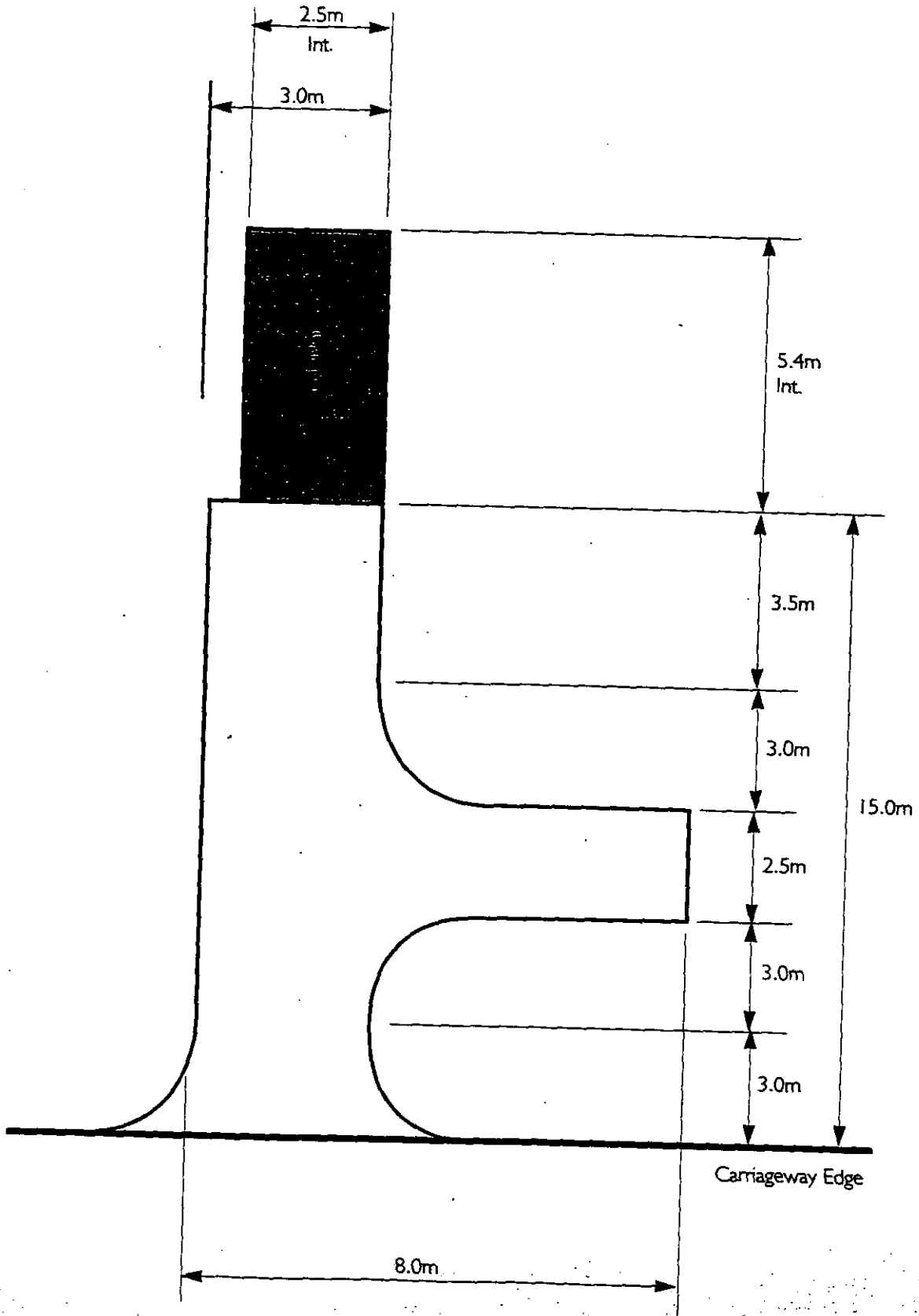


Diagram 8: Minimum Dimensions for Car Turning Area



1.1 TOWNS, VILLAGES AND RURAL AREAS



BACKGROUND

1.1.01 The area's locational advantages, together with its previous designation as a major growth area have resulted in both an intensification of development within built up areas and considerable extensions to the limits of settlements with a consequent erosion of the countryside and excessive pressures being exerted on existing services and infrastructure.

1.1.02 The District Council supports the County Council's aim of achieving a decrease in housebuilding rates to prevent progressive urbanisation and a deterioration of the environment and to enable problems with service provision and infrastructure to be dealt with. The Secretary of State's acknowledgement that the central part of Berkshire should no longer be regarded as a major growth area is particularly welcomed. Such considerations form the basis for the general policies outlined in this chapter of the plan.

THE EVOLUTION OF SETTLEMENTS

1.1.03 The plan area contains a number of settlements of varying history, ranging from Sonning which is believed to have been in existence as far back as the seventh century to Lower Earley for which outline planning permission was granted in 1977 and which is now nearing completion. The role of many of the settlements within the Loddon area has changed over time, and with it, the rate of growth; for example, Twyford remained an agriculturally based settlement until the opening of the Great Western Railway in the 1840's. The inter and post war periods have seen a marked increase in the rate of growth of many of the settlements, some of that growth occurring in the unfortunate form of ribbon development along highways. The policies contained in this plan have been formulated to prevent such environmentally damaging development occurring in the future.

DEFINITION OF IDENTIFIED SETTLEMENTS

1.1.04 The definition of rural areas is dependent on the definition of settlements and vice versa. The Loddon area is characterised by settlements of varying size and nature. Some settlements involve very few properties and/or are dominated by areas of undeveloped rural land causing them to be characterised by a loose settlement pattern. Such villages often possess a number of basic services, such as a school or church although these are rarely confined to serving the population of the village. The open nature of these villages presents many opportunities for further development in the form of filling in the gaps. However, it is considered that if such development were to occur, the existing special character of these villages would be detrimentally affected. For the purposes of this

plan, a village is not synonymous with an identified settlement, the latter being used to define an area where particular planning policies are appropriate. There will therefore be cases where parts of villages have been excluded from the identified settlement, for example, small groups of development on the far side of a road that marks the boundary of the main built up area of the village. In order to be consistent in the treatment of settlements of similar size, function and character, it has been necessary to draw up a definition for settlements warranting identification on the Proposals Map.

1.1.05 An 'identified' settlement or built-up area must possess all the following characteristics:-

(i) a sizeable amount of development in a compact form. (If development is interspersed with areas of land which are characteristically rural or open, this will not come within this criterion);

(ii) possess a range of basic services, such as a school, shop and community facilities, providing a forum for social contact;

(iii) be physically and socially cohesive.

On this basis the following policy is put forward.

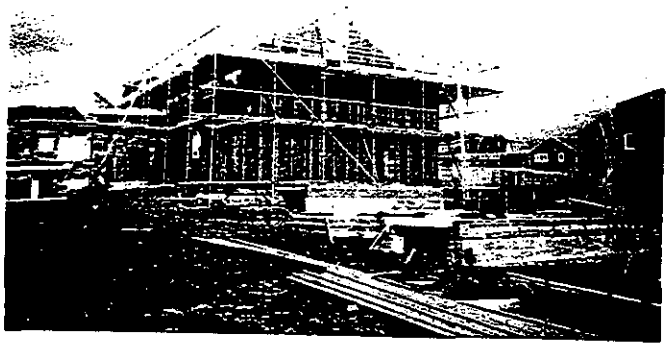
❖ LTV1 'IDENTIFIED SETTLEMENTS'

WITHIN THE IDENTIFIED SETTLEMENTS AS DEFINED BELOW AND AS SHOWN ON THE PROPOSALS MAP, DEVELOPMENT WILL NORMALLY BE ALLOWED, SUBJECT TO THE PROVISIONS OF OTHER POLICIES CONTAINED IN THIS PLAN. THE 'IDENTIFIED' SETTLEMENTS ARE:-

ARBORFIELD CROSS
BARKHAM HILL
CHARVIL
EARLEY/SONNING/WOODLEY
HURST
RISELEY
SHINFIELD
SINDLESHAM
SPENCERS WOOD
SWALLOWFIELD
THREE MILE CROSS
TWYFORD
WARGRAVE
WINNERSH

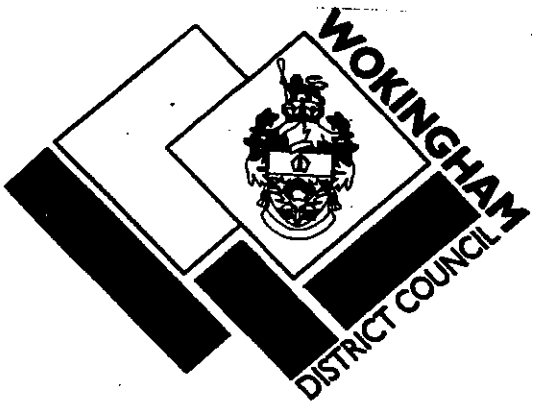
LIMITING THE SPREAD OF DEVELOPMENT

1.1.06 The District Council recognises the need to maintain an acceptable level of environmental quality and considers that the maintenance of a clear distinction between built-up areas and the countryside is fundamental to achieving this aim. Such an approach helps to ensure that individual settlements retain their identity and that the open and rural character of land outside the boundaries of identified settlements is retained. Accordingly it is intended to limit development outside identified settlements to that which is appropriate to the countryside or has a special reason to locate there. Although these uses are acceptable in principle, they must also be acceptable in practice. This is particularly important in the case of small scale housing and employment development on the edge of settlements which is dealt with in more detail in policies LH1 and LE2.



❖ LTV2 DEVELOPMENT IN RURAL AREAS

ALL LAND OUTSIDE THE IDENTIFIED SETTLEMENTS, AS SHOWN ON THE PROPOSALS MAP IS CONSIDERED TO BE RURAL AREA WITHIN WHICH DEVELOPMENT WILL NOT NORMALLY BE ALLOWED. IN ACCORDANCE WITH THE



Wokingham District Local Plan
Deposit Draft

With Proposed Amendments Highlighted

February 2000

- **Proposed Amendments April 1999**
- **Additional Proposed Amendments September 1999**
- **Proposed Transport Amendments February 2000**

POLICY FRAMEWORK

National Policy

4.5 Advice on design at the national level is limited. There is no Planning Policy Guidance Note purely on design considerations. Paras 13 - 20 and Annex A (paras A1 - A7) of PPG1 refer specifically to the issue of design. Paras 4 - 7 of Planning Policy Guidance Note 3 (PPG 3) *Housing* look at good design in the context of housing development.

4.6 Comprehensive guidance on heritage issues is given in Planning Policy Guidance Note 15 (PPG 15) *Planning and the Historic Environment*. Planning Policy Guidance Note 16 (PPG 16) *Archaeology and Planning* gives advice on archaeology and planning.

Strategic Policy

4.7 The *Berkshire Structure Plan 1991 - 2006* acknowledges that the quality of the County's environment relates to its character, identifiable 'sense of place', and people's living conditions. The plan recognises that these depend partly on care for the built environment, but that also of importance are the maintenance and improvement of interests that have a bearing on the County's character, the limitation and control of specific threats to pleasant living conditions, and the conservation of natural resources.

Supplementary Planning Guidance

4.8 The environmental policies in this plan are augmented by additional guidance in the form of Planning Guidelines, Development Briefs, Design Guides, and Conservation Area Studies. This additional guidance includes detailed advice that is not appropriate for inclusion in the plan. The policies of the plan take precedence over the supplementary planning guidance, and provide the main thrust for environmental policy in the plan area.

THE BUILT ENVIRONMENT

DESIGN PRINCIPLES

4.9 Proposed development should be considered in the context of the surrounding area. This will allow vernacular style and any good features to be interpreted in the new development, helping to contribute to its sense of place.

POLICY WBE1: DEVELOPMENT IN ITS LOCAL CONTEXT

THE COUNCIL WILL REQUIRE GOOD CONTEMPORARY DESIGN THROUGHOUT THE PLAN AREA, WHICH RESPECTS ITS LOCAL CONTEXT. WHEN CONSIDERING ANY APPLICATION FOR DEVELOPMENT THE COUNCIL WILL HAVE REGARD TO THE FOLLOWING CONSIDERATIONS:

a) ITS ENVIRONMENTAL IMPACT

b) ITS VISUAL IMPACT

c) ACCESSIBILITY

Cont.

d) LANDFORM AND ANY NATURAL FEATURES, INCLUDING LANDSCAPE TREATMENT AND ENVIRONMENTAL WORKS

e) THE LOCAL TOWNSCAPE

f) THE LAYOUT, FORM, SCALE, MASSING, AND MATERIALS OF DEVELOPMENT

g) SAFETY AND SECURITY

h) THE PRIVACY AND AMENITY OF THE EXISTING ENVIRONMENT

i) SUPPLEMENTARY PLANNING DESIGN GUIDANCE ADOPTED BY THE COUNCIL.

Implementation: Use of design guidance in the development control process.

Monitoring: Consider quality of development on the ground, including through design awards.

4.10 Not all of the plan area is of the same visual quality. Some parts of it could benefit from environmental improvement, and in some circumstances, this may be achievable through redevelopment opportunities.

POLICY WBE2: IMPROVING ON THE LOCAL CONTEXT

IN AREAS WHERE THE EXISTING ENVIRONMENT DOES NOT EXHIBIT ESPECIALLY PRONOUNCED OR HISTORIC ARCHITECTURAL STYLES, ANY PROPOSALS FOR INFILL DEVELOPMENT SHOULD BE USED AS AN OPPORTUNITY TO CREATE ADDED VISUAL INTEREST AND RAISE THE AREA'S ARCHITECTURAL QUALITY.

Implementation: Through the development control process.

Monitoring: Check quality of development on the ground.

4.11 Because of their extent, large developments are likely to have a greater impact on the environment than smaller scale ones. It is therefore particularly important to ensure a high quality of development within such proposals. Large development areas are probably best considered in terms of a series or pattern of smaller areas, each with its own layout and form of development, and hence its own distinctive character. This should lead to the avoidance of extensive areas of characterless development that bear no relationship to features on the ground.

POLICY WBE3: CHARACTER OF LARGE SCALE DEVELOPMENT

ANY PROPOSALS FOR LARGE SCALE DEVELOPMENT SHOULD PROVIDE A CLEAR AND COHERENT LAYOUT THAT CREATES AREAS OF IDENTIFIABLE CHARACTER WITHIN THE DEVELOPMENT. WHERE DEVELOPMENT IS TO BE CARRIED OUT IN PHASES, THE COUNCIL WILL REQUIRE THE SUBMISSION OF A INDICATIVE LAYOUT FOR THE ENTIRE SITE PRIOR TO THE APPROVAL OF ANY

Cont.

IS CONSERVED WHILST PROVIDING APPROPRIATE DEVELOPMENTS WHICH MEET LOCAL NEEDS

B) GIVE PRIORITY WITHIN a) TO MEETING THE DISTRICT'S ECONOMIC AND SOCIAL NEEDS, INCLUDING THE PROVISION OF LOW-COST HOUSING AND A WIDER RANGE OF EMPLOYMENT OPPORTUNITIES

C) CONSERVING AND ENHANCING THE PATTERN OF TOWN AND PARISH COMMUNITIES BY RETAINING AND EMPHASISING THE BALANCE BETWEEN TOWNS AND VILLAGES, COUNTRYSIDE AND SETTLEMENTS, OPEN RIVER VALLEYS AND ENCLOSED WOODLANDS

D) TO PROVIDE FOR EMPLOYMENT, HOUSING, SHOPPING AND SERVICES IN PLACES THAT MINIMISE THE NEED FOR TRAVEL BY PRIVATE CAR

E) THAT NEW DEVELOPMENT MAKES A POSITIVE CONTRIBUTION TO THE CHARACTER, ENVIRONMENT, LANDSCAPE, HERITAGE WITHIN THE PLAN AREA

F) ~~TO CONSERVE NATURAL RESOURCES TO MINIMISE POLLUTION~~ **(PA 1/3)**

F1) TO CONSERVE NATURAL RESOURCES **(PA 1/3)**

F2) TO MINIMISE POLLUTION (PA 1/3)

G) TO SEEK IMPROVEMENTS TO INFRASTRUCTURE, SERVICES AND AMENITIES.

H) TO ENCOURAGE AND SUSTAIN BALANCED RURAL COMMUNITIES **(PA 1/1)**

I) TO DEVELOP BROWNFIELD SITES IN PREFERENCE TO GREENFIELD SITES **(PA 1/2)**

Implementation: Through the development control process.

Monitoring: Planning applications determined.

Limiting the Spread of Development

1.6 The Council recognises the need to maintain an acceptable level of environmental quality and considers that the maintenance of a clear distinction between built-up areas and the countryside is fundamental to achieving this aim. Such an approach helps to ensure that individual settlements retain their identity and that the open and rural character of land outside the boundaries of identified settlements is retained. Accordingly it is intended to limit development outside identified settlements to that which is appropriate to the countryside ~~or has special reason to locate there~~ *OR FOR WHICH A RURAL LOCATION IS ESSENTIAL.* **(PA 1/4)** Although these uses are acceptable in principle, they must also be acceptable in practice.

1.7 In order to be consistent in the treatment of settlements having common characteristics, it has been necessary to draw up a definition of the classification of settlements as used in the policies and proposals contained in this plan and as shown on the proposals map.

1.8 An 'identified' settlement or built-up area must possess all the following characteristics:

(i) a sizeable amount of development in a compact form (if development is dominated by, or interspersed with, areas of land that are characteristically rural or open, it will not come within this criterion)

(ii) possess a range of basic services, such as a primary school, shop and community facilities, providing a forum for social contact

(iii) be physically and socially cohesive.

1.9 For the purposes of this plan the identified settlements are:

ARBORFIELD CROSS
BARKHAM HILL
CHARVIL
EARLEY/SONNING/WOODLEY
FINCHAMPSTEAD
FINCHAMPSTEAD NORTH
HURST
PINEWOOD
RISELEY
SHINFIELD
SINDLESHAM
SPENCERS WOOD
SWALLOWFIELD
THREE MILE CROSS
TWYFORD
WARGRAVE
WINNERSH
WOKINGHAM.

1.10 Areas of sporadic development exist within the plan area which involve very few properties and/or are dominated by areas of undeveloped rural land either between, or to the rear and in front of properties causing them to be characterised by a loose settlement pattern, or to form a narrow strip of development in what is a distinctly rural area. These areas of development have not been included within the identified settlements.

POLICY WOS2: GENERAL DEVELOPMENT PRINCIPLES

SUBJECT TO THE DETAILED PROVISIONS OF OTHER POLICIES CONTAINED IN THIS PLAN, DEVELOPMENT WILL BE ALLOWED WITHIN THE BOUNDARIES OF THE IDENTIFIED SETTLEMENTS SHOWN ON THE PROPOSALS MAP AND LISTED IN THE TEXT.

OUTSIDE THESE SETTLEMENTS DEVELOPMENT WILL ONLY BE ALLOWED IN EXCEPTIONAL CIRCUMSTANCES AND WILL BE STRICTLY CONTROLLED THROUGH THE APPLICATION OF THE DETAILED POLICIES AND PROVISIONS OF THIS PLAN AND STRUCTURE PLAN POLICIES C2 (DEVELOPMENT OUTSIDE BUILT UP AREAS AND SETTLEMENTS) AND C4 (CONTROL OF DEVELOPMENT IN THE GREEN BELT).

Implementation: Through the development control process.

Monitoring: Planning applications determined.

1.11 The most attractive and successful urban environments are those where all the component parts (e.g. buildings, trees, roads, spaces, people, traffic) have been satisfactorily accommodated to create interesting, lively and pleasant places. In order to maintain and enhance the character of the built environment, the appropriateness of the use of existing buildings and the design of new buildings or extensions to existing buildings, are very important.

1.12 The Council is particularly concerned to promote a high standard of design in new buildings, to ensure that new buildings are responsive to their location and to their potential occupants' and/or users' needs. New development needs to be appropriate in terms of function, siting, scale, form, massing, materials, colour and texture in its relationship with adjoining buildings and sites. Accordingly, new development will be expected to make an acceptable and positive contribution to the built environment. In addition new development should be appropriately located so as to reduce the need to travel and to encourage alternative modes of transport to the car.

1.12A LANDSCAPING SCHEMES SHOULD BE COMPRISED PREDOMINANTLY, IF NOT WHOLLY, OF LOCALLY NATIVE SPECIES. **(PA 1/5)**

POLICY WOS3: DEVELOPMENT CONTROL PRINCIPLES

THE COUNCIL WILL REQUIRE ALL DEVELOPMENT PROPOSALS THAT AR ACCEPTABLE IN PRINCIPLE WHEN ASSESSED AGAINST OTHER POLICIES OF THIS PLA TO:

A) BE APPROPRIATE IN SCALE OF ACTIVITY AND CHARACTER TO THE AREA IN WHIC THEY ARE LOCATED AND BE INTEGRATED INTO THEIR LOCAL CONTEXT WITHOU DETRIMENT TO THE AMENITIES OF ADJOINING LAND USES AND OCCUPIERS

B) ~~RETAIN~~ *HAVE NO SIGNIFICANT DETRIMENTAL IMPACT UPON* (PA 1/6) IMPORTAN MAN-MADE, LANDSCAPE AND NATURE CONSERVATION FEATURES AND PROVIDI FOR FURTHER LANDSCAPE TREATMENT WHERE RELEVANT TO THE TYPE O DEVELOPMENT AND/OR THE PROTECTION OF LOCAL VISUAL AMENITY

C) BE BOTH LOCATED AND DESIGNED SO AS TO REDUCE THE NEED TO TRAVEL AND ENCOURAGE THE USE OF WALKING, CYCLING AND PUBLIC TRANSPORT AS ALTERNATIVES TO THE CAR

D) HAVE NO SIGNIFICANT EFFECT ON ROAD SAFETY OR CAUSE HIGHWAY, TRAFFIC GENERATION OR TRAFFIC RELATED ENVIRONMENTAL PROBLEMS

E) PROVIDE BUILDINGS, FACILITIES AND SPACES THAT ARE CAPABLE OF USE BY PEOPLE WHO HAVE MOBILITY OR SENSORY IMPAIRMENT

F) BE OF HIGH QUALITY OF DESIGN THAT RESPECTS THE LOCAL CONTEXT BY VIRTUE OF SITING, LAYOUT, MASSING, MATERIALS, COLOUR AND TEXTURE.

Implementation: Through the development control process.

Monitoring: Planning applications determined.

Services, Amenities and Infrastructure

1.13 It is a principle of good planning that new development should provide the necessary infrastructure, including services and amenities, needed to support the development. This is a material consideration in considering planning applications (as set out in Circular 1/97, *Planning Obligations*). An explicit assessment must be made of infrastructure requirements arising from the development and how these should be met. Such provision is a key element in the quality of life or new and existing residents. Supplementary planning guidance has been produced setting out the implementation of Policy WOS4 below.

POLICY WOS4: SERVICE, AMENITIES AND INFRASTRUCTURE REQUIREMENTS FOR NEW DEVELOPMENT

WHERE DEVELOPMENT IS ACCEPTABLE IN PRINCIPLE, UNDER THE POLICIES OF THIS PLAN, DEVELOPMENT PROPOSALS WILL BE EXPECTED TO HAVE

Cont.

POLICY WT5: ACCESS TO TOWN CENTRES

THE CURRENT LEVELS OF OVERALL ACCESSIBILITY TO TOWN CENTRES, PARTICULARLY BY ENVIRONMENTALLY FRIENDLY MODES OF TRANSPORT, WILL BE ENHANCED IN ORDER TO SUPPORT THE LOCAL ECONOMY AND TO MAINTAIN THE VIABILITY AND VITALITY OF THE CENTRES.

THE COUNCIL WILL SEEK TO ENSURE THAT THERE IS GOOD ACCESS TO TOWN CENTRES BY ALL MODES OF TRANSPORT.

PEDESTRIAN ACCESS PLANS WILL BE DEVELOPED FOR THE CENTRES OF WOKINGHAM, WOODLEY, EARLEY AND TWYFORD.

Implementation: Through the annual capital programme ~~of transport investment~~. *AND THE FIVE YEAR LOCAL TRANSPORT PLAN PROGRAMME* **{T/10}**

Monitoring: Through ~~Travel in Berkshire~~, *THE ROAD TRAFFIC REDUCTION ACT AND THE LOCAL TRANSPORT PLAN*, **{T/10}** other transport statistics and surveys.

Parking

10.32 In applying the parking standards, set out at Appendix 7, the District Council will have regard to whether a public transport alternative is available, and if so, its quality in terms of frequency and range of destinations served. In some cases, rather than to make provision on site, e.g. where it would lead to a multiplicity of crossings over heavily used footways or where it could only be used for a single purpose such as staff parking in connection with offices, it would be better to make communal provision. Thus in the centres of Wokingham, Woodley, Earley and Twyford, as defined on the inset maps, parking will be provided in communal areas and on-site parking will be restricted to that required for operational purposes only.

10.33 The provision of parking is seen as an important way to control the growth in the use of the private car. Therefore parking standards will treated as maxima and provision in excess of the standard will not be permitted.

10.34 There is already concern about on-street parking, particularly as an impediment to the movement of emergency vehicles. Control of on-street parking is needed in congested areas and in particular in residential areas close to town centres. Also, the space used for on-street parking could be used to increase the width of pavements and other pedestrian areas. However, the policies do not restrict the availability of on-street parking where this is appropriate, for example, for casual visitors to residential properties or for short term parking in shopping areas.

10.35 In making suitable provision for parking, the needs of disabled people require special consideration.

10.36 The quality of car parking is as much a matter of concern as the quantity. If car parking is to be used and thus meet the purpose of the standard, the spaces must be appropriately located. Studies have shown that there is a lack of communal parking close to dwellings for visitors even when quantitative standards have been met. There is also an under use of garages and hardstandings due to poor layout and dwelling design. Within residential areas proper provision will be sought for visitors. Thus some of the parking to meet the standard can be provided by means of communal spaces rather than exclusively within the curtilage. This will be by means of designated spaces rather than simple on-street provision.

10.37 As well as cars, it is essential that proper provision is made for cycles, motorcycles and lorries. Cycle parking facilities should be well related to cycle tracks. The provision of such facilities will prevent obstruction of footways and assist security. Such facilities should be provided in connection with all retail, business, leisure and educational development.

POLICY WT6: PARKING PROVISION

IN THE CENTRES OF WOKINGHAM, WOODLEY, EARLEY AND TWYFORD ON-SITE PARKING WILL BE LIMITED TO THAT REQUIRED FOR OPERATIONAL NEEDS. ELSEWHERE THE COUNCIL WILL SEEK THE PROVISION IN APPROPRIATE LOCATIONS WITHIN THE DEVELOPMENT FOR CAR, CYCLE, MOTORCYCLE AND LORRY PARKING IN ACCORDANCE WITH THE COUNCIL'S ADOPTED STANDARDS.

~~WITHIN CAR PARKS AND OTHER SUITABLE PUBLIC AREAS PROVISION WILL BE MADE FOR COVERED, WELL LIT AND SECURE CYCLE PARKING.~~

THE COUNCIL WILL SEEK THE PROVISION OF COVERED, WELL LIT AND SECURE CYCLE PARKING WITHIN CAR PARKS AND IN OTHER LOCATIONS WHERE IT IS LIKELY TO BE NEEDED SUCH AS SHOPPING CENTRES, RAILWAY STATIONS, SCHOOLS, LIBRARIE DOCTORS' SURGERIES, COUNTRY PARKS AND LEISURE FACILITIES. CYCLE STANDS FOR INDIVIDUAL OR PAIRS OF CYCLES WILL BE SITED WHERE LARGER CYCLE PARKS ARE NOT APPROPRIATE. **(PA 10/4)**

THE COUNCIL WILL REVIEW THE NUMBER AND LOCATION OF DISABLED PARKING SPACES AND SEEK TO MEET ANY SHORTFALL IN AVAILABILITY OR LOCATIONAL CONSIDERATIONS, AND INCREASE PROVISION WHERE APPROPRIATE.

WHERE APPROPRIATE, IN ORDER TO PROMOTE ROAD SAFETY, ON-STREET PARKING WILL BE RESTRICTED.

Implementation: Through development control and the annual capital programme of transport investment and environmental improvement *AND THE LOCAL TRANSPORT PLAN PROGRAMME.*

Monitoring: ~~Through surveys of need including problems caused by vehicles parked on street, restricting access particularly by the emergency services, and problems of cycle parking on the pavement and obstruction.~~ *THROUGH THE LOCAL TRANSPORT PLAN PROCESS.* **{T/11}**

Safety

10.38 The Council considers it important to meet the government's targets in relation to safety and the reduction in accidents. Measures to improve safety will have a high priority, particularly in the vicinity of schools. In recent years many improvements for road safety reasons have been implemented.

10.39 For safety and for environmental reasons a number of traffic calming schemes have been implemented in the District. Traffic calming measures aimed at reducing the speed and penetration of traffic, particularly in residential areas, combined with environmental improvements can improve road safety and make the streets a more pleasant place in which to be. There is, however, concern about the detail of some of the traffic calming schemes that have been implemented. Speed humps have been opposed by the emergency services who consider that they increase response times; they are a problem for patients in ambulances. The bus operators have also opposed speed humps for reasons of passenger comfort and safety. Concern has been expressed about the effect of traffic calming measures on roads that are used as an alternative to avoid such measures, particularly road humps, and the lack of alternative approaches to traffic calming. Offset parking areas, for example can reduce the speed of traffic. Other approaches include footway widening, width restrictions and variation in surface treatments. Traffic calming schemes, however modest, do incur a cost. In view of this, and the fact that schemes can arouse opposition, they will only be undertaken where clearly justified.

10.40 Although there has been opposition to traffic calming, the issue of excessive speed is a matter of gre public concern, although generally resolution of the problem is outside the scope of land-use planning Speed is a major influence on the severity of accidents.

POLICY WT7: ROAD SAFETY

THE COUNCIL WILL TAKE APPROPRIATE MEASURES TO PROMOTE ROAD SAFETY FO ALL ROAD USERS INCLUDING:

a) MONITORING OF ACCIDENT STATISTICS TO IDENTIFY BLACKSPOTS

b) GIVING HIGH PRIORITY TO IMPROVEMENTS THAT WILL REDUCE ACCIDENT INCLUDING THOSE INVOLVING PEDESTRIANS AND CYCLISTS

c) ENSURING THAT ALL RELEVANT INVESTMENT CONFORMS TO BEST PRACTICE I RESPECT OF ROAD SAFETY

d) EXAMINING THE ROAD SAFETY IMPLICATIONS OF ALL PROPOSALS FOR DEVELOPMENT, AND

e) THE IMPLEMENTATION OF TRAFFIC CALMING SCHEMES WHERE JUSTIFIED.

Implementation: Through the annual capital programme of transport investment and environmental improvement *AND THE LOCAL TRANSPORT PLAN PROGRAMME*..

Monitoring: Through road safety and accident monitoring and the Road Safety Plan *AS PART OF THE LOCAL TRANSPORT PLAN PROCESS.* {T/12}

Street Lighting

10.41 The provision of street lighting is an important aid to safety at night and promotes security and a feeling of well being. It is, however, an extremely sensitive issue in rural areas. There can be strong opposition to the introduction of street lighting into presently unlit rural areas. In considering whether to introduce street lighting it is important to consult the local community and its representatives.

10.42 Any lighting scheme must be well designed taking into account the character of the location. This is particularly necessary in areas of environmental quality and conservation areas. In a number of places street lighting is not continuous leading to problems for motorists arising from the alternation of lit and unlit areas.

POLICY WT8: STREET LIGHTING

THE PROVISION OF STREET LIGHTING IN PRESENTLY UNLIT AREAS WILL BE SOUGHT WHERE JUSTIFIED FOR SAFETY AND SECURITY REASONS HAVING REGARD TO:

a) THE VOLUME OF PEDESTRIAN AND VEHICULAR FLOWS

b) THE EFFECT ON THE CHARACTER OF THE LOCATION, PARTICULARLY IN RURAL AREAS

Cont.



BERKSHIRE STRUCTURE PLAN 1991-2006

Incorporating Alterations adopted in August 1997





Babtie

4.8 The provision of suitable small recycling facilities, such as bottle and can banks, in association with development acceptable under other policies in this Plan, will contribute towards meeting a target of recycling at least 25% of the County's household waste by the year 2000 as proposed in Policy W2 (35% by 2007). The nature and type of facilities will depend on the type of development and the waste management systems being used. However, the facilities may include two separate elements :

- local recycling facilities for the public to deposit different types of recyclable material; and
- facilities for source separation and storage of different types of waste.

4.9 Policy LD2 will normally apply to the following categories of development:

(i) housing proposals for 100 or more dwellings;

(ii) new development, redevelopment or refurbishment of shopping centres or facilities where the floorspace of existing and new development amounts to 500 sq.metres or more;

(iii) business, industrial, distribution or storage development involving a net increase in floorspace of 500 sq.metres or more;

(iv) major transport, leisure, recreation, tourist or community facilities;

(v) car parks for the public including 'park and ride' schemes with over 200 spaces; and

(vi) appropriate smaller developments which frequently attract a significant number of people (e.g. community or shopping schemes).

ENVIRONMENTAL IMPACT

4.10 The County Council considers that even where proposals for development may be acceptable in principle within the provisions of other policies in the Structure Plan and in local plans, local planning authorities need to be satisfied that proposals will not have any significant adverse environmental impact.

Environmental Impact of Development

Policy LD3 **Development proposals will only be permitted where they do not give rise to an unacceptable impact on the environment, including serious harm to the character or appearance of an area, or the amenities of neighbouring land uses.**

4.11 In a highly constrained County such as Berkshire, most major development is likely to have a significant impact, either by itself or cumulatively, and environmental assessments may be required for a wider range of development than that specifically referred to in Circular 15/88 in order to determine the acceptability of proposals.

4.12 Circular 15/88, which explains the provisions of the Town and Country Planning (Assessment of Environmental Effects) Regulations advises that environmental assessments need to be carried out for development proposals which are likely to have significant environmental impacts by virtue of their nature, size and location. To enable the local planning authorities to make such assessments, relevant proposals should be accompanied by "environmental statements" on the lines set out in Schedule 3 to the Regulations. The Circular gives a broad indication of the type and scale of project which may require an environmental assessment, although it is recognised that an assessment may also be needed for smaller development proposals where they are likely to give rise to significant environmental effects.

4.13 It will be up to the local planning authorities to determine the size, location and types of development for which an environmental assessment will normally be required. The environmental statement provided by a developer with a planning application should examine the impacts of the proposed development and make clear how measures to ameliorate these impacts have been incorporated into the design of the development, so that the local planning authorities can properly undertake an environmental assessment. Judgement as to whether on balance a particular proposal is likely to have an unacceptable impact on the environment will depend upon the size, location and type of development being considered.

4.14 Many proposals which do not necessitate a full environmental statement as specified in Schedule 3 to the Regulations may, nevertheless, have a substantial environmental impact either individually or cumulatively with other schemes. In such cases, planning applications will need to be accompanied by sufficient relevant information for their impact to be assessed by the local planning authority.

4.15 The County Council, as highway authority, will ensure that the environmental impact of new transport schemes or improvements is minimised. Improvements to the highway network will need to take account of the broader environmental implications, as well as the transport benefits of any scheme.

Environmental Impact of Transport Schemes

Policy LD4 **The County Council will seek to ensure that the environmental impact of any transport scheme is kept to the practical minimum by comprehensive planning.**

4.16 Steps to be taken in seeking to minimise the potential environmental impact of transport improvements will include careful alignment, design and use of materials, together with comprehensive landscaping and forms of lighting and signage that are as unobtrusive as possible.

6 ENVIRONMENT AND CONSERVATION

MAINTAINING ENVIRONMENTAL QUALITY

6.1 The quality of the County's environment relates to its character, identifiable 'sense of place', and people's living conditions. These depend partly on care for its environment as a whole, including the countryside (dealt with in Chapter 5) and towns, villages and built-up areas which are considered in this chapter. It also concerns : safeguarding and enhancing a number of specific environmental interests, which together contribute to the character of the County; curbing and controlling a number of specific threats to pleasant living conditions; and the conservation of natural resources.

The Environment of the Built-up Areas

6.2 The density, form and quality of buildings, landscape and other elements of the environment in towns, villages and built-up areas have an important bearing on the overall quality of life in the County, especially as the majority of the population live and work in such areas.

Protection and Enhancement of the Environment of Built-Up Areas

Policy EN1 **The character and quality of the environment in the towns, villages and other built-up areas will be protected and enhanced. Within these areas development must be appropriate in scale, form, impact, character and siting to its location. In particular :**

(i) development should embody a high standard of design, layout and landscaping, and help maintain and, where possible, enhance the character of its surroundings;

(ii) town and village greens and all open land important to the character of settlements will be protected from development and where necessary enhanced;

(iii) the existing tree cover, important areas of vegetation and wildlife habitats will be conserved, and additions to them encouraged;

(iv) special attention will be paid to the maintenance and improvement of the character of town and village centres.

Where appropriate, to achieve optimum use of land and buildings in built-up areas, the re-use of vacant buildings and redevelopment of derelict or genuinely under-used urban land will be supported.

6.3 In order to secure improvements in the environment of built-up areas, local plans will need to include guidelines on a wide range of matters raised in the policy. Particular public concerns have been raised about the quality of design in new development and about increased densities in the built-up areas. While the latter may help reduce the need for travel and minimise the loss of open countryside, it may also lead to problems of congestion, loss of tree cover and open land, and deterioration in environmental quality in established neighbourhoods.

6.4 Policy EN1 is intended positively to encourage appropriate regeneration in line with Government guidance. It is not proposed that appropriate changes of use of buildings should be restricted whether they are currently vacant or not. Derelict land which has been the subject of contamination may be appropriate for redevelopment, but only if there is no danger created for the new use of the site or through the transport and re-deposit of contaminated matter on a site elsewhere.

Environmental Nuisance

6.5 Certain kinds of development can give rise to nuisance which can affect occupiers of buildings, passers-by or those using outdoor space. There is a need to prevent new problems from arising, and to limit or reduce the nuisance from existing sources. The impact of nuisance may in some circumstances be limited by curbing development in areas affected, and this is appropriate where (as is the case for aircraft noise) little can be done to reduce the nuisance in the short term.

Protection from Environmental Nuisance

Policy EN2 **Development should not give rise to unacceptable levels of noise, smell, dust, fumes, light or noxious emissions affecting areas beyond the site boundary, or to unacceptable levels of air or water pollution. In addition, uses sensitive to disturbance such as new houses, schools and hospitals, should not be located in areas already subject to unacceptable levels of these environmental nuisances.**

6.6 In areas affected by high levels of noise, development should be designed to minimise the nuisance caused to future occupants. Unacceptable levels of environmental nuisance will be defined through the local plan process and by building upon studies such as the County Council's State of the Environment Report. The County Council has also recently published environmental noise planning guidelines to assist with the implementation of Policy EN2 and to help co-ordinate a standardised approach across the County.

Flooding

6.7 Most of Berkshire's rivers have an associated floodplain which is essential for both flood flow and storage. Development within the floodplain would reduce the storage capacity and impede the flow of water, thereby increasing the risk of flooding elsewhere. Therefore in areas at risk from flooding new development or the intensification of existing development will be resisted. It is also necessary to ensure that the surface water run-off from any new development does not exacerbate flooding or drainage problems elsewhere.

Shinfield
Parish Council

Clerk: Mrs J Barnes, 36 Ryhill Way, Earley, Reading, Berkshire RG6 4AZ
Tel/Fax: 0118 9547115

02 January 2002

Planning Officer
Development Control South
Wokingham District Council
PO Box 157
Shute End
WOKINGHAM RG40 1WR

Dear Sir/Madam

PLANNING APPLICATIONS
SHINFIELD PARISH COUNCIL'S OBSERVATIONS

I submit the comments of the Planning and Transportation Committee on the following applications:

F/2001/5250 REVISED PLANS
Location: Pearmans Glade, Shinfield Road, Shinfield Green
New plans show: Drive access widened to 4.0 m – drawing no 1620-01B.
Observations: No comment

F/2001/5377
Location: Loddon Reach, Reading Road, Arborfield
Proposal: Proposed single storey side extension to dwelling to form granny annexe
Officer: Helen Pollock
Observations: No comment

F/2001/5383
Location: Shetlands, Brookers Hill, Shinfield
Proposal: Proposed single storey front and rear extension to dwelling
Officer: Heidi Lynch
Observations: No comment

F/20001/5405
Location: 285 Hyde End Road, Spencers Wood
Proposal: Proposed two storey rear extension to dwelling and single storey side extension.
Officer: Heidi Lynch
Observations: No comment

F/2001/5440
Location: Land at Pursers Farm, Basingstoke Road, Spencers Wood
Proposal: Proposed erection of three dwellings plus garages.
Officer: Angela Odell
Observations: No comment

Continued.....

HIGHWAYS CONSULTATION SHEET

From: Heidi Lynch **Date:** 13 December 2001

Application Number: F/2001/5405

Proposal: Proposed two storey rear extension to dwelling and single storey side extension.

Parish: SHINFIELD PARISH

Site Address:
285, Hyde End Road, Spencers Wood, Reading.

Applicant:
Mr/Mrs Gurr .

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).

C049, R049.
C122, R122.

Signed: _____ **Print name:** AC 19/12/01

WORK SHEET FOR : Heidi Lynch

Application Number : F/2001/5405

Applicant : Mr/Mrs Gurr .

Location : 285, Hyde End Road, Spencers Wood, Reading.
Proposal : Proposed two storey rear extension to dwelling and single storey side extension.

Site Notice Displayed ? :	YES	NO	DATE
	✓		?

Date of Neighbour Notifications : .....

Date of Site Visit : 21/1/2.

Date Registered : 06/12/2001

Earliest Date for Decision : 06/01/2002

Latest Consultation Date/Site Notice Expiry Date : 06/01/2002

This application will have expired on: 31/01/2002. 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 :

Highways - conditional approval.
Parish Council - no comment.

Planning Issues :

Identified Settlement
Impact on Neighbours
Impact on Streetscene
Highways + Parking.

Application number: F/2001/5405 - 285 Hyde End Road
Appraisal

Development
The site is a detached chalet bungalow, situated within the identified settlement of Spencers Wood.

The proposed development is an amendment to a previous refusal (F/2001/5021) - a two storey rear extension and single storey side extension to the garage. The rear extension would project 6.5m to the rear and measure 5.3m in width. It would incorporate a pitched roof (eaves and ridge height corresponding to those existing) with a gable end in the rear elevation. Dormers are proposed in both side elevations of the extension. The only modification to the former plan is a reduction in width of the dormer facing No 283, from 5.5m to 4m.

The garage extension would project a further 2.3m forward with a car port in front.

1) Impact upon Neighbouring Properties
No overlooking is considered for the new rear elevation windows as there is sufficient distance to the neighbours behind and the boundary is marked by tall conifers. The proposed side dormers would overlook a hallway window, but as this is not a habitable room it does not warrant significant attention. In addition they would overlook (at right angles) a lounge window, however, this window is already more predominantly overlooked by the existing rear dormers. The neighbours are aware of these issues, but are happy for the development to go ahead.

The location and size of the proposed bathroom velux is not considered to infringe upon the privacy of the neighbour at No 283. Similarly no adverse affects are considered for the fixed obscured glass bathroom window.

The proposed extension would not subtend the 45° overshadowing angle with regard to rear windows on No 283. Similarly, it would not breach the 43° angle with regard to windows on No 287. The rear extension is not considered to be overbearing as the boundary with No 287 is marked by a high hedge which reaches eaves height and the distance between these two dwellings is 11.5m. The other neighbour at No 283 is set 8m from No 285 and the garages add massing to the boundary.

Any affects created by the single storey garage would be felt on the neighbours garage, and these would be minimal due to its design.

2)Impact upon the street scene and visual amenity

The main part of this extension would be screened to the rear of the property and therefore will not be seen from the street. The proposed garage extension will be visible to the front of the property, however, it will it will be designed to match the existing garage.

The 'blind' dormer, with no windows, facing No 283 was the reason for refusal of the earlier application. Although it has been reduced in size, the nature of this feature is still considered to obtrusive and unattractive. It would detract from the visual amenity of the area and , and especially No 283.

3) Parking and Highways

The number of bedrooms would remain the same and the garage extension and car port would not remove existing parking space. Highways are happy for the proposal to be approved on the condition that these spaces are retained.

Approved **Refused** ✓

Application Number F/2001/5405
Conditions/Reasons for Refusal

			The proposed dormer, due to its design will form an incongruous feature which will have a detrimental effect on the visual amenity of the surrounding area. The proposal is therefore contrary to policies WOS3 + WBE1 of the Wokingham District Local Plan Deposit Draft and policies LBE1 + LBE2 of the Loddon Area Local Plan
Informative for approvals			
N16			
LODDON AREA LOCAL PLAN POLICIES: LBE1 LBE2 LTS LT6 LTV1			
SOUTH-EAST AREA LOCAL PLAN POLICIES:			
WOKINGHAM DISTRICT LOCAL PLAN POLICIES: WBE1 WOS3 WT7 WT6 WOS2			
GREEN BELT LOCAL PLAN POLICIES:			
BERKSHIRE STRUCTURE PLAN POLICIES: LD3 ENI			
MINERALS LOCAL PLAN POLICIES:			

RECOMMENDATION AND CONDITIONS/REASONS AGREED: BD MLT
(Development Control Manager)

Date: 30.1.02

Sewer

Sun extensions?

LOOK AT PLANS FOR 283 for rear windows.

RECORD OF SITE VISIT

SITE ADDRESS: 285 Hyde End Road Spencers Wood Reading.

APPLICATION NUMBER: F/2001/5405

OFFICER: Heidi Lynch

DATE OF SITE VISIT: 21/1/2

1 SITE/STATUTORY NOTICE DISPLAYED ? Y - telegraph pole.

2. DESCRIPTION OF SURROUNDINGS Residential Rd - red brick dwellings - detached chalet bungalows - front + rear dormers (flat roofed dormers).

No 283 v. steeply pitched roof. + double flat roof side gge. no side windows

3. DESCRIPTION OF SITE/BUILDING No side windows as existing. chalet bungalow front pitched dormers

(started building work!)

4. RELATIONSHIP TO ADJOINING PROPERTIES

283 boundary marked by neighbouring garages. - then 1.8m wire mesh fence

287 high hedge to eaves height in front of do 2m fence.

Rear tall conifers + 2m do fence.

No 287 - no objections

5. SITE CONSTRAINTS

TREES none affected

ACCESS/PARKING

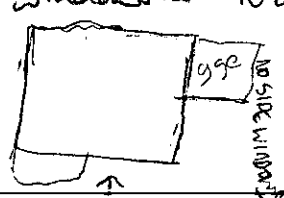
LEVELS same

BOUNDARY TREATMENT as above

OTHERS

New side elevation windows impact on 287 + 283

note Side elevation windows in No 287





+ rear elevation windows in No 283
+ side

Received by Wokingham District Council

Application No: F/2001/5405

Proposal:
Proposed two storey rear extension to dwelling and single storey side extension.

Location:
285, Hyde End Road, Spencers Wood, Reading.

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 F/2001/5405 to enable the library staff to locate the correct information.

Comments should be sent in writing QUOTING THE APPLICATION NUMBER to the Case Officer Heidi Lynch P.O. Box 157 Council Offices, Shute End, Wokingham Berkshire, RG40 1WR to arrive on or before 06/01/2002. 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

13 December 2001

**********FILE COPY**********

Tel: (0118) 974 6442

Date: **13 December 2001**

My ref: F/2001/5405

CONFIDENTIAL

Councillor Pollock
8 Halfacre Close
Spencers Wood
Reading
RG7 1DZ

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

Application Number: F/2001/5405
285, Hyde End Road, Spencers Wood, Reading.
Proposed two storey rear extension to dwelling and single storey side extension.

I write to let you know that the above mentioned house holder application has been received

At this stage a recommendation has not yet been made. This form should only be returned if it is likely that you may wish the application to be listed for consideration by the Development Control Sub-Committee. This form must be received no later than 28 days from the date of this letter.

If you have any questions please do not hesitate to contact **Heidi Lynch** on **(0118) 974 6442**.

Yours faithfully,

Heidi Lynch

Development Control Officer

LISTING FORM

Case officer: **Heidi Lynch** Application Number: **F/2001/5405**
285, Hyde End Road, Spencers Wood, Reading.
Proposed two storey rear extension to dwelling and single storey side extension.
I wish this application to be listed should the officers recommendation be for_____
and my reason(s) are_____
_____
_____

Signed: _____ Date: _____
Councillor Pollock

**********FILE COPY**********

**********FILE COPY**********

Tel: (0118) 974 6442

Date: **13 December 2001**

My ref: F/2001/5405

CONFIDENTIAL

Councillor Patman
Meadow View
Basingstoke Road
Spencers Wood
Reading
RG7 1AL

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
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Heidi Lynch

Development Control Officer

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I wish this application to be listed should the officers recommendation be for_____
and my reason(s) are_____
_____
_____

Signed: _____ Date: _____
Councillor Patman

**********FILE COPY**********

**********FILE COPY**********

Tel: (0118) 974 6442

Date: **13 December 2001**

My ref: F/2001/5405

CONFIDENTIAL

Councillor Bryant
Rosebry
19 Salmond Road
Shinfield
RG2 8QN

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

Application Number: F/2001/5405
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If you have any questions please do not hesitate to contact **Heidi Lynch** on **(0118) 974 6442**.

Yours faithfully,

Heidi Lynch

Development Control Officer

LISTING FORM

Case officer: **Heidi Lynch** Application Number: **F/2001/5405**
285, Hyde End Road, Spencers Wood, Reading.
Proposed two storey rear extension to dwelling and single storey side extension.
I wish this application to be listed should the officers recommendation be for_____
and my reason(s) are_____
_____
_____

Signed: _____ Date: _____
Councillor Bryant

**********FILE COPY**********

F

Application Number : ~~NEW~~/2001/5405

Case Officer : HL

Valid Date : 6.12.01

Map No : 87

Site Area : 0.12

Received Date: 06/12/2001

Level : Delegated Application

(F) Description : Proposed two storey rear extension to dwelling and single storey side extension.

Location : 285, Hyde End Road, Spencers Wood, Reading.

Parish : SH Ward : SHI 13/12/01 B

Applicant : Mr/Mrs Gurr .

Fee Required: £0 Fee Received: £0 resubmission - fee paid on 3122 refused.

Additional: ..... or Refund: .....

Enforcement Section to be notified ☐ (tick if required)

Additional information required for validation;

REASON	NOTES	DATE REQ	DATE RECD
LOCATION PLANS			
BLOCK PLANS			
FORMS UNSIGNED			
S.66 MISSING/INCORRECT/ UNSIGNED			
ELEVATION PLANS			
FLOOR PLANS			
NO SCALE OR SCALE IS IMPERIAL			
ENCROACHMENT LETTER REQUIRED			
OTHER			

Is the site in a Conservation Area: ☐ Yes ☐ No If "Yes" which one _____

Is the site a Listed Building: ☐ Yes ☐ No

Is a Statutory Advertisement required: ☐ Yes ☐ No

INTERNAL CONSULTATIONS 13/12/01 -BD

Building Control

Heritage (Harold Sanders)

Landscape

Trees

Environmental Health

Housing

Leisure & Cultural Services

Public Rights of Way Officer

Property

Policy & Plans

Joint Strategic Planning Unit

Archaeological Officer (BABTIE)

Education

Social Services

Highways ✓

EXTERNAL CONSULTATIONS

Adjacent DPA : _____

Adjacent Parish : _____

SEB

British Gas

Oil pipeline

Transco

Environment Agency

Railtrack

Police Arch Officer

HERITAGE BODIES

Victorian Society
The Georgian Group
Ancient Monuments Society
Council for British Arch
RCHME
NRPB (Telecommunications)
Sport England
Society for Proct' of Ancient Bldgs
English Heritage

NEIGHBOURS

N/A see map

+ R.G. SUTHERLAND ✓

283 HYDE END ROAD

SPENCERS WOOD

RG7 1DB

OTHERS

No pre-apps.

3122 - refused.

06.DEC.2001* 5405

285 Hyde End Road
Spencers Wood
5.12.01

Attn Planning Dept

Dear Sirs

Ref: proposed planning application

Please find amended drawings showing the side dormer being reduced to 3700mm from 5500mm.

We look forward to planning consent in due course.

Yours sincerely

pp Mrs Gurr

Environmental Services

For office use only.
Application number:

06. DEC. 2001 * 5405

Householder planning application form

Please answer all questions in CAPITAL letters.
If any question does not apply to you, put N/A in the space.
Please send six copies of the filled in form and your plans to the address on the front of the folder.
We provide guidance notes to help you fill in the form. If you have any questions, please call Planning Support on 0118 974 6428 or 0118 974 6429.

1	Your name Address and postcode Phone number	MR & MRS GURR 285 Hyde End Road Spencers Wood
2	Agent's Name Address and postcode Phone number	/
3	Site We need you to send in six copies of the 1:2500 scale location plan and six copies of the 1:500 scale block plan, with the site outlined in red. You can buy these maps from the Environmental Services reception or order them by phoning 0118 974 6485.	as above
4	Give brief details of the proposal for example, two storey side extension About the application	two storey rear & single storey side
5	Are there any trees on the site? If Yes, please show their positions, spread and species of the trees on the plans. Say which trees you plan to cut down.	Yes ☐ No ☒
6	Please list the external materials you will use for example, red brick to match any existing bricks and dark stained timber.	All to match existing
7	Will the proposal change the pedestrian or vehicle access to the site? Please show details of the existing access and any proposed changes on the plans.	Yes ☐ No ☒
8	Will the car parking provision at the site be changed? If Yes, please show details of any changes on the plans.	Yes ☐ No ☒

3544 Crystal Mark
Clarity approved by Plain English Campaign

Please turn over

9	How many bedrooms does the property have?	Existing: 5 4	Proposed: 5
10	Does a public right of way touch the site? If yes, please show the route and any proposed alternative on the plans.	Yes ☐	No ☒
11	Checklist. Please make sure that you enclose the following:		
a	Six copies of this form signed and dated.		
b	The fee (We have attached a current scale of fees). If you do not have to pay a fee, please say why below.		
c	Six copies of each set of plans and drawings listed below.		
	• 1:2500 scale location plan with the site outlined in red.		
	• 1:500 scale site layout plan.		
	• 1:100 or 1:200 scale floor plans and elevations.		

12 Certificate of ownership (Section 66 Town & Country Planning Act 1990)
Please delete either certificate A or certificate B. If neither apply, you must fill in a full certificate which you can get from Environmental Services.

(Owner means a person with a freehold interest, or someone who is a leasehold tenant with at least seven years left on their agreement)

Certificate A

I certify that

- At the beginning of the ~~period~~ of 21 days ending with the date of the application ~~nobody~~, except the applicant, owned any part of the land which the application relates to.
- None of the land forms part of an agricultural holding.

Certificate B

I certify that

- I or the applicant has given the necessary notice to everyone else who (at the beginning of the period of 21 days ending with the date of the application) owned any part of the land which the application relates to as listed below.

Owner's name	Address at which the notice was served	Date on which the notice was served
Owner Occupier	283 Hyde End Rd Spencers Wood	5/12/01

None of the land forms part of an agricultural holding.

Your signature: [signature] on behalf of Mr Gunn

Date 4/12/01

Please tick this box if you or your husband, wife or partner are employed by Wokingham District Council ☐

ADDRESS 285 HYDE END ROAD PARISH SHINFIELD

PLOT No. ORD. SHEET No.

BUILDER

Plan No.	Applicant	Description of Development	Date of Decision	Decision
O/198/67		O/L		C/A
100/68		ALT. TOILET & GARAGE		C/A
42580				PD
442644	MR. L. CURR	1ST FLOOR DORMER EXT.	11.5.95	C/A
95/60353/F				
KP95/3394	"	EXT. TO EX. DORMERS	2.5.95	APP
F/2001/3122	"	2/St side/rear ext	26.02.01	REF
F/2001/3718	"	2St/R ext.	23.05.01	C/APP
F/2001/5021	Mr. & Mrs. Curr			

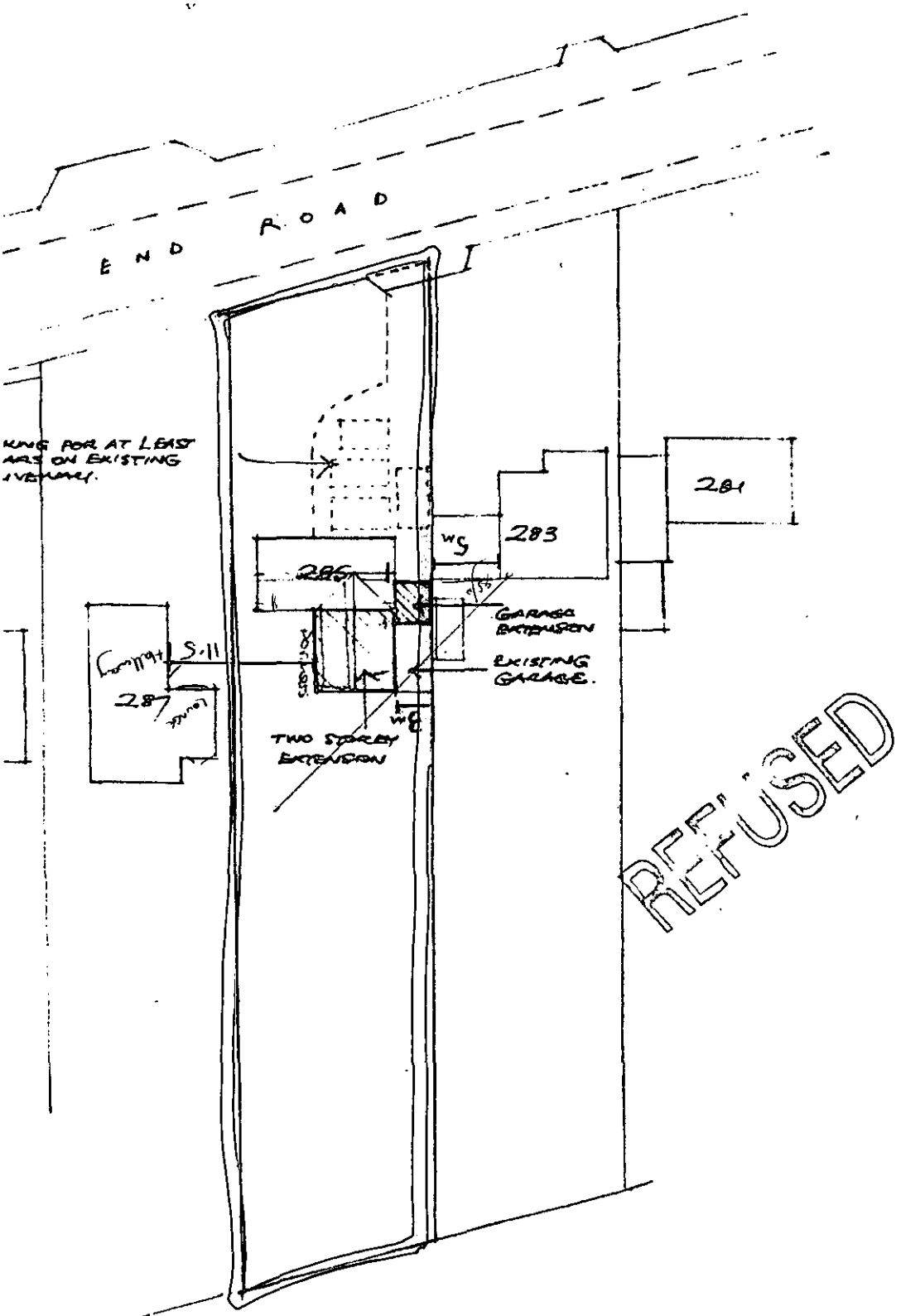
DATE OF COMPLETION

MINISTRY DECISION

SPECIAL ORDERS PD enq - 2/St Rear Ext. Mrs A Curr. 8.12.00 (Y)

DRAINAGE

091074

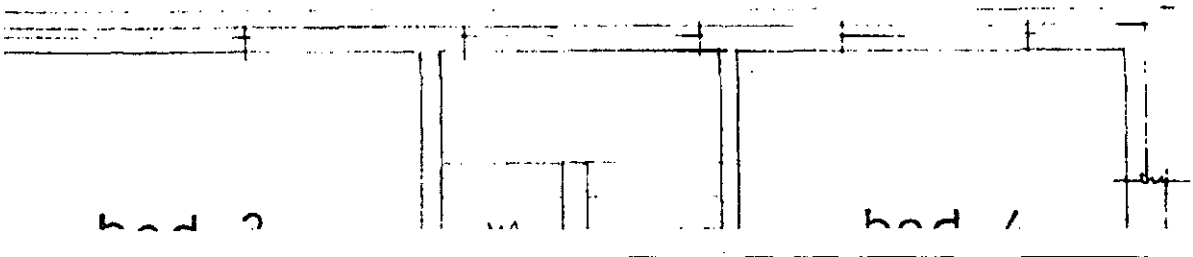


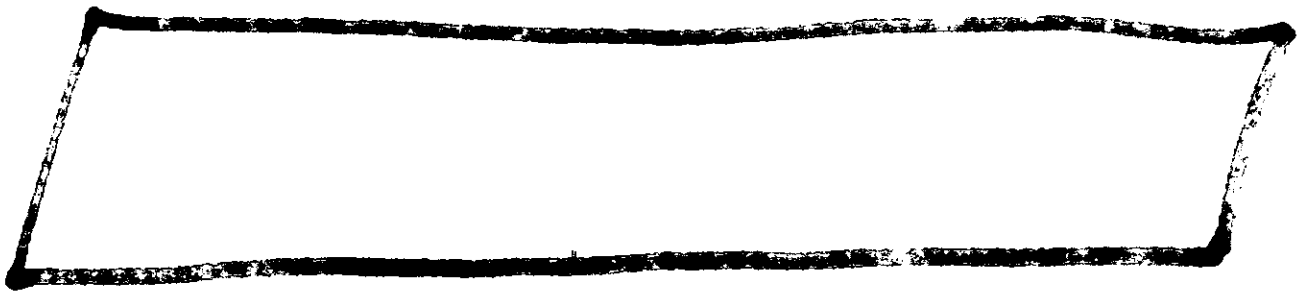
KING FOR AT LEAST ARS ON EXISTING

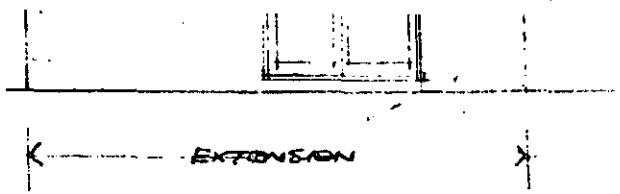
REFUSED

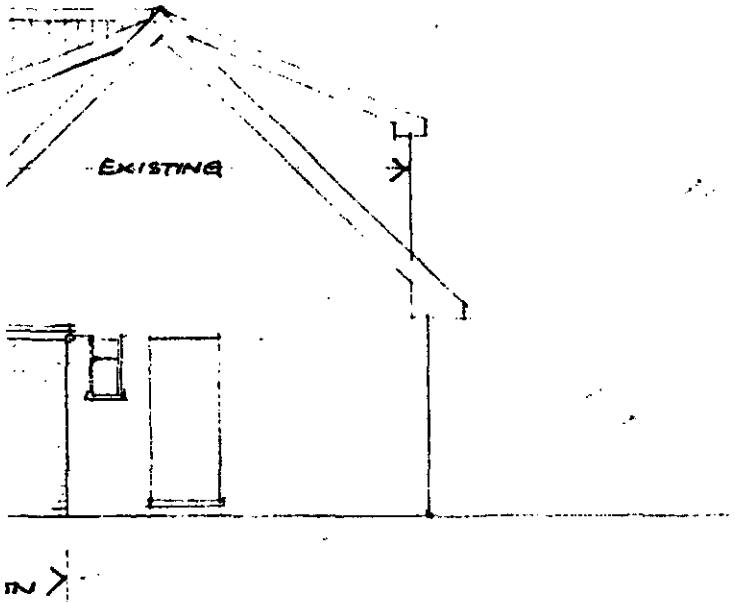
06.DEC.2001* 5405

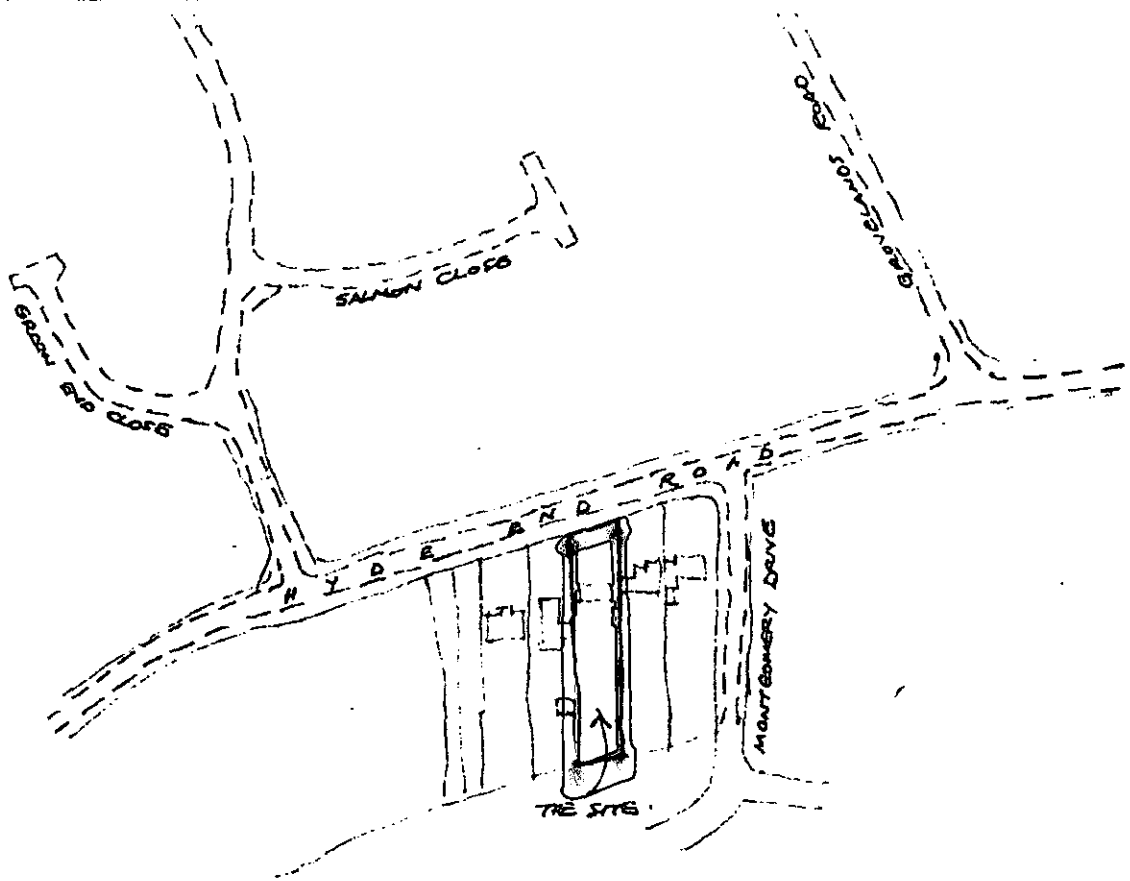
AN 1:500





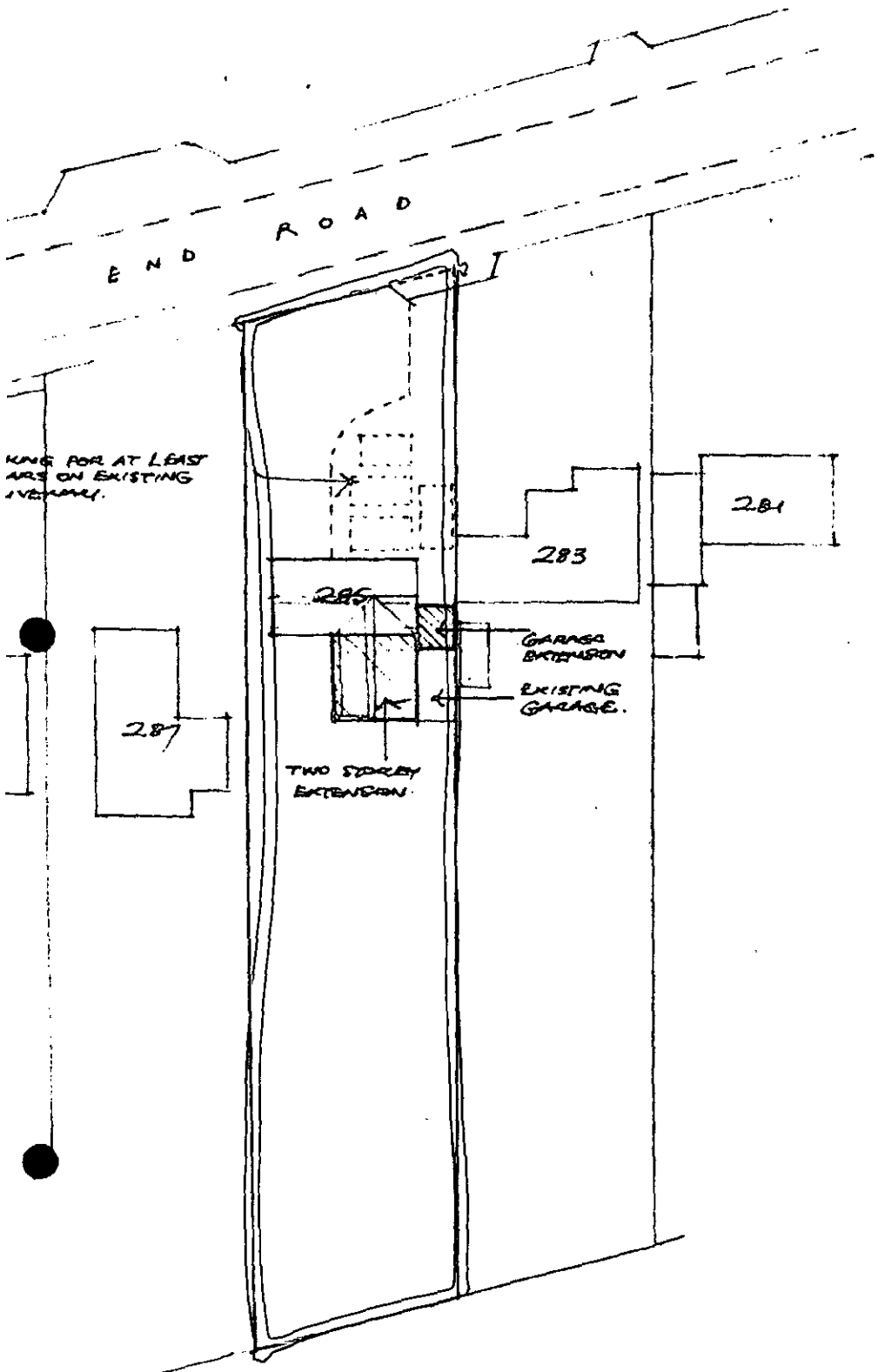






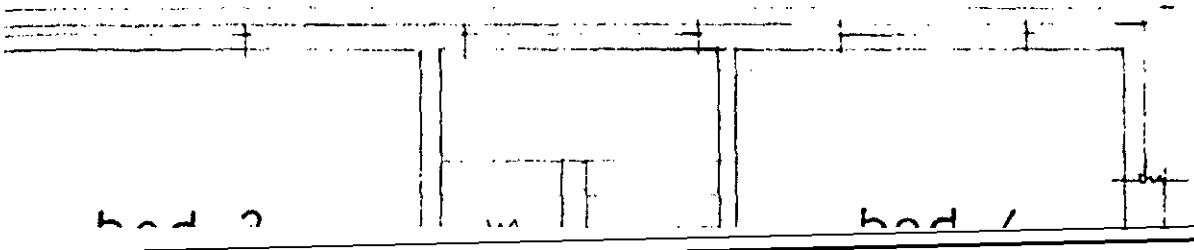
SITE PLAN 1:2500

06.DEC.2001 * 5405 B

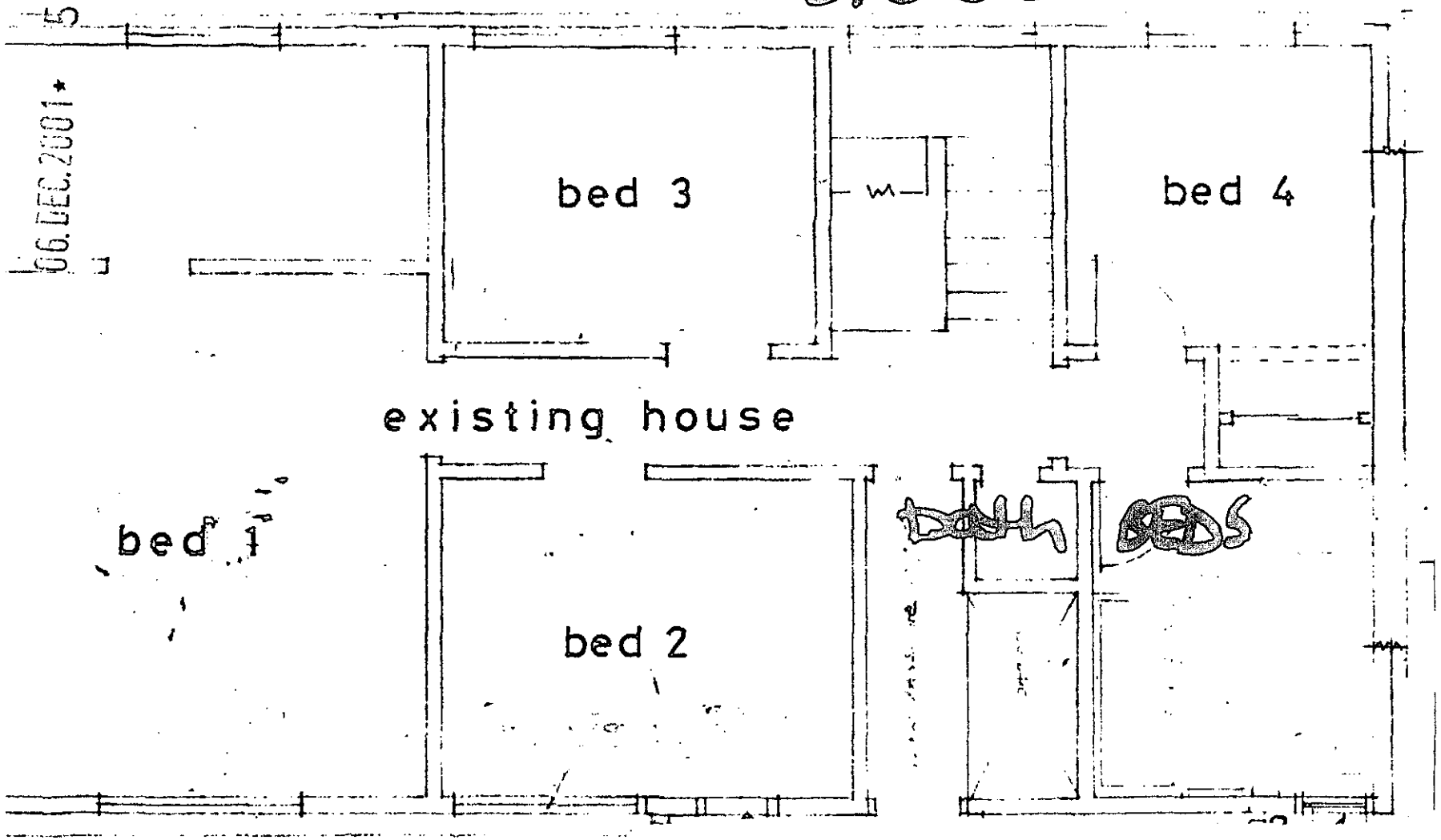


LAN 1:500

06.DEC.2001* 5405



1:50 • 285 Hyde End Rd
SPENCERS WOOD



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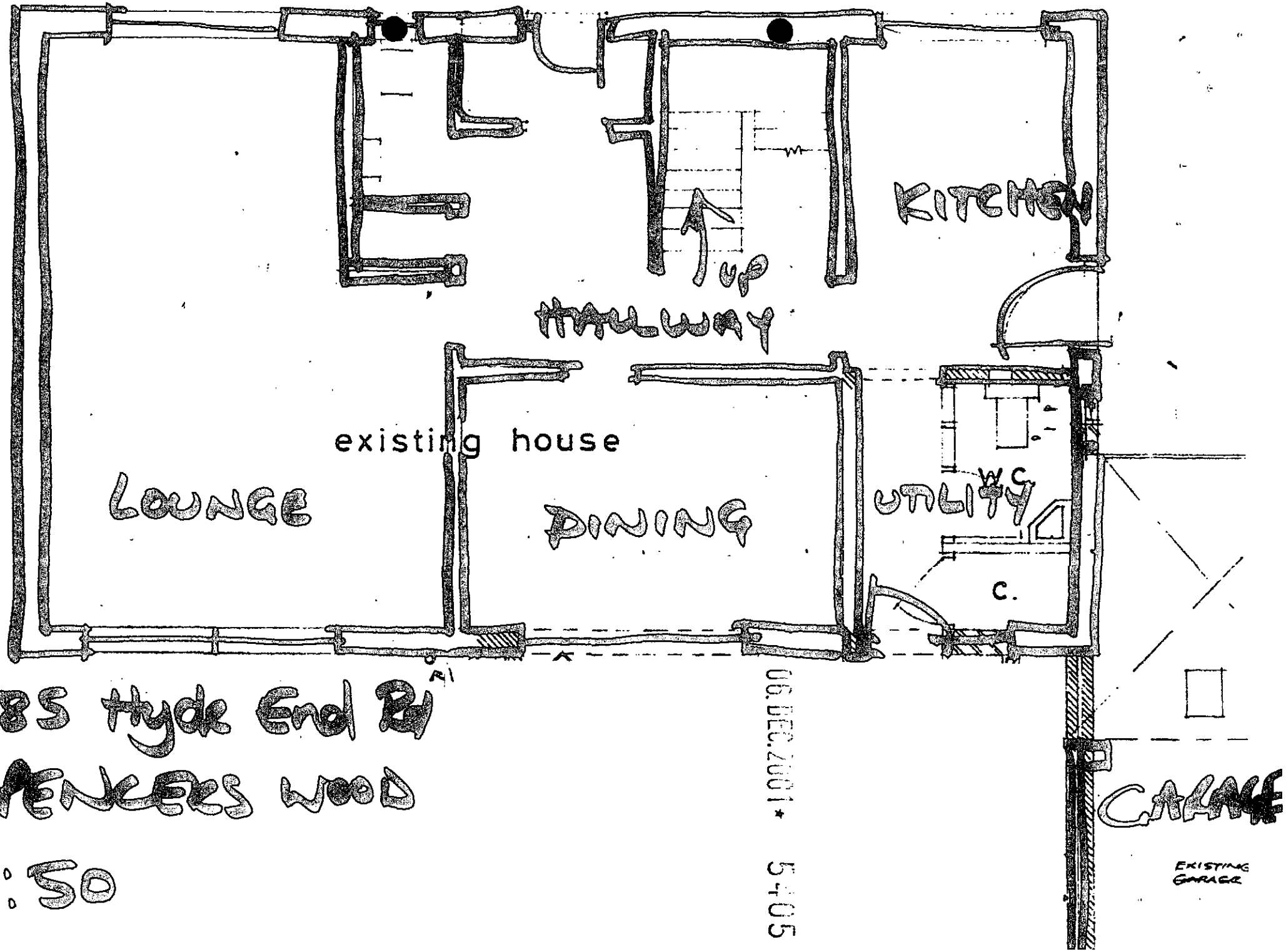
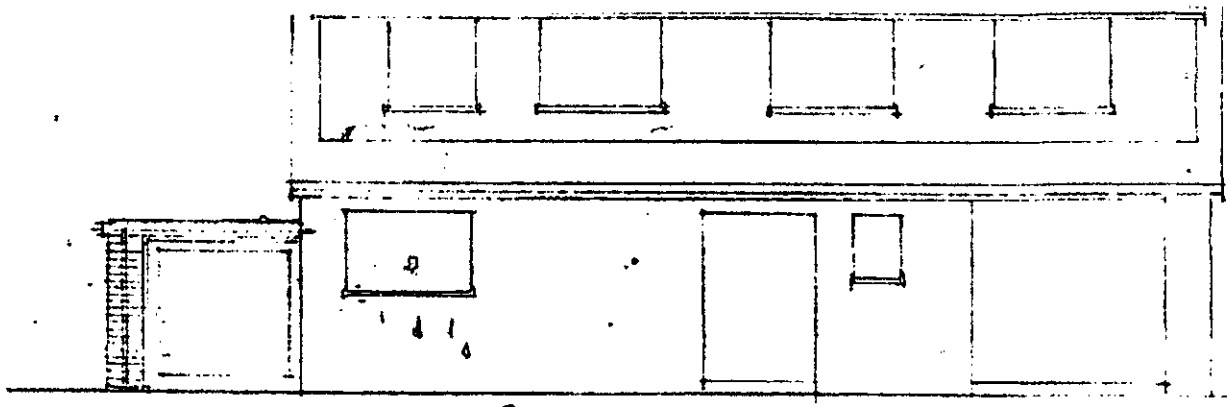


285 Hyde End Rd
SPENCERS WOOD

1:50

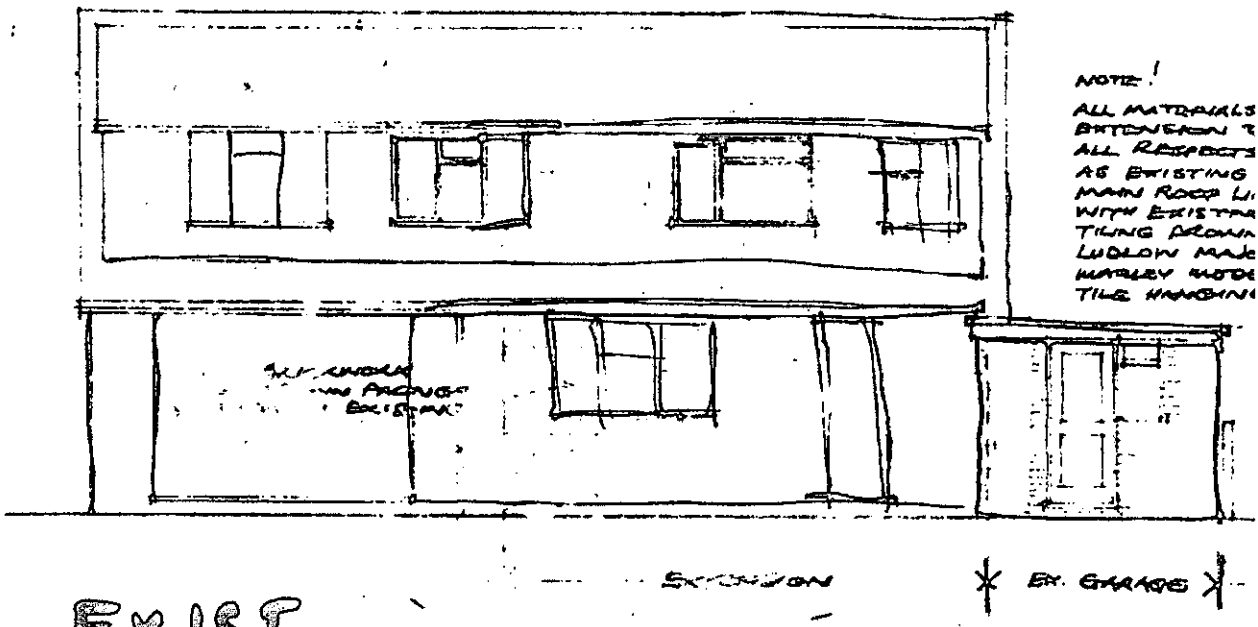
06 DEC 2001 * 5405



GARAGE FRONT BROUGHT FORWARD

EXIST FRONT

1:



NOTE!

ALL MATERIALS
EXTENSION
ALL RESPECTS
AS EXISTING
MAIN ROOF
WITH EXISTING
TILING AROUND
LUDLOW MAN
HARLEY MODE
TILE HANGING

SECTION

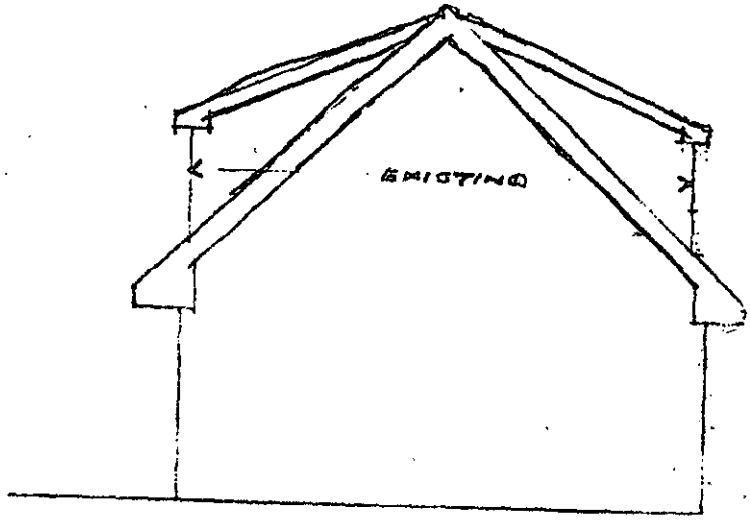
EX. GARAGE

EXIST REAR

1:100 285 HYDE END RD

SPENCERS WOOD

06.DEC.2001 * 5405



EXISTING SIDE

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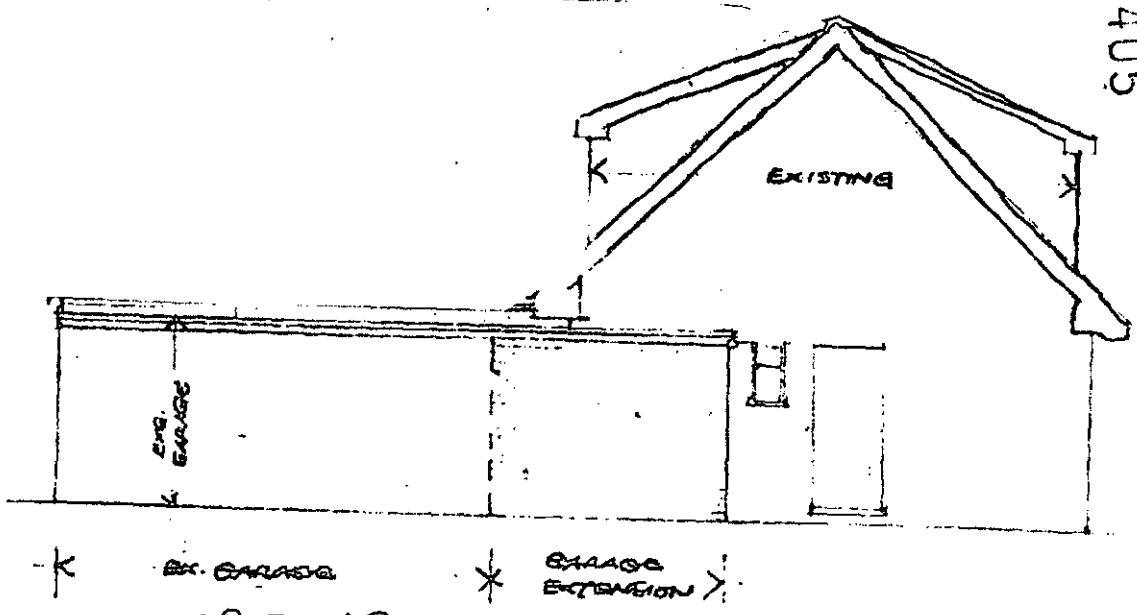


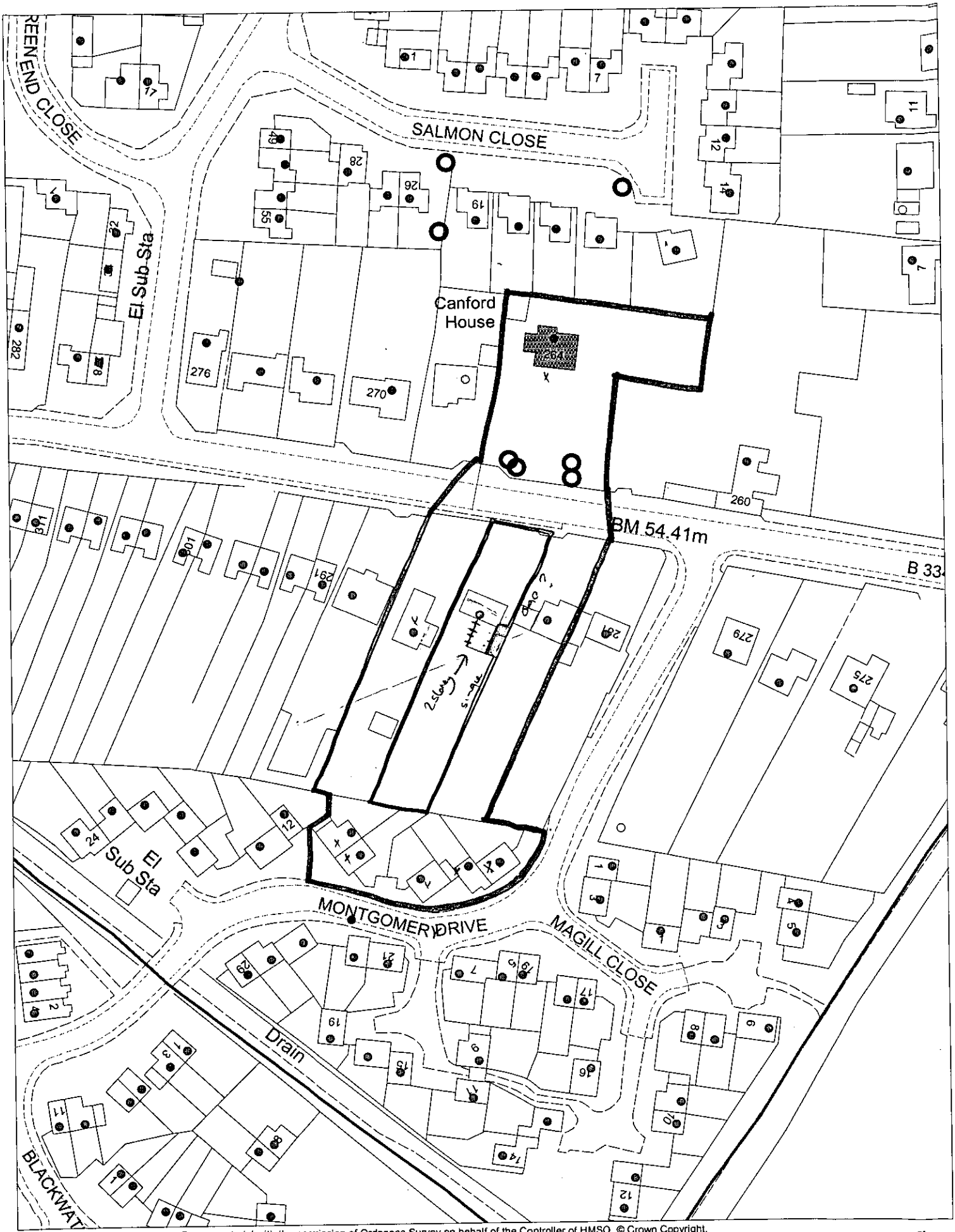
EXISTING SIDE

1:100

285 Hyde End Rd

SPENCERS WOOD

06.DEC.2001 * 5405



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Development Control Section, Environmental Services, Wokingham District Council.
11 December 2001

Scale: 1 : 1250

N W E S