2×870
1/7

APPLICATION NO:
F/2000/1798

LOCATION:
Land Rear Of 552 & 554 Reading Road, Winnersh Wokingham.

APPLICANT:
Alderkey Ltd C/O Keen Partnership

PROPOSAL:
Proposed erection of one detached dwelling and garage.

EARLIEST DATE FOR DECISION: **24/07/2000**

APPLICATION WILL HAVE EXPIRED ON:
10/08/2000

CASE OFFICER: **Joss Miller**

APPROVED

RAILEX
Marbleboard

(JM)

WOKINGHAM DISTRICT COUNCIL

TOWN AND COUNTRY PLANNING ACTS

Notification of Refusal of Permission

Alderkey Ltd
C/O Keen Partnership
Culham House
122 Castle Street
Reading
Berkshire
RG1 7RJ

Application Number: F/2000/1798

Parish:	**WINNERSH**
Location:	**Land Rear of 552 & 554, Reading Road, Winnersh, Wokingham.**
Proposal:	**Proposed erection of one detached dwelling and garage.**

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 reasons for which are specified hereunder.

Reason
1. This proposal, if permitted, would result in an increase in traffic on a sub-standard road which has poor visibility at both junctions and would therefore, have an adverse effect detrimental to the safety of those using this highway. This proposal is therefore contrary to policies EN1, OS1 and T7 of the Berkshire Structure Plan, policies WBE1, WBE2, WT7 and WOS3 of the Wokingham District Local Plan and to policies LTV1, LBE1, LBE2 and LT5 of the Loddon Area Local Plan.

Reason
2. This proposal, if permitted, would as a result of its bulk and massing, have an adverse effect detrimental to the character of the area and the street scene as a whole. Therefore it is contrary to policies EN1 and OS1 of the Berkshire Structure Plan, policies WBE1 and WOS3 of the Wokingham District Local Plan and to policies LTV1 and LBE1 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 EN1, OS1 and T7.

Loddon Area Local Plan Policies LTV1, LBE1, LBE2 and LT5.

Deposit Draft Wokingham District Local Plan Policies WBE1, WBE2, WT7 and WOS3.

John Mitchell

John Mitchell
Development Control Manager
Date: 31/01/2001

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.

Appeal Decision

The Planning Inspectorate
Room 4/17
Temple Quay House,
2 The Square,
Temple Quay,
Bristol BS1 6PN

☎ 0117 372 8927

site visit made on 20 June 2001

by Peter Horridge BSc (Hons)

DipTP FRICS MRTPI

an Inspector appointed by the Secretary of State for the Environment, Transport and the Regions

Date 11 JUL 2001

Appeal Ref: APP/X0360/A/01/1061564
Land rear of 552/554 Reading Road, Winnersh

- 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 Alderkey Limited against the decision of Wokingham District Council.
- The application, ref: F/2000/1798, dated 3 May 2000, was refused by notice dated 31 January 2001.
- The development proposed is new four bedroom house with separate double garage.

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

Planning Policies

1. The development plan includes the Berkshire Structure Plan, adopted in August 1997, and the Loddon Area Local Plan, adopted in May 1995. The thrust of relevant policies is to protect and enhance the environment of built-up areas (Structure Plan EN1 and OS1), among other matters by encouraging good and appropriate design (Local Plan LBE1 and LBE2), and to promote highway safety (Structure Plan T7 and Local Plan LT5).

2. The Wokingham District Local Plan is an emerging plan which has been the subject of a public inquiry but which has yet to complete the full procedures leading to statutory adoption. Relevant policies continue the general thrust of those in the Loddon Area Local Plan. They include encouragement for development to respect and, if necessary, improve on its local context (Policies WBE1 and WBE2), and the need to promote road safety (Policy WT7). Policy WOS3 sets out a set of development control principles against which proposals are to be measured.

The main issues

3. From what I have seen and read, I consider that the main issues in this case are (1) whether the proposed house would be detrimental to the appearance of the area by particular reason of its bulk and form; (2) whether the proposal would adversely affect the living conditions of residents of neighbouring properties by reason of

overlooking; and (3) whether it would give rise to conditions prejudicial to highway safety.

Reasons

Effect on appearance of area

4. The appeal site fronts onto Drome Path, which links Reading Road with Greenacres Avenue. Along both sides of Drome Path are a number of dwellings; those on the north side being mainly bungalows, but on the south side there are 2 two-storey houses (Mountain Ash and Fozbery) immediately adjoining the appeal site with a chalet bungalow and two bungalows beyond. To the north-east of the site is 554 Reading Road, a bungalow, while to the south-east side of Drome Path are two-storey houses in Lincoln Close.

5. The council argues that there is a predominance of bungalows in the immediate surroundings. However, the two immediately adjoining properties, to which the appeal property would relate closest, are two-storey houses and the wider area, including Lincoln Close to the rear, contains mainly two-storey houses. A two-storey house would not appear out of place in these surroundings. Furthermore, the size of the house in relation to the plot is comparable to those of neighbouring properties. No specific criticism is raised of the design of the house. On the first issue, I conclude that the bulk and form of the proposed house would not be detrimental to the appearance of the area.

Effect on living conditions of residents of neighbouring properties

6. Although not a matter raised in the council's reasons for refusing planning permission, concerns about privacy have been raised by residents of the neighbouring bungalow to the north-east, 554 Reading Road, and of a house to the south-east at 6 Lincoln Close. I observed that the latter property would be over 20m from the proposed house and inter-visibility would be at an oblique angle, with the garden of at least one other property between the two sites. The proposed house would be immediately behind 554 Reading Road, but with a distance of around 24m between the two buildings and no windows (other than a small ground floor cloakroom window) in the elevation of the proposed house facing towards 554 Reading Road. In these circumstances, I conclude that the proposal would not adversely affect the living conditions of residents of these neighbouring properties by reason of overlooking.

Highway safety

7. Drome Path is a narrow track, with a gravel surface for most of its length from Greenacres Avenue as far as the appeal site. Between the appeal site and Reading Road, the track narrows and has a tarmac surface. It has no separate footway and no street lighting. It is a public right of way and carries pedestrian traffic between Reading Road and the housing areas beyond.

8. The highway authority suggests that its width, surface, and lack of footways and street lighting make Drome Path unsuitable to serve further development. However, some of these features also discourage its use by traffic other than that specifically

associated with properties along the track, and encourage low traffic speeds and pedestrian priority. It appears that, notwithstanding its condition, a number of planning permissions for new dwellings have been granted, the most recent in 1990, such that Drome Path is now virtually fully developed along both sides and the appeal site is the only remaining development opportunity along the track. There is no evidence that the existing condition of Drome Path has given rise to any specific problems nor that the track is incapable of serving one additional house.

9. Reading Road is a busy interurban road and bus route. Visibility for traffic emerging from Drome Path meets the 'y' distance requirements set out in 'Places, Streets and Movement' from an 'x' distance of 2m, but from an 'x' distance of 4.5m it is curtailed by a bus shelter which has been positioned within the visibility sightline. 'Places, Streets and Movement' advises that an 'x' distance of 2m is adequate for a small development of up to half a dozen houses, whereas there are already approximately a dozen houses which have access to Drome Path. However, it is relevant to bear in mind that there is a second access from Drome Path to Greenacres Avenue. Given the increased width of Drome Path towards the latter junction and the number of houses which are closer to Greenacres Avenue than Reading Road, it would be appropriate to assume that at least half the traffic using Drome Path enters and leaves via the junction with Greenacres Avenue.

10. In these circumstances, I consider that the visibility available at the junction of Drome Path with Reading Road is adequate for its likely usage, even taking account of the additional traffic generated by the proposed house. I reach this conclusion having taken account of the accident information for this stretch of Reading Road, which does not include any accidents relating to the use of Drome Path. I have also taken account of the fence to 556 Reading Road which limits visibility between traffic emerging from Drome Path and pedestrians on Reading Road; the limited visibility would be of pedestrians walking on an area of tarmac which does not appear to be part of the defined footway.

11. Visibility at the junction of Drome Path with Greenacres Avenue is curtailed by a low hedge along the frontage of 1 Drome Path. Nevertheless, I saw at my site visit that this has only a limited impact on the extent of available visibility, although if the hedge were to grow its impact would be greater. Greenacres Avenue is a lightly trafficked residential road and I do not consider that any additional traffic from the proposed dwelling using this junction would be likely to prejudice highway safety.

12. At its junction with Reading Road, Drome Path is not wide enough for two cars to pass. A vehicle attempting to enter Drome Path from Reading Road would not be able to do so while there is a vehicle waiting to exit from Drome Path. I consider, however, that the frequency with which this situation is likely to arise is such that prejudice to highway safety is unlikely.

Conclusions

13. I conclude that the proposal would not result in a bulk and form of development that would be detrimental to the appearance of the area. Nor would the proposal adversely affect the living conditions of neighbouring residents by reason of overlooking. In these respects, the proposal would not therefore conflict with

relevant development plan policies including Policies OS1 and EN1 of the Structure Plan and LBE1 and LBE 2 of the Loddon Area Local Plan. Although there are shortcomings both in the existing condition of Drome Path and its junctions with Reading Road and Greenacres Avenue, these are not of a scale sufficient to give rise to conditions prejudicial to highway safety, contrary to Policies T7 of the Structure Plan and LT5 of the Local Plan. I shall therefore allow this appeal.

14. I have considered all the other matters raised in the representations, but, in my opinion, none are sufficient to outweigh the factors which have led to my decision.

Conditions

15. The council has suggested the imposition of a number of conditions in the event of the appeal being allowed. I consider these below. I note first that the highway authority says that the site layout does not comply with its standards, but does not specify what these are, nor how the layout is deficient. Nevertheless, there is a discrepancy in the access arrangements between the 1:500 scale block plan and the 1:100 scale site layout plan. As the former appears to show a different design of house to that shown on the remainder of the plans, it may be that the latter is to be preferred. For the avoidance of doubt, I have regarded the 1:500 scale block plan as not forming part of the approved plans, and have imposed a condition requiring a detailed scheme for arrangements for vehicular access onto Drome Path and parking and turning within the site to be agreed before development commences.

16. Most of the conditions suggested by the planning authority are necessary in the interests of highway safety (conditions 2 to 6 and 17 using the council's numbering), the appearance of the completed development (conditions 7, 10 and 15), and the living conditions of residents of neighbouring properties (conditions 8 to 10, 12 and 15). I consider that the hours within which building works can take place, proposed in condition 9, are reasonable given the close proximity of dwellings. As there is conflicting evidence from the Environment Agency and from the council's Environmental Health department over the risks from landfill gas, due to the presence of a landfill site within 250m of the property, I consider that condition 11 is justified in the interests of protecting local residents from any potential hazards. I have made minor adjustments to the wording and numbering of the conditions in the interests of clarity and having regard to the advice in Circular 11/95.

17. Conditions 13 and 14 are unnecessary as the need for landscaping of the site has not been a material factor in assessing the planning merits of this scheme. Condition 16 duplicates condition 6.

Formal Decision

18. For the reasons given above, and in exercise of the powers transferred to me, I allow the appeal and grant planning permission for a new four bedroom house with separate double garage on land at the rear of 552/554 Reading Road, Winnersh in accordance with the terms of the application no. F/2000/1798 dated 3 May 2000 and the plans submitted therewith (with the exception of the 1:500 Block Plan), 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) Prior to the commencement of development, a detailed scheme showing the arrangements for vehicular access onto Drome Path and parking and turning within the site shall be submitted to and approved in writing by the local planning authority, and the development shall be carried out in accordance with the approved scheme.

(3) Prior to the commencement of development, details, including samples, of the proposed external materials shall be submitted to and approved in writing by the local planning authority.

(4) Prior to the commencement of development, details of the slab levels of the proposed buildings shall be submitted to and approved in writing by the local planning authority.

(5) Prior to the commencement of development, a detailed investigation shall be carried out to determine the present and likely future impact of landfill gas on the site. The method and extent of this investigation shall be agreed with the local planning authority prior to the commencement of work. Details of appropriate measures to control ingress of landfill gas to inhabited spaces and outdoor areas, including provision for monitoring, shall be submitted to and approved in writing by the local planning authority before development commences. The development shall then proceed in strict accordance with the measures approved.

(6) Prior to the commencement of development, details of all boundary treatments, including a timetable for their implementation, shall be submitted to and approved in writing by the local planning authority. The approved scheme shall be implemented in accordance with the approved timetable.

(7) Prior to the commencement of development, a scheme for accommodating all site operatives', visitors' and construction vehicles loading, off-loading, parking and turning within the site during the construction period shall be submitted to and approved by the local planning authority. The approved scheme shall be maintained and used at all times.

(8) Prior to the commencement of development, details of the precautions to be taken to prevent the deposit of mud and similar debris on the public highway during the construction period shall be submitted to and approved in writing by the local planning authority, and implemented during the construction period.

(9) No materials produced as a result of the site development or clearance shall be burnt on site. All reasonable steps, including damping down site roads and tracks, shall be taken to minimise dust and litter emissions from the site whilst works of construction and/or demolition are in progress.

(10) Works related to the construction of the development hereby approved, including works of demolition or preparation prior to building operations, shall not take place other than between the hours of 8am and 6pm on

Mondays to Fridays, and 8am to 1pm on Saturdays, and at no time on Sundays or Bank Holidays.

(11) No building shall be occupied until the vehicle parking and turning space shown on the approved plans has been provided. The parking and turning space shall be permanently maintained free of any impediment for its designated use and no development, whether or not permitted by the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that order), shall be carried out in such a position as to preclude the use of the parking space.

(12) No building shall be occupied until visibility splays of 2.4m by 2.4m (measured along the edge of the drive and the back of the footway from their point of intersection) have been provided at the intersection of the drive and the adjacent footway. The visibility splays shall be thereafter kept free of any obstruction to visibility above a height of 0.6m.

(13) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that order), no additional windows or similar openings other than those shown on the approved plans shall be constructed at first floor level or above in the north-east and south-west elevations of the proposed building.

Information

19. These conditions require further matters to be agreed by the local planning authority. There is a right of appeal to the Secretary of State if they refuse any such application, fail to give a decision within the prescribed period, or grant a conditional approval.

20. 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 within 6 weeks of the date of this decision.

21. This decision only grants planning permission under Section 57 of the Town and Country Planning Act 1990. It does not give any other approval or consent that may be required.

Peter Hardge

INSPECTOR

The Planning Inspectorate

4/09 Kite Wing
Temple Quay House
2 The Square
Temple Quay
Bristol BS1 6PN
www.planning-inspectorate.gov.uk

Direct Line 0117-372 8935
Switchboard 0117-372 8000
Fax No 0117-372 8139
GTN 1371 8935
e-mail: Ashley.Gray@pins.gsi.gov.uk

S1174
PLANNING
DEC 2001
COPIES TO: ACK: FILE:

Helen Harris
Wokingham District Council
PO Box 157, Shute End
Wokingham
Berkshire
RG41 1BN

Your Ref: F/2000/1798

Our Ref: APP/X0360/A/01/1061564

Date: 19 December 2001

Dear Ms Harris

APPEAL BY ALDERKEY LTD AT REAR OF 552 & 554 READING ROAD, WINNERSH

I am writing in response to your telephone call of 30th November to Ken McEntee, seeking clarification about precisely which application plans the Inspector had based his decision on.

We do take complaints against any aspect of the Inspectorate's work very seriously, and whilst we strive to ensure that decisions are as error-free as possible, there will inevitably be occasions when mistakes do occur. In this instance, the Inspector has unfortunately made a typographical error in both his description of the development and in his formal decision in paragraph 18, where he incorrectly referred to the proposal as being for a new ***four***-bedroom house with separate double garage. I can confirm that it should have read "*...three-bedroom house with separate double garage*".

As you may be aware, we have no power to alter or amend the issued decision document in any way, as it constitutes a legal document. As such, it could only have been quashed by a successful challenge in the High Court during the six week period allowed.

Under the circumstances, I can only offer our sincere apologies for this error and for any inconvenience caused.

I hope this clarification is helpful.

Yours sincerely,

Ashley K Gray
Quality Assurance Unit

Tel. 0118 974 6444 (Direct Line)
E-mail: Mike.Thorp@wokingham.gov.uk
Date. 19 February, 2002
My ref. BC/DC/2000/1798

Environmental Services Department
Planning Services
P.O. Box 157
Shute End, Wokingham
Berkshire RG40 1WR
Fax: (0118) 974 6484
Minicom No: (0118) 977 8909
DX: 33506 – Wokingham

W M Graham Associates
1 Rectory Road
Wokingham
Berkshire
RG40 1DJ

Dear Sirs

PLANNING PERMISSION 2000/1798
SITE: 552-554 READING ROAD, WINNERSH

I note that you have submitted an application for Building Regulations approval.

I would like to take this opportunity to remind you that Planning Permission Number 2000/1798 has condition(s) attached to it. Some of these condition(s) may require approval prior to work commencing on site.

The Council considers that it is important that planning conditions are fully complied with to ensure that development proceeds in the manner it was intended. Consequently, I must point out that failure to comply with the condition(s) could result in a Breach of Condition Notice being served. If the Notice is not complied with your client could be liable to a £1,000 fine.

Any work carried out prior to these conditions being formally discharged is undertaken at your own risk and expense.

If you have already complied with these conditions, please disregard this letter.

If you have any queries regarding this matter please do not hesitate to contact me on the above telephone number.

Yours faithfully

M L THORP
Principal Development Control Officer

Tel. 0118 974 6482 (Direct Line)

E-mail:

Date. 14 February, 2002

My ref. HL/MLT/APP/X0360/A/1061564

Your ref.

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) 977 8909
DX: 33506 – Wokingham

W M Graham Associates
1 Rectory Road
Wokingham
Berkshire
RG40 1 DJ

Dear Sir or Madam,

RE: DISCHARGE OF CONDITIONS FOR LAND AT THE REAR OF 552 & 554, READING ROAD, WINNERSH, APP/X0360/A/01/1061564

I refer to your letter submitted into this office on 6th February 2002. The following letter deals with the discharge of the conditions attached to the above appeal decision.

Condition 5

This condition requires the submission of a landfill gas risk assessment for the site. The letter from the Environment Agency dated 1 February 2002 with respect to this, states that there is no risk from landfill gas present on the above site. It is therefore considered that the detailed investigation in terms of the impact of landfill gas on the site is not required. Condition 5 can therefore be discharged.

Condition 6

This condition deals with boundary treatments and time scale for implementation. The plan W.M. Graham drwg.no.2374/100 was approved on 1st February 2002. However the time scale for implementation was not submitted. This has now been submitted in the letter dated 6 February 2002 stating the boundary treatments are to be implemented during the week commencing Monday 13th May 2002 and completed that week. This is considered acceptable however condition 6 cannot be discharged until the boundary treatments have been put in place in accordance with the above timetable.

I hope this information is clear, however should you wish to discuss any matter arising from this please do not hesitate to contact Heidi Lynch on the above number.

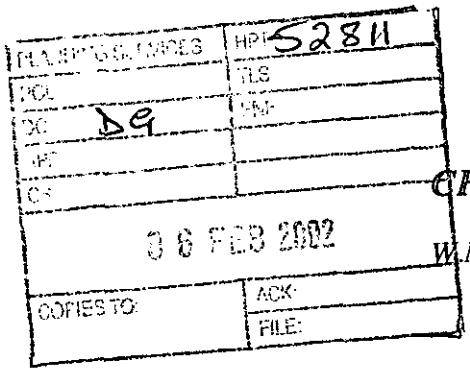
Yours sincerely,

MLT

M L THORP
Principal Development Control Officer

Recd 8.30AM 7.2.02

2000/1798



W.M. GRAHAM ASSOCIATES — **CHARTERED ARCHITECTS**

W.M. GRAHAM B.A., B. Arch., R.I.B.A.

1 Rectory Road,
Wokingham,
Berkshire, RG40 1DJ
Tel: (0118) 9770464
Fax: (0118) 9770482

Ref: 2374/wmg/cm

6 February 2002

The Director of Planning
Wokingham District Council
Planning Department
PO Box 157
Civic Offices
Shute End
Wokingham RG40 1WR

For the attention of A Thorley

Dear Sir

552 & 554 READING ROAD WINNERSH

With reference to your letter of 01.02.2002 regarding the conditions for APP/X0360/A/01/1061564. With regard to condition No. 5 please find enclosed a copy of a letter from the Environment Agency dated 01.02.2002 noting that there is no risk from landfill gas.

We would ask that this letter be placed on file for condition No. 5. Please let us know if you wish to have sight of the original letter.

Regarding condition No. 6 and the time scale for the implementation of the boundary treatments we expect the work to be actioned during the week commencing Monday 13 May and completed that week.

We consider that this completes the conditions.

Should you require any further information please do not hesitate to contact us.

Yours faithfully

W M Graham

Enc

Our ref: SU77SE/8/23
Your ref:

Date: 1 February 2002

ENVIRONMENT AGENCY

W M Graham
W M Graham Associates
1 Rectory Rd
Wokingham
Berks
RG40 1DJ

Dear Sir

REAR OF 552 & 554 READING RD, WINNERSH

I write with regard to a telephone enquiry from Andrew Archibald concerning the Environment Agency's response of 13 July 2000 to a development proposal at the above site.

I can confirm that the Agency's comment with regard to the Reading Road landfill, located approximately 200m from the application site has not changed, and that the Agency does not consider the above site to be at risk from landfill gas.

If you have any further queries please do not hesitate to contact myself on 01276 454 323 quoting the reference cited at the top of this letter.

Yours faithfully

Sarah Paxman
Development Planning Officer

Direct Tel : 01276 45 4323
Direct Fax : 01276 45 4352
email: sarah.paxman@environment-agency.gov.uk

Tel. 0118 974 6443 (Direct Line)

Date. 7 February, 2002

My ref. CD/FP2002/2648(1798)

W M Graham Associates
1 Rectory Road
WOKINGHAM
Berkshire
RG40 1DJ

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) 977 8909
DX: 33506 – Wokingham
E-mail:

Dear Sir or Madam,

DETACHED DWELLING WITH DETACHED GARAGE AT LAND REAR OF 552 AND 554 READING ROAD, WINNERSH

Thank you for your Building Regulations Application Number FP2002/2648 received on 24 January.

I am writing to inform you that a new Planning Application is required for the proposed work.

Condition 13 of Planning Permission F/2000/1798 which was allowed on Appeal on 11 July 2001 removed Permitted Development rights in respect of any additional windows.....at first floor level or above in the north-east and south-west elevations. There is a first floor side bathroom window on the Building Control plans. There is also the addition of a rear canopy over the back door.

If you are intending to pursue this proposal would you please submit a planning application to this department by the end of February. I am enclosing the appropriate forms for your convenience. I will point out, however, that I cannot pre-determine the outcome of any application submitted.

I have also been informed that building work has started. Any unauthorised work is undertaken at your own risk and expense.

If you have any queries with regard to this letter please contact me on 0118 974 6443

Yours faithfully

MRS C DODSWORTH
Development Control/Building Control Liaison Officer

Enc.

cc. Molefield Properties

DEVELOPMENT CONTROL/BUILDING CONTROL CHECKLIST

CHECKLIST WHEN A BUILDING REGULATION APPLICATION HAS BEEN RECEIVED.

SITE DETAILS		CASE OFFICER
PLANNING APPLICATION NUMBER	1798	JM
BUILDING CONTROL NUMBER.	FP 2002/2648 Central	
APPLICANT/AGENT	WM Graham Associates	
ADDRESS OF SITE	Land rear of 552-554 Reading Rd WINNERSH	
DESCRIPTION OF PROPOSED WORK	three bed detached house with detached garage.	

DRAWING NUMBERS	BC	DC
BLOCK PLAN	2374-01	7191-00-02A
ELEVATIONS	— "	7191-00-01A + 05A
FLOOR PLANS	— "	7191-00-04A

CHECKLIST	1ST CHECK	2ND CHECK
PERMITTED DEVELOPMENT		
APPLIC. NECESSARY-NOT RECEIVED		
APPLIC.RECEIVED & APPROVED on Appeal	11/2/01	
APPLIC.RECEIVED-NO DECISION		
APPLIC.REFUSED		
DIFFERENCES BETWEEN DC/BC DRAWINGS		
IF YES, WHAT ARE THE DIFFERENCES? Seen Mike Evans	BC - four-bed (error on Appeal statement!) + additional first floor side window + rear canopy over back door	
DATE	6/2/02	

PROBLEMS	REQUESTED	RECEIVED	REMINDER
PLANNING PERMISSION NEEDED	7/2/02		
REVISED PLANS NEEDED			
PLANNING APPLIC.REFUSED			
WAIT FOR PLANNING DECISION			

New

COMMENCED ON SITE	29/1/02
NO PLANNING DECISION	
NO PLANNING APPLICATION	

, Tel. 0118 974 6441 (Direct Line)
E-mail:

Date. 1 February, 2002

My ref. AJT/MLT/APP/X0360/A/1061564

Your ref. 2374/wmg/cm

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) 977 8909
DX: 33506 – Wokingham

W. M. Graham Associates
1, Rectory Road,
Wokingham,
Berkshire,
RG40 1DJ

Dear Sir,

RE: DISCHARGE OF CONDITIONS FOR LAND AT THE REAR OF 552 & 554, READING ROAD, WINNERSH, APP/X0360/A/01/1061564.

I refer to your letter, plans and samples submitted into this office on 23rd and 30 th January 2002. The following letter deals with the discharge of the conditions attached to the above appeal decision.

Condition 2

This condition deals with the arrangements for vehicular access onto Drome Path and parking and turning within the site. The following plan is considered acceptable:

W.M. Graham drwg. no. 2374/100.

Condition 3

This condition deals with materials. The following samples submitted are considered to be acceptable:

A) Brick: Ibstock Ashdown Cottage Mixture

B) Tile: Redland Farmhouse Red

Condition 4

This condition deals with slab levels. The following plan is considered acceptable:

W.M. Graham drwg. no. 2374/100A.

Condition 5: Landfill gas investigation

This condition requires the submission of a landfill gas risk assessment for the site. We are still awaiting submission of details in compliance with this condition.

Condition 6

This condition deals with boundary treatments and time scale for implementation

The following plan is considered acceptable subject to a time scale for implementation being submitted:

W.M. Graham drwg. no. 2374/100.

Condition 7

This condition requires that provision be made to accommodate all site operatives, visitors and construction vehicles loading, off loading, parking and turning within the site during construction. The following plan is considered acceptable. This condition must be implemented immediately.

W.M. Graham drwg. no. 2374/101.

Condition 8

This condition requires measures to prevent the deposit of mud and debris on the adjacent public highway. The following plan is considered acceptable subject to any debris deposited on the highway is removed as soon as it is safe.

W.M. Graham drwg. no. 2374/101.

Condition 12

This condition requires visibility splays. The following plan is considered acceptable:

W.M. Graham drwg. no. 2374/100.

I must point out that any work undertaken prior to these conditions being complied with is undertaken at your own risk and expense.

I hope this information is clear, however should you wish to discuss any matter arising from this please do not hesitate to contact Mr. Andrew Thorley on the above number.

Yours sincerely,

MLT

M L THORP
Principal Development Control Officer

Recd 2.45pm 23.1.02

PLANNING SERVICES	HPT 52219
POL	TLS
DC AT	ENF
APP	
CS	
23 JAN 2002	
COPIES TO:	ACK:
	FILE:

W.M. GRAHAM ASSOCIATES

CHARTERED ARCHITECTS

W.M. GRAHAM B.A., B. Arch., R.I.B.A.

1 Rectory Road,
Wokingham,
Berkshire, RG40 1DJ
Tel: (0118) 9770464
Fax: (0118) 9770482

Ref: 2374/wmg/cm

23 January 2002

The Director of Planning
Wokingham District Council
Planning Department
PO Box 157
Civic Offices
Shute End
Wokingham RG40 1WR

Dear Sir

552 & 554 READING ROAD WINNERSH

With reference to the above and appeal No. APP/X0360/A/1061564 please find enclosed the following: -

a) Brick and tile samples
b) Dwgs. Nos. 2324 – 100 & 101

The details are included to confirm the following conditions: -

2, 3, 4, 5, 6, 7, 8 & 12

Item 2, access is as shown on Dwg. No. 2374 – 100

Item 3 Brick Ibstock Ashdown Cottage Mixture —
Tile Redland Farmhouse Red — Sheng.

Item 4 - slab levels as shown on Dwg. No. 2324 - 100

Item 5- as there is a conflict between the Environment Agency and the appeal conditions we have written to the EA requesting a relaxation. We intend to provide a membrane in the ground floor construction; this will be detailed in the working drawings and comply with Building Regulations.

Item 6 – boundary treatments are shown on Dwg. No. 2374 – 100

Ref: 2374/wmg/cm

23 January 2002

WDC

Item 7 & 8 Access and wheel cleaning are detailed on Dwg. No. 2374 – 101

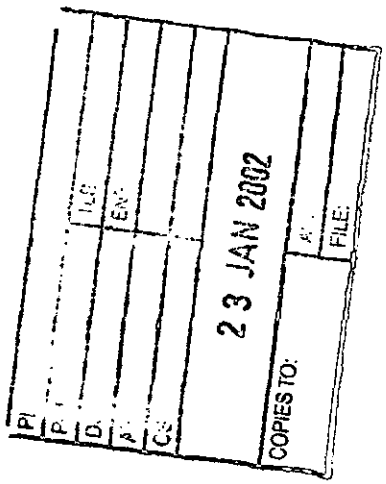
Item 12 – visibility splays are shown on Dwg. No. 2374 – 100.

We trust that you find all in order but should you require any further details please do not hesitate to contact us.

Yours faithfully

W M Graham

Enc



2·0M TIMBER FENCE

LAWN.

2·0M TIMBER FENCE

3 B.
2 CARS

1
2

GRAVEL.

0·6M HIGH WALLS

FFL 39·92 (OBM).

W. M. GRAHAM ASSOCIATES
CHARTERED ARCHITECTS

1 Rectory Road,
Wokingham,
Berkshire, RG11 1DJ
Tel: (0734) 770464
Fax: (0734) 770482

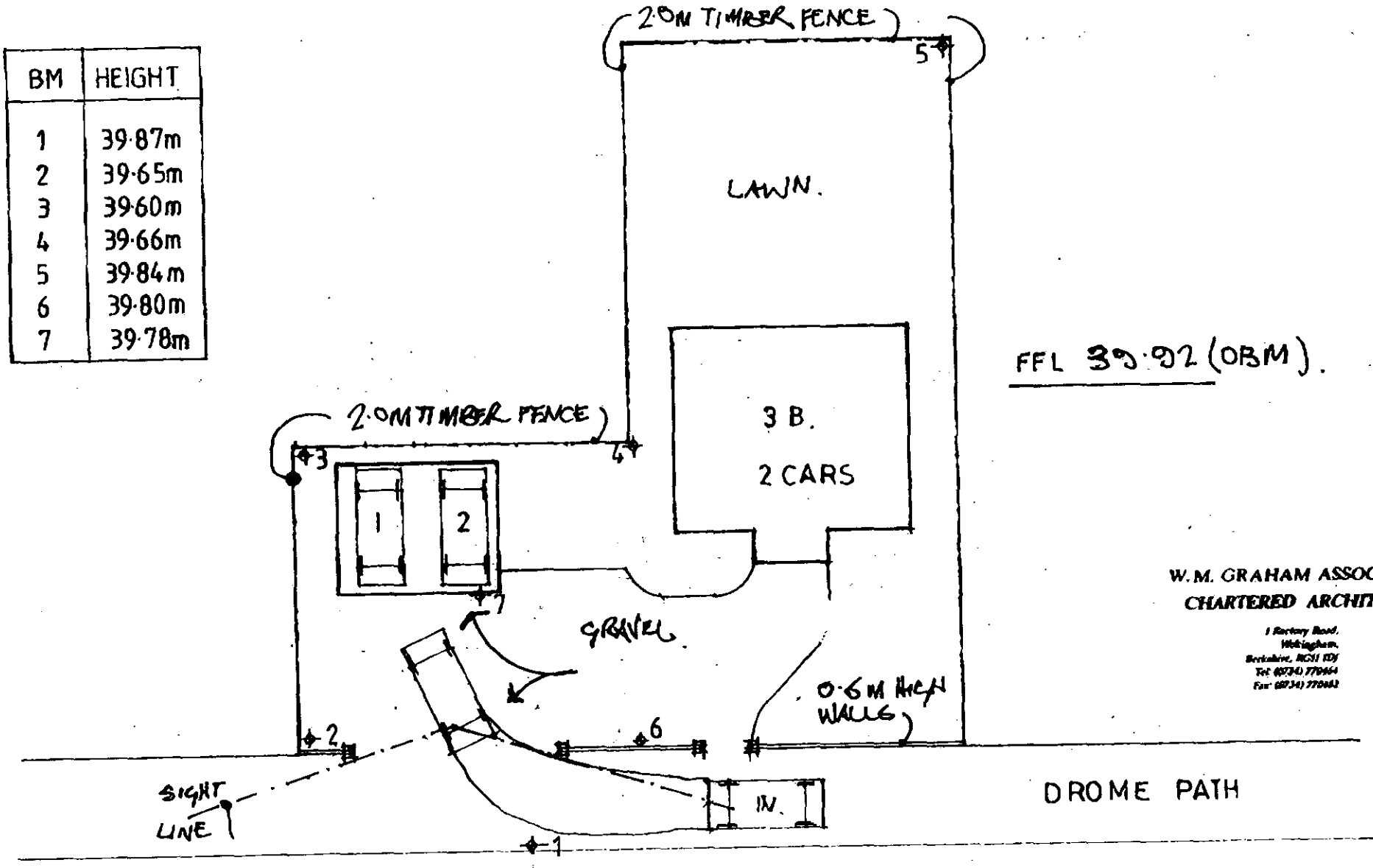
SIGHT LINE

IN.

DROME PATH

552 554 READING ROAD SCALE 1:200. 2374·100

BM	HEIGHT
1	39·87m
2	39·65m
3	39·60m
4	39·66m
5	39·84m
6	39·80m
7	39·78m



FFL 39·92 (OBM).

W.M. GRAHAM ASSOCIATES
CHARTERED ARCHITECTS
1 Rectory Road,
Wokingham,
Berkshire, RG41 1DJ
Tel (0734) 770464
Fax (0734) 770463

552 554 READING ROAD SCALE 1·200. 2374·100A

A 30·01·02

1, Rectory Road
Wokingham
Berkshire, RG 40 1DJ
Phone: 0118 977 0464
Fax: 0118 977 0462

W M Graham Associates

Fax

To:	Mr A Thorley	**From:**	A Archibald
Fax:	0118 974 6385	**Date:**	January 30, 2002
Phone:	0118 974 6376	**Pages:**	2
Re:	Land to the Rear, 552-554 Reading Rd	**CC:**	

☐ **Urgent** ☐ **For Review** ☐ **Please Comment** ☐ **Please Reply** ☐ **Please Recycle**

Comments: Dear Mr Thorley,

RE: Land to the rear of 552-554, Reading Road, Winnersh.

Following our recent telephone conversation, please find attached a revised version of drawing 2374/100A.

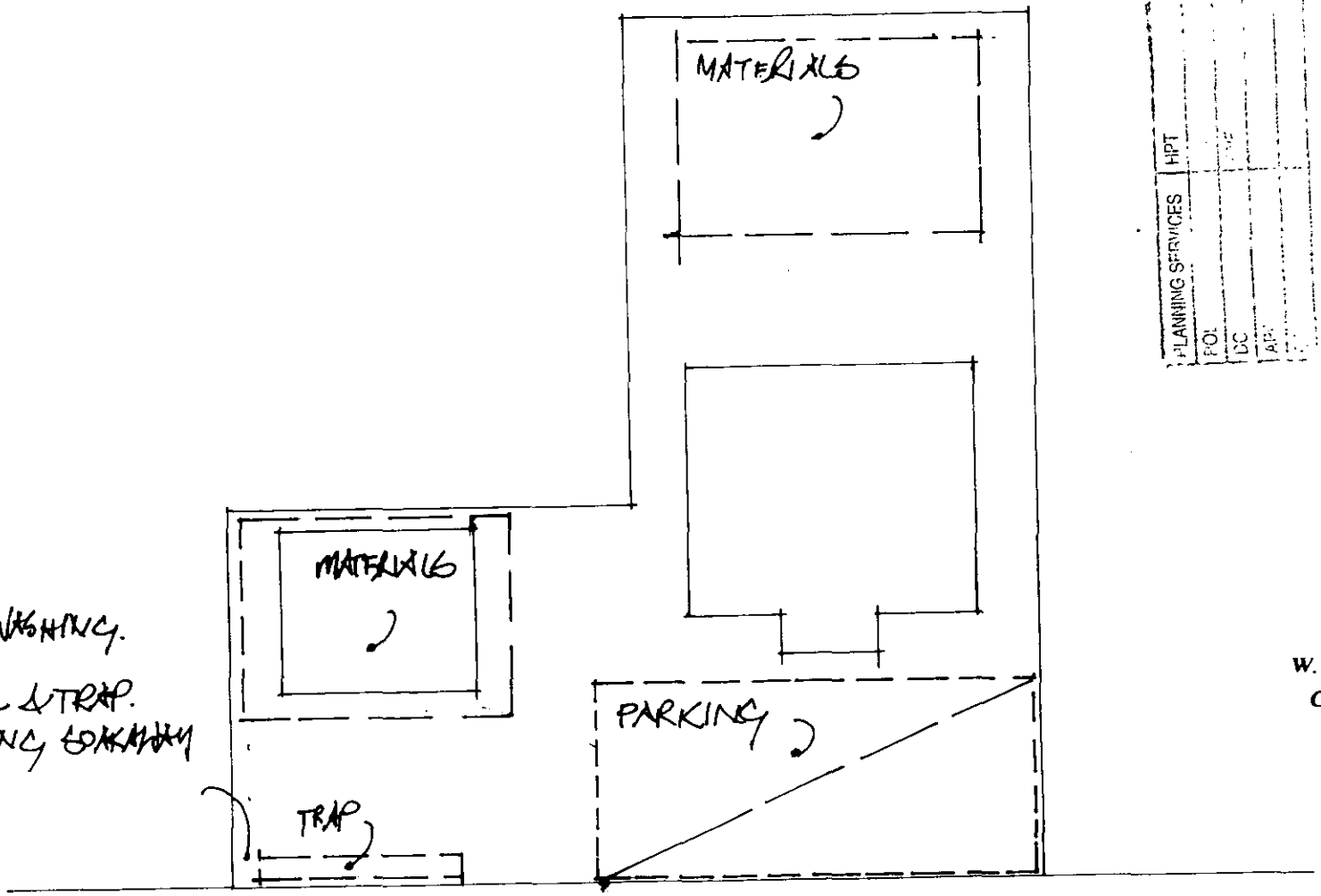
I hope it will provide you with sufficient information on the site levels.

As I explained on the telephone a more comprehensive set of drawings are being produced. However, they will not be forwarded to you until next week, when Mr Graham returns from his vacation.

Until then I will do my best to help you wherever possible.

Yours sincerely,

Andrew Archibald



PLANNING SERVICES
HPT
FOL
DC
AP

W. M. GRAHAM ASSOCIATES
CHARTERED ARCHITECTS

1 Rectory Road,
Wokingham,
Berkshire, RG11 1DJ
Tel: (0734) 770464
Fax: (0734) 770482

552 554 READING ROAD SCALE 1:200. 2374 · 101

MEMORANDUM

FROM: Steve Auton TO: Andrew Thorley

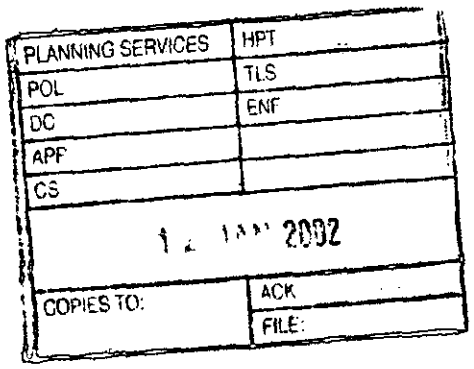
REF : P 14 REF : APP/X0360/A/1061564

DATE 30th January 2002

DEVELOPMENT TO THE REAR OF
552/554 READING ROAD, WINNERSH

I refer to the recent letter and proposals regarding conditions on the above development.
I can confirm that the proposals for conditions 2, 7and 8 are acceptable.

S.N.Auton



Ref: 2374/wmg/cm

11 January 2002

Environment Agency
Swift House
Frimley Business Park
Frimley
Camberley
Surrey
GU16 5SQ

For the attention of Miranda Wycherley

Dear Ms Wycherley

LAND TO THE REAR OF 552/554 READING ROAD WINNERSH

As noted in our recent discussions regarding the above, Town Planning approval was won on appeal. For your convenience please find enclosed copies of the following: -

a) EA letter dated 13 July 2000
b) Appeal decision Item Condition No. 5

As discussed, due to the location and distance from the nearest landfill site, we consider a full investigation on the likely future impact of landfill gas unnecessary and propose laying a gas membrane in the structure of the proposed dwelling.

We believe that this is acceptable but as it as a condition of the appeal decision we would request a written confirmation of this. We trust that we have supplied sufficient details but should you require any further information please do not hesitate to contact us.

We look forward to hearing from you.

Yours sincerely

W M Graham

Enc

Cc Wokingham District Council

Date: 18 December 2000

To: Case Officer

We have received Revised Plans for the following planning application:

Application Number: F/2000/1798

Location: Land Rear Of 552 & 554, Reading Road, Winnersh, Wokingham.

Proposal: Proposed erection of one detached dwelling and garage.

Applicant: Alderkey Ltd C/O Keen Partnership.

Case Officer: Joss Miller

The new plans show the following: Four bedroom house reduced to three bedroom house. Back garden increased to 12.5m deep & front garden increased to 6m deep. Garage roof hipped on all sides (barn hips on two). Ridge height on main dwelling reduced to 7.5m. Drawing no 7191-00-01A.

Comments are required by 08/01/2001.

Should you have any queries regarding this application please contact the case officer Joss Miller on (0118) 974 6463.

1970

(RING ONE)

REVISED PLANS | ADDITIONAL PLANS | MINOR AMENDMENTS | ADDITIONAL / REVISED PLANS TO COMPLY WITH CONDITIONS

App No. ~~2000~~/1798(Planaps)/ (Ludhouse) Date Rec. 27/11/00

Location: Rear of 552 & 554 Reading Road Parish Winnersh

Applicant: Aldersey Ltd.

Description of attached plans 4 bed house reduced to 3 bed house Back garden increased to 12.5m deep & front garden increased to 6m deep. Garage roof hipped on all sides (barn hips on two) Ridge height on main dwelling reduced to 7.5m

Drawing No's: 7191-00-01A

CONSULTEES

Copies of plans will automatically be sent to Woodley Library, Part 1 Reg., Parish Council, Ward Councillors and the Case Officer unless specified.

Please tick which of the following you wish consulted.

OTHERS: Env Health.

		Drawing No's	
1.	NK (Landscape & Trees)		✓
2.	NK (Env. Design)		✓
3.	XA (Highways)		
4.	NF (Building Control)		
5.	BC/DC Liaison		

A full set of plans will be sent to all consultees unless particular drawing No's are specified in the spaces above.

NEIGHBOURS: 6 Lincoln Close 1, 3, 5, 9, 11, 15, 1 Forbery, Sydenham, Drome Path 554, 550 Reading Road. Date for Responses 21 days

FURTHER ACTION

Re-advertise App. Y / N (Delete as required)

Redate Application Y / N From _____

New Site Notice Y / N

New Description _____

CASE OFFICER JM

Consultations Sent by Admin. on 18.12.PS.

Yellow - Part One Copy
Green - Officer's Copy

WORK SHEET FOR : Joss Miller

Application Number : F/2000/1798

Applicant : Alderkey Ltd C/O Keen Partnership.

Location : Land Rear Of 552 & 554, Reading Road, Winnersh, Wokingham.

Proposal : Proposed erection of one detached dwelling and garage.

Site Notice Displayed ? :

YES	NO	DATE
✓		3/7/00

Date of Neighbour Notifications : 29/6.

Date of Site Visit : 3/7.

Date Registered : 15/06/2000

Earliest Date for Decision : 24/07/2000

Latest Consultation Date/Site Notice Expiry Date : 24/07/2000

This application will have expired on: 10/08/2000. 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 :

Env Health - No objections - conditions
554 R Rd - Privacy, Visual impact, access
Landscape - No objections
Neighbours supporting app - 16.
Winnersh PC - Too big for site, traffic, back-fill
Highways - Object substandard road & junctions dev pt
Env. Agency - No objection
6 Lincoln Cl - Object - Visual issues, access, privacy over-dev pt
550 RRd :- Request cond. re boundary treatment

Planning Issues :

Effect on street scene & neighbouring properties DP&EI.
Identified settlement.

Application Number: F/2000/1798

Appraisal :

This application is for the erection of one dwelling.

Neighbours.

Mountain Ash is a 2 storey dwelling with one obscure glazed first floor window on the side elevation. The proposed dwelling is approx 3m from this neighbour and has no side windows. No 554 is approx 12m from the proposed garage. There are no windows overlooking this property (first floor). All other windows are a sufficient distance for any problems regarding privacy to be minimised. The views to homes on the sides of the property would be oblique and therefore these issues would be minimised. Therefore any adverse issues regarding overbearing, overshadowing and privacy issues would be minimised.

Street scene.

The majority of homes are bungalows with a couple of 2 storey dwellings nearby. Mountain Ash is 2 storey. The proposal is of a satisfactory design and the site is of a sufficient size to cope with the proposal. Therefore any impact on the street scene will be minimised. There is a precedent for this type of development (land r/o 544 Reading Road).

Highways.

Although there is adequate parking on site, the Highways Section have concerns re the substandard road and the junctions at either end of this road have poor visibility. Therefore this application should be refused for this reason.

Recomendation : Approval: ☐ **Refusal:** ☑

(tick appropriate box)

Application Number F/2000/1798
Conditions/Reasons for Refusal

No	Std Con	Std Reas	Non Std Conditions / Reasons for Refusal
1.			This proposal, if permitted, would result in an increase in traffic on a sub-standard road which has poor visibility at both junction and would, therefore, have an adverse effect detrimental to the safety of those using this highway. This proposal is therefore contrary to policies ENI, OS1, & T7 of the BSP, WBE1, WBE2, WT7, & WOS3 of the WDLP and LTV1, LBE1, LBE2 & LTS of the LALP.
2.			This proposed, if permitted, would, as a result of its bulk & massing, have an adverse effect detrimental to the character of the area and the street scene as a whole. Therefore it is contrary to policies ENI, OS1 of BSP, LBE1, & WOS3 of the WDLP & LTV1, LBE1 of the LALP.
		BSP	ENI, OS1, T7
		WDLP	WBE1, WBE2, WT7 & WOS3
		LALP	LTV1, LBE1, LBE2 & LTS.

John Mercer
31/1/07

RECORD OF SITE VISIT

SITE ADDRESS: Land Rear Of 552 & 554 Reading Road Winnersh Wokingham.

APPLICATION NUMBER: F/2000/1798

OFFICER: Joss Miller

DATE OF SITE VISIT: 3/7

1 SITE/STATUTORY NOTICE DISPLAYED ? On fence 3/7.

2. DESCRIPTION OF SURROUNDINGS
Semi-d and detached houses and chalet bungalows.

3. DESCRIPTION OF SITE/BUILDING
Mainly bungalows surrounding land, then 3 houses to rear of proposal. Private access.

4. RELATIONSHIP TO ADJOINING PROPERTIES
Mountain Ash o/s ff window.
Bungalows all round site.

House

5. SITE CONSTRAINTS

TREES \

ACCESS/PARKING \

LEVELS \

BOUNDARY TREATMENT 1.8m fence all round.

OTHERS

Applicationo	Name & Address
F/2000/1798	Mrs L Lees 550 Reading Road Winnersh Wokingham Berks.
F/2000/1798	B Goulding & Petition 9 Drome Path Winnersh RG41 5HB
F/2000/1798	Mrs J Culver 6 Lincoln Close Winnersh RG41 5SZ
F/2000/1798	C Page 554 Reading Road Winnersh RG41 5HA
F/2000/1798	L Moore & Petition 11 Drome Path Winnersh Wokingham RG41

App refused
Letter sent 07/02/01

Tel: (0118) 974 6463

Date: 15/01/01

My ref: F/2000/1798

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

CONFIDENTIAL

Councillor E Siggery
Willow
375 Reading Road
Winnersh
RG41 5LT

Dear Councillor

Application Number: F/2000/1798
Land Rear Of 552 & 554, Reading Road, Winnersh, Wokingham.
Proposed erection of one detached dwelling and garage.

I write to let you know that the above mentioned application has been recommended for APPROVAL: ☐ REFUSAL: ☑ under delegated powers.

If you have any questions please do not hesitate to contact **Joss Miller** on **(0118) 974 6463**. If you then feel the application needs to be transferred to the next available Development Control Sub-Committee for decision please fill in the form below.
This form must be received no later than 25/01/01

Yours faithfully

John Mitchell
Development Control Manager

LISTING FORM

Case officer: **Joss Miller** Application Number: **F/2000/1798**
Land Rear Of 552 & 554, Reading Road, Winnersh, Wokingham.
Proposed erection of one detached dwelling and garage.

Transfer: Yes ☐ No ☐
Reason for Transfer:

_____

_____

Signed: _____ Date: _____

Councillor E Siggery

NB. It would be helpful for speedy decision making if you could respond, even if you do not wish this application to be transferred.

Tel: (0118) 974 6463

Date: 15/01/01

My ref: F/2000/1798

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

CONFIDENTIAL

Councillor R Turner
Rosedale
Beech Hill Road
Spencers Wood
Reading
RG7 1HL

Dear Councillor

Application Number: F/2000/1798
Land Rear Of 552 & 554, Reading Road, Winnersh, Wokingham.
Proposed erection of one detached dwelling and garage.

I write to let you know that the above mentioned application has been recommended for APPROVAL: ☐ REFUSAL: ☑ under delegated powers.

If you have any questions please do not hesitate to contact **Joss Miller** on **(0118) 974 6463**. If you then feel the application needs to be transferred to the next available Development Control Sub-Committee for decision please fill in the form below.
This form must be received no later than 25/01/01

Yours faithfully

John Mitchell
Development Control Manager

LISTING FORM
Case officer: **Joss Miller** Application Number: **F/2000/1798**
Land Rear Of 552 & 554, Reading Road, Winnersh, Wokingham.
Proposed erection of one detached dwelling and garage.

Transfer: Yes ☐ No ☐
Reason for Transfer:

_____

_____

Signed: _____ Date: _____

Councillor R Turner

NB. It would be helpful for speedy decision making if you could respond, even if you do not wish this application to be transferred.

Tel: (0118) 974 6463

Date: 15/1/01

My ref: F/2000/1798

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

CONFIDENTIAL

Councillor Bray
45 Bluebell Meadow
Winnersh
Wokingham
RG41 5UW

Dear Councillor

Application Number: F/2000/1798
Land Rear Of 552 & 554, Reading Road, Winnersh, Wokingham.
Proposed erection of one detached dwelling and garage.

I write to let you know that the above mentioned application has been recommended for APPROVAL: ☐ REFUSAL: ☑ under delegated powers.

If you have any questions please do not hesitate to contact **Joss Miller** on **(0118) 974 6463**. If you then feel the application needs to be transferred to the next available Development Control Sub-Committee for decision please fill in the form below.
This form must be received no later than 25/1/01

Yours faithfully

John Mitchell
Development Control Manager

LISTING FORM
Case officer: **Joss Miller** Application Number: **F/2000/1798**
Land Rear Of 552 & 554, Reading Road, Winnersh, Wokingham.
Proposed erection of one detached dwelling and garage.

Transfer: Yes ☐ No ☐
Reason for Transfer:

_____

_____

Signed: _____ Date: _____

Councillor Bray

NB. It would be helpful for speedy decision making if you could respond, even if you do not wish this application to be transferred.

Dear Sir or Madam:

RE: LAND AT REAR OF 552 & 554 READING ROAD WINNERSH

Further to my telephone call of 23rd August and in reply to your letter of 15th August Dreamc Path is not adopted highway and is not maintained by the Council, it is a private road. The public have a right to pass and re-pass over it by car and on foot because it has been in use as a public right of way for over 20 years. However, there are no public rights of way in the way of public footpaths or byways over this road.

A standard charge of £10.00 is made for the supply of this information and I should be obliged if you would make the payment by return.

Please detach the slip below and return it to me with your payment.

Yours faithfully

P A Taylor (Mrs)
Team Leader, Technical & Admin Support

Enc

cc Mrs P Taylor

01189510866

Keen Partnership Culham House 122 Castle Street Reading Berkshire RG1 7RJ
Telephone 0118 951 0855 Fax 0118 951 0866 email info@keenpartnership.co.uk

PLANNING SERVICES	HPT
PGL	TLS
DC	ENF
APP	
CS	
09 OCT 2000	
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	FILE:

THE KEEN PARTNERSHIP

35079.

FAX TRANSMISSION

To: Planning officer Jos Miller Fax. no: 9-44-10484

From: Chris Keen No. of pages(incl. cover sheet) 2.

Subject: Land at Rear of 552 + 554 Reading Road

Please see attached Fax letter from Willmott + Co Solicitors, recieved from Environmental Services Department I apologise for the poor quality but trust you can make sense of the contents, it comes from Wokingham Council.

If you cannot make out the details please call me and I will endeavour to make the text clearer.

Y.S.

Chris Keen.

CONSTRUCTION MONITORING
PARTY WALL MATTERS
SAP CALCULATIONS
CONDITION & MEASURED SURVEYS
PLANNING SUPERVISORS
COMPUTER AIDED DESIGN
PLANNING APPEALS
PRESENTATION DRAWINGS

IF YOU HAVE DIFFICULTIES IN READING THIS TRANSMISSION PLEASE RING 0118 951 0855 (FAX 0118 951 0866)

Architectural design Building surveyors Project manager Building engineers

Date: 18 December 2000

To: Highways

We have received Revised Plans for the following planning application:

Application Number: F/2000/1798

Location: Land Rear Of 552 & 554, Reading Road, Winnersh, Wokingham.

Proposal: Proposed erection of one detached dwelling and garage.

Applicant: Alderkey Ltd C/O Keen Partnership.

Case Officer: Joss Miller

The new plans show the following: Four bedroom house reduced to three bedroom house. Back garden increased to 12.5m deep & front garden increased to 6m deep. Garage roof hipped on all sides (barn hips on two). Ridge height on main dwelling reduced to 7.5m. Drawing no 7191-00-01A.

Comments are required by 08/01/2001.

Should you have any queries regarding this application please contact the case officer Joss Miller on (0118) 974 6463.

Comments as previous; dated 10/01/00

Adam Coggins.

12/01/0

SM

[illegible] SERVICES	HPT
[illegible]	TLS
[illegible]	ENF
[illegible]	
[illegible]	

08 JAN 2001

COPIES TO:	ACK:
	FILE:

Date: 18 December 2000

To: Winnersh Parish Council

We have received Revised Plans for the following planning application:

Application Number: F/2000/1798

Location: Land Rear Of 552 & 554, Reading Road, Winnersh, Wokingham.

Proposal: Proposed erection of one detached dwelling and garage.

Applicant: Alderkey Ltd C/O Keen Partnership.

Case Officer: Joss Miller

The new plans show the following: Four bedroom house reduced to three bedroom house. Back garden increased to 12.5m deep & front garden increased to 6m deep. Garage roof hipped on all sides (barn hips on two). Ridge height on main dwelling reduced to 7.5m. Drawing no 7191-00-01A.

Comments are required by 08/01/2001.

Should you have any queries regarding this application please contact the case officer Joss Miller on (0118) 974 6463.

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

1 Ingress and egress via the Reading Road would be problematical
2 It would be back-fill development
3 The proposed building would be substantial for the size of plot

PLANNING SERVICES	HPT
POL	TLS
DC 0055	ENF
APP	JKPT
03 JAN 2001	
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	FILE:

APPLICATION F/2000/1798

Proposed erection of one detached dwelling and garage on land at the rear of No. 552 and 554 Reading Road, Winnersh.

We, the undersigned residents of Drome Path, Winnersh, support the above planning application on the grounds that it completes the development of Drome Path and removes this derelict piece of land that has been an eyesore for years. It is used as a tip and dumping ground.

Drome Path is a private, sub-standard width road, maintained at our personal expense. The road was repaired and resurfaced by us as recently as 11th May 2000.

Accordingly, our support for the proposal is subject to the following provisos:-

(a) During the course of the development

(i) all vehicular access to the proposed site should be restricted to the Reading Road entrance, with no access or exit from Greenacres Avenue. Failing which, the developer to be required to undertake the repair and resurfacing of Drome Path immediately following completion of the development;

(ii) care should be taken to avoid undue noise, dust and disturbance to the residents of Drome Path. There should be no weekend working; and

(iii) the vehicular accesses to nos. 11 and 15 Drome Path, in particular, to be kept clear at all times.

(b) Because of the narrow width of the road outside No.15 Drome Path, the proposed "island" feature, detailed on the drawing, should be set back or re-sited.

(c) The developer to be advised that the gravelled road surface fronting the proposed development site must be retained.

(d) Occupancy of the proposed building should not be tied in any way to the Blue Garage or any other related business.

Signature	Name	Drome Path Address
L Moore	L. MOORE	11
Judith Wilkins	J. WILKINS	3
	G.N. HARPER	1
	E RIVERS	2
Vivian Harper	V. HARPER	1
P.R.G. Taylor	P.R.G. TAYLOR	LYNTON
	S. MOORE	15
Franklin	J. FRANKLIN	7
	IC WHITE	FOXBERRY
	P. TARTTELIN	9

TO: DEVELOPMENT CONTROL FROM: Environmental Design

Joss Miller DATE: 12th January 2001

Location:	Land Rear of 552 & 554, Reading Road, Winnersh, Wokingham
Proposal:	Proposed erection of one detached dwelling and garage
Application Number:	F/2000/1798

In response to your consultation dated 18th December 2000 for the above application, the tree and landscape comments are as follows:

The proposed development does not affect any significant landscape features nor do they give rise to a significant visual impact when viewed in context with the adjacent properties. I therefore have on objections to the proposal in principle.

The applicant should be required to produce for approval a detailed planting plan on a separate drawing. This should provide details of all proposed planting and include: full species name, sizes at time of planting, densities and plant numbers for each bed and a schedule totalling plant numbers for the whole site.



ROBERT PETROW
Consultant Landscape Architect

~~See Part One of Officer file for~~

(9)
(5)

Date: 18 December 2000

19 DEC 2000

To: Landscape & Trees

We have received Revised Plans for the following planning application:

Application Number: F/2000/1798

Location: Land Rear Of 552 & 554, Reading Road, Winnersh, Wokingham.

Proposal: Proposed erection of one detached dwelling and garage.

Applicant: Alderkey Ltd C/O Keen Partnership.

Case Officer: Joss Miller

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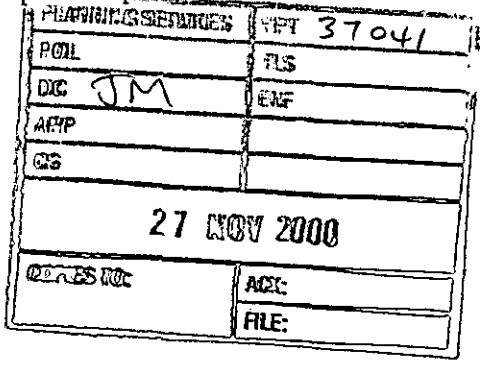
Comments are required by 08/01/2001.

Should you have any queries regarding this application please contact the case officer Joss Miller on (0118) 974 6463.

No objection, as [illegible]

The Keen Partnership Culham House 122 Castle Street Reading Berkshire RG1 7RJ
Telephone 0118 951 0855 **Fax** 0118 951 0866 ***email*** info@keenpartnership.co.uk

THE KEEN PARTNERSHIP



F.A.O. J. MILLER.
WOKINGHAM DISTRICT COUNCIL,
PLANNING DEPARTMENT,
P.O. Box 157,
SHUTE END,
WOKINGHAM,
BERKSHIRE, RG40 1WR.

23-11-2000.

.1798.

REVISED PLAN

DEAR MS. MILLER.

REF: LAND to REAR OF 552 + 554, READING ROAD, WINNERSH, WOKINGHAM.

PLEASE FIND ENCLOSED REVISED DRAWINGS FOR APPLICATION NO. F/2000/1798.

NOTE THAT THE NEW DESIGN REVERTS FROM A 4 BED DETATCHED DWELLING to A 3 BED DETATCHED DWELLING.

THE RIDGE HEIGHT HAS BEEN LOWERED TO 7.5m.

THE REAR GARDEN DEPTH HAS BEEN INCREASED to 12.5m AND THE FRONT GARDEN AREA HAS BEEN INCREASED to A DEPTH OF 6M.

PLEASE ALSO NOTE THAT THE DETATCHED DOUBLE GARAGE HAS HAD ITS GABLE ENDS REMOVED AND REPLACED WITH BARN HIPS.

I HOPE THESE ALTERATIONS MEET WITH YOUR APPROVAL, BUT SHOULD YOU HAVE ANY FURTHER QUERIES, PLEASE DO NOT HESITATE to CONTACT ME.

YOURS SINCERELY

P. Maisey.

P.J. MAISEY ACIOB.

CONSTRUCTION MONITORING
PARTY WALL MATTERS
SAP CALCULATIONS
CONDITION & MEASURED SURVEYS
PLANNING SUPERVISORS
COMPUTER AIDED DESIGN
PLANNING APPEALS
PRESENTATION DRAWINGS

Partners
C D Keen ARICS MBEng M H Groom P J Maisey
Associate
N A Blunt BSc (Hons) ARICS
VAT no. 614 7583 30

constructionline
The Association of BUILDING ENGINEERS

Architectural design *Building surveyors* *Project managers* *Building engineers*

The Keen Partnership Culham House 122 Castle Street Reading Berkshire RG1 7RJ
Telephone 0118 951 0855 *Fax* 0118 951 0866 *email* info@keenpartnership.co.uk

THE KEEN PARTNERSHIP

PLANNING SERVICES | PPT 37041
POL | TLS
DC JM | ENF
AFP |
GS |
27 NOV 2000
COPIES TO: | ACK:
FILE:

F.A.O. J. MILLER.
WOKINGHAM DISTRICT COUNCIL,
PLANNING DEPARTMENT,
P.O. Box 157,
SHUTE END,
WOKINGHAM,
BERKSHIRE, RG40 1WR.

1798.

23-11-2000.

DEAR MS. MILLER.

REVISED PLAN

RE: LAND to REAR OF 552 + 554, READING ROAD, WINNERSH, WOK

PLEASE FIND ENCLOSED REVISED DRAWINGS FOR APPLICATION F/2000/1798.

NOTE THAT THE NEW DESIGN REVERTS FROM A 4 BED DET. DWELLING to A 3 BED DETATCHED DWELLING.

THE RIDGE HEIGHT HAS BEEN LOWERED TO 7.5m.

THE REAR GARDEN DEPTH HAS BEEN INCREASED to 12. THE FRONT GARDEN AREA HAS BEEN INCREASED to A DE

PLEASE ALSO NOTE THAT THE DETATCHED DOUBLE GAR HAS ITS GABLE ENDS REMOVED AND REPLACED WITH

I HOPE THESE ALTERATIONS MEET WITH YOUR APPROVAL, BUT SHOULD YOU HAVE ANY FURTHER QUERIES, PLEASE DO NOT HESITATE to CONTACT ME.

YOURS SINCERELY

P. Maisey.

P.J. MAISEY ACIOB.

CONSTRUCTION MONITORING
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CONDITION & MEASURED SURVEYS
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VAT no. 614 7583 30

constructionline
The Association of BUILDING ENGINEERS

Architectural design *Building* surveyors *Project* managers *Building* engineers

HIGHWAYS CONSULTATION SHEET

From: Joss Miller **Date:** 29 June 2000

Application Number: F/2000/1798

Proposal: Proposed erection of one detached dwelling and garage.

Parish: WINNERSH PARISH

Site Address:
Land Rear Of 552 & 554, Reading Road, Winnersh, Wokingham.

Applicant:
Alderkey Ltd C/O Keen Partnership.

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).

Situated along a Sub-Standard Rd and Junctions at either end of the Road have poor Visibility

Signed: _____ **Print name:** Stephanie Knowles

10/07/00

Our ref: SP\2000\2023
Your ref: F/2000/1798

Date: 13th July 2000

ENVIRONMENT AGENCY

31862

District Planning Officer
Wokingham District Council
Council Offices
Shute End
Po Box 157
Wokingham
Berkshire RG11 1BN

Attention: Mr Joss Miller

Dear Sir/Madam

PROPOSED ERECTION OF ONE DETACHED DWELLING AND GARAGE

Thank you for your letter dated 29th June 2000 which was received on the 4th July 2000. You are asked to quote the following reference in any correspondence: SU77SE/8/23.The Environment Agency has the following comments:

The Environment Agency has no objection to the proposed development.

ADVICE TO PLANNING AUTHORITY

WASTE REGULATION: CONTACT MIRANDA WYCHERLEY ON 01276 454384

According to our records, there is one landfill site within 250 metres of the site, as follows:

Distance from site	*Landfill name*
~200m	Reading rd, Winnersh

In view of the distance involved, the form of development proposed and the type of fill, it is considered unlikely that landfill gas will present a risk to this proposal.

DECISION NOTICE

Would you please forward a copy of the decision notice to this office quoting our reference. A copy of this letter has been sent to the agent/applicant. If you have any further queries please do not hesitate to contact me on 01276 454323, quoting the reference cited at the beginning of this letter.

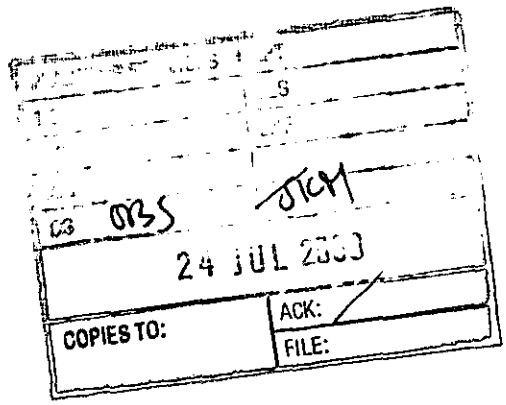
Cont/d..

Environment Agency
Swift House, Frimley Business Park, Frimley, Camberley, Surrey GU16 5SQ
Telephone : 01276 454300 Fax : 01276 454301

Yours faithfully

pp **Sarah Paxman**
Development Planning Officer

Cc. Keen Partnership, Culham hse, 122 Castle st, Reading Berkshire, RG1 7RJ



9 Dromo Path
Winnersh
Berkshire RG41 5HS

22nd July, 2000

Dear Mrs Miller

Application No F/2000/1798

I enclose a 'petition' signed by the residents of Dromo Path concerning the above application. There are three properties missing from the petition owing to the fact that the properties are now let & the ~~owners~~ occupiers are now living elsewhere. However, we are confident that they too would have been totally in support of our views.

Please acknowledge receipt.

Yours sincerely

B. A. M. GOULDING

APPLICATION F/2000/1798
Proposed erection of one detached dwelling and garage on land at the rear of No. 552 and 554 Reading Road, Winnersh.

We, the undersigned residents of Drome Path, Winnersh, support the above planning application on the grounds that it completes the development of Drome Path and removes this derelict piece of land that has been an eyesore for years. It is used as a tip and dumping ground.

Drome Path is a private, sub-standard width road, maintained at our personal expense. The road was repaired and resurfaced by us as recently as 11th May 2000.

Accordingly, our support for the proposal is subject to the following provisos:-

(a) During the course of the development

(i) all vehicular access to the proposed site should be restricted to the Reading Road entrance, with no access or exit from Greenacres Avenue. Failing which, the developer to be required to undertake the repair and resurfacing of Drome Path immediately following completion of the development;

(ii) care should be taken to avoid undue noise, dust and disturbance to the residents of Drome Path. There should be no weekend working; and

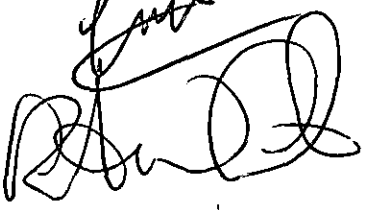
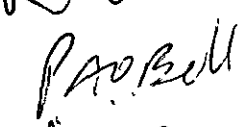
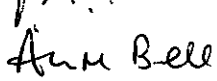
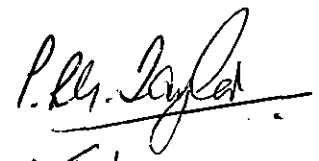
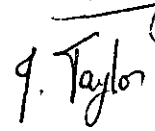
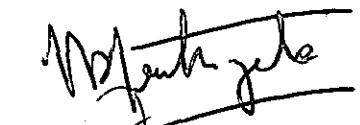
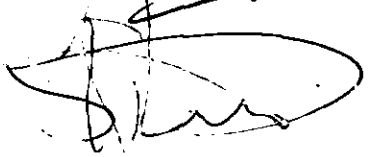
(iii) the vehicular accesses to nos. 11 and 15 Drome Path, in particular, to be kept clear at all times.

(b) Because of the narrow width of the road outside No.15 Drome Path, the proposed "island" feature, detailed on the drawing, should be set back or re-sited.

(c) The developer to be advised that the gravelled road surface fronting the proposed development site must be retained.

(d) Occupancy of the proposed building should not be tied in any way to the Blue Garage or any other related business.

Signature	Name	Drome Path Address
	B. Goulding	9
B. Goulding	B. Goulding	9
D. Moore	D. MOORE	11
L Moore	L. MOORE	11
J Wilkins	J WILKINS	3
V Harper	V HARPER	1

Signature	Name	Drome Path Address
	ENID RIVERS	SYDENHAM
	S. MOORE	15
	G. U. HARPER	1
	K. WHITE	FORBERY
	PAD BELL	5
	ALM BELL	5.
	P.R.G. TAYLOR	LYNTON
	J.E. TAYLOR	"
	J. A. SOUTHGATE	3
	F. S. ROGERS	SYDENHAM

45 Bluebell Meadow,
Winnersh,
Wokingham,
Berks.
RG41 5UW

Tel: 0118 989 4139

13th July, 2000

Copied to: Winnersh Parish Council

Dear Lynette,

Re: Various Winnersh Planning Applications

Sorry to lump all these comments in together, but I am off on holiday next week, so I am taking this opportunity to try to make sure I flag up everything before I go. Some of the comments may be on applications other officers are dealing with, in which case please pass them on.

O/2000/1211 9 houses at Oaklands Nursery, Green Lane

I have been in and looked at this application. The proposal is for a development of significant size in an awkward location. I am writing to you now to let you know that should this delegated application be recommended for approval I would like it to be listed for consideration by the Development Control committee.

F/2000/1798 One detached dwelling and garage at the rear of 552 and 554 Reading Road JKM

This area of the Reading Road has already seen a number of backfill and infill properties, so yet another one may be the one too many with regard to traffic and access to the Reading Road. I do not have time before I go away on holiday to follow this application up immediately, but I will be looking at it when I get back in August.

F/2000/1743 Internally Illuminated Sign at Threshers

I personally do not have any problem with this application. The most likely people to be affected are those who live opposite rather than next door at 441. I am not sure I will have time to contact them before I go on holiday – I will look at the file when I come back to see what objections have come in, if any. I believe the shop next door was refused permission for such a sign a few months ago, and it may be that you feel the same reasons apply this time. Could you let me know if that is likely to be the case? I am around until Friday 21st July.

F/2000/1770 Garage at 7 Grovelands Avenue (amendment to 97/64851/F)

Although I have no direct interest in this application, I would like it recorded that I do not think it appropriate for me to comment on it now that I am a District Councillor, given that 7 Grovelands Avenue is the home of David Ball, whom I know personally and who is also a former Conservative councillor for this ward.

Yours sincerely,

P. Bray.

Prue Bray
Councillor for Winnersh

PLANNING SERVICES HP 31920
POL
APP
CS
COPIES TO:
ACK:
My Ref: JPE/552rr

WOKINGHAM DISTRICT COUNCIL

MEMORANDUM

From: Joanne Ellis, Environmental Health

To: Joss Miller, Development Control

Your Ref: F/2000/1798

Date: 17 July 2000

PROPOSED ERECTION OF ONE DETACHED DWELLING AND GARAGE LAND TO REAR OF 552/554 READING ROAD, WINNERSH

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

The site is within 250 metres of a gassing landfill site and hence a detailed risk assessment needs to be carried out to determine the likely impact of landfill gas on the property. Then gas protection measures should be agreed and implemented prior to occupation of the building. If not properly monitored and controlled landfill gas can give rise to flammability, toxicity and asphyxiation hazards. Therefore, adequate gas protection measures must be installed prior to occupation of the building to protect the health and safety of any future occupants.

I recommend that the following conditions be imposed should the application be granted planning consent:

1. Before the development is commenced a detailed investigation shall be carried out to determine the present and likely future impact of landfill gas on the site. The method and extent of this investigation shall be agreed with the Planning Authority prior to the commencement of work. Details of appropriate measures to control ingress of landfill gas to inhabited spaces and outdoor areas, including provision for monitoring, shall be submitted to and approved in writing by the Planning Authority, before the development commences. The development shall then proceed in strict accordance with the measures approved.

2. Construction operations for which noise is audible at the site boundary shall only be carried out between 7.30 hours and 1800 hours Monday to Friday, 8.00 hours and 1300 hours on Saturdays and at no time on Sundays, Bank or Public Holidays without prior agreement in writing from the Local Planning Authority.

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

FROM: Joss Miller

DATE: 29 June 2000

3 JUL 2000

PLANNING SERVICES UNIT 3,760

POI	TLS
DC	ENF
APP	
CS	
13 JUL 2000	
COPIES TO:	ACK:
	FILE:

WINNERSH PARISH CONSULTATION SHEET

Application Number: F/2000/1798

Proposal: Proposed erection of one detached dwelling and garage

Site Address: Land Rear Of 552 & 554, Reading Road, Winnersh, Wokingham.

Applicant: Alderkey Ltd C/O Keen Partnership.

Your observations are required in respect of this application **by 24/07/2000** .

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

1 Ingress and egress via the Reading Road would be problematical

2 It would be back-fill development

3 The proposed building would be too substantial for the plot size

SIGNED: _____ DATE: 12.7.00

Clerk To Winnersh Parish/Town Council.

TO: DEVELOPMENT CONTROL
Joss Miller

FROM: Environmental Design

DATE: 25th July 2000

Location: Land rear of 552 and 554, Reading Road Winnersh

Proposal: Proposed erection of one detached dwelling and garage

Application Number: F/2000/1798

In response to your consultation dated 29th June 2000 for the above application, the landscape comment is as follows:

The applcation is acceptable as it is suitable for the locality.

Patricia Green

Patricia Green
Landscape Consultant

38069

WOKINGHAM DISTRICT COUNCIL

MEMORANDUM

COPIES TO: ACK: FILE:

From: Joanne Ellis, Environmental Health

To: Joss Miller, Development Control

My Ref: JPE/552rr2

Your Ref: F/2000/1798

Date: 20 December 2000

REVISED PLANS FOR PROPOSED ERECTION OF ONE DETACHED DWELLING AND GARAGE
LAND TO REAR OF 552/554 READING ROAD, WINNERSH

These proposals have been evaluated and I have no environmental health objections to the application. However, I haven't received any details regarding gas protections measures. Has a risk assessment been sent in? Was the gas condition put on the consent?

PLANNING SERVICES | HPT
POL | ILS
DC | CRF
APP |
CS 005 | JKM
COPIES TO: | ACK
FILE:

554 Reading Road
Winnersh
Berks
RG41 5HA

6th August, 2000

Dear Sir

Planning application No F/2000/1798

It has come to my notice in the last two weeks of the above numbered planning application and as I am the owner of 554 Reading Road, I wish to register my objections to the above application.

1. A four bedroom house built on that land would totally destroy the privacy of my garden, it is so small and that the occupants of the first storey would be able to overlook it.

2. The proposal of a four bedroom house would be to totally out of keeping with the surrounding dwellings which are single storey.

3. It will be situated with a very difficult access and more traffic on the Path would cause problems getting on to the Reading Road due to the amount of traffic passing on that road.

Thanking you

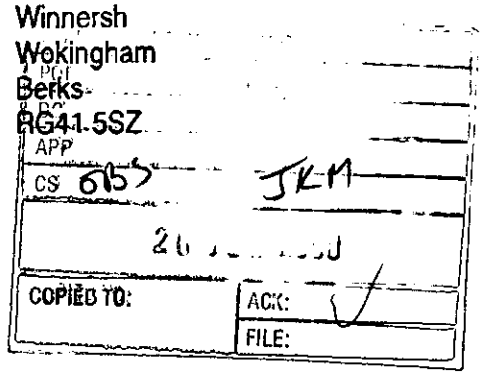
Yours faithfully,

C Page

Christine Page

18th July 2000

6 Lincoln Close
Winnersh
Wokingham
Berks
RG41 5SZ



Wokingham District Council
Enviromental Services Department
Planning Services
PO Box 157
Shut End
Wokingham
Berks
RG40 1WR

For the attention of John Mitchell

Your Ref: Joss Miller F/2000/1798

Dear Sir

RE: APPLICATION NUMBER F/2000/1798

Further to your letter dated 29th June regarding the above mentioned we wish to object for the following reasons:

1. The property will not be in character with the rest of the properties – if a dwelling has to be built on this site a bungalow would far better suit the area.

2. Vehicle access is limited and during construction would cause considerable inconvenience and damage to a private road. It is also noted that this is a very narrow single-track road and there could be a problem for emergency services gaining access.

3. Winnersh has always been classed as a traditional part of the district and if the building of houses continues at the current rate we will soon loose every spare green in the area. It seems that many gardens are being acquired by developers and houses squashed in. (i.e. Watmore Lane) Whilst it is appreciated that an increase in housing is always required it does seem that it is the well-established existing properties and homeowners are suffering.

4. We bought our property only 2 years ago for one of many reasons – one being that we were not overlooked. A house built in this location would directly overlook our garden and be an intrusion on our privacy and deprive us of the sun and also be detrimental to the house value.

Yours faithfully
J. Culver
Julie Culver

PLANNING SERVICES
POL | TLS
DC | ENF
APP
CS 0155 | JRM
19 JUL 2000
COPIES TO: | ACK: | FILE: 550

WOKINGHAM D.C.
ENVIRONMENTAL SERVICES DEPT
PLANNING SERVICES,
P.O. BOX 157
SHUTE END,
WOKINGHAM,
BERKS
RG40 1WR.

MRS L. LEE
READING RD
WINNERSH,
WOKINGHAM,
BERKS

YOUR REF JOSS MILLER
F/2000/1798

APPLICATION NO F/2000/1978

10TH JULY 00

DEAR SIR/MADAM,

REF TO YOUR LETTER DATED 29/06/00 LAND REAR OF 552 & 554 READING RD, WINNERSH.
PROPOSED ERECTION OF ONE DETACHED DWELLING & GARAGE.
I WOULD LIKE TO REQUEST THAT IN MAKING YOUR DECISION TO GRANT PERMISSION FOR THIS APPLICATION, WOULD YOU PLEASE INCLUDE THAT A FEATHER EDGE BOARDING FENCE WITH ARRIS RAILS AND CONCRETE POSTS BE ERECTED ON THE BOUNDARY OF MR. [illegible] NEW DEVELOPMENT

YOURS FAITHFULLY
MRS L. LEE

Received by Wokingham District Council

Application No: F/2000/1798

Proposal:
Proposed erection of one detached dwelling and garage.

Location:
Land Rear Of 552 & 554, Reading Road, Winnersh, Wokingham.

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

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

WOODLEY LIBRARY HEADLEY ROAD WOODLEY (9.30am - 7.00pm Mon, Thurs & Fri. 9.30am - 5.00pm Tues, 9.30am - 1.00pm Saturday. closed all day Wednesday). If you intend to view this application at Woodley Library (see details above) please allow 4 days from the date of this notice for delivery of plans.

Comments should be sent in writing QUOTING THE APPLICATION NUMBER to the Case Officer Joss Miller P.O. Box 157 Council Offices, Shute End, Wokingham Berkshire, RG40 1WR to arrive on or before 24/07/2000. 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 normally be possible for an individual reply 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

29 June 2000

WOKINGHAM D.C. DEVELOPMENT CONTROL

Start date: 15 JUN 2000	
Officer: JM	Application No. F/2000/1798

Map No. 53 Site ...0..04.
Easting: ..... Flood Pln .....
Northing: ..... Mineral .....

Level: ☐ Sub Committee ☑ Delegated ☐ Sec. State
☐ Incorrect Fee ☐ Invalid ☐ PD

Description:
(F) PROPOSED ERECTION DETACHED DWELLING AND GARAGE

Location: LAND R/O 552 & 554 READING ROAD

Parish: WINNERSH Ward: Winnersh

Applicant: ALDERKEY LTD

Fee Received 190-00 Required ..... Additional ..... Refund .....
(b)

Enforcement Section to be notified ☐ tick if required

Additional information required for validation

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

APPLN NO. _____

ACTION REQUIRED BY DEVELOPMENT CONTROL

Conservation Area .....

Listed Building 1 2 2*

Advertisement Required .....

Date Site Notice Sent : 29.6.2000 Parish Council Informed - YES / NO

INTERNAL CONSULTATIONS

Building Control .....

Landscape ✓

Trees .....

Conservation Officer .....

Environmental Health New dwelling ✓ 250 m Landfill

Housing .....

Leisure & Cultural services .....

Public Rights of Way .....

Property .....

District Secretary (only if called in by SOS) .....

Policy & Plans .....

Strategic Planning (JSPU) .....

Minerals (BABTIE) .....

Archaeological Site (BABTIE) : .....

Education .....

Social Services .....

Highways ✓ .....

EXTERNAL CONSULTATIONS

Adjacent D P A : .....

Adjacent Parish : .....

Southern Electricity Board .....

British Gas .....

PSA Oil Pipeline .....

Transco : .....

Environment Agency ✓ : .....

Rail Track .....

Police Arch. Liaison Officer .....

HERITAGE BODIES

The Georgian Group .....

Ancient Monuments Society .....

Council for British Arch. .....

RCHME .....

Telecommunications (NRPB) : .....

Sport England : .....

OTHERS:

No pre-apps.

✓

NEIGHBOURS: S/N x 2 - Reading Rd + DROME PATH.

550 - 556 (even) Reading Rd.

11, 15 + mountain ASh - Drome Path

6 LINCOLN CLOSE.

ADDRESS 552 READING ROAD PARISH WINNERSH

PLOT No. ORD. SHEET No. SU.7771 53

BUILDER Old Property

Plan No.	Applicant	Description of Development	Date of Decision	Decision
517/49	Mr. A.N. Humphrey	Garage	13-12-49	App App
BR. 8887.	Mr. R.H. Street	Alteration & extension	26.6.78	REF N/A
08748	"	"	6.7.78	N/A C/A
BR 9051	"	"	31.7.78	APP. N/A
6(2A)R81/79/R	MR.A. FULLARD	GARAGE	26.1.83	

DATE OF COMPLETION

MINISTRY DECISION

SPECIAL ORDERS

DRAINAGE

L DROME GARAGE E

ADDRESS 554 READING ROAD PARISH WINNERSH

PLOT No. Old Property ORD. SHEET No. SU.7771 53

BUILDER

Plan No.	Applicant	Description of Development	Date of Decision	Decision
21412	TRIDENT CONSTR. O/L	DEM. + RES DEV + FILLING ST ON SITE OF	W/DRAWN	
22126 -	" O/L	DEM + 3 bungalows +	20.9.84	N/A REF
24294 -		New Petrol filling stn.	9.10.85	R
24736 -	"	4 HOUSES, 3 RUNGS	7.1.86	NOT ISSUED C/A (LA)
26928/9/30	SEE 556			
27687 -	MR. NEAL / BLUE GARAGE, EARLEY	DET. BUNGALOW TO REAR	13.5.87	REF
30056 - APPEAL	"	"	10.6.88	REF
BRA4471	BLUE GARAGE	NEW GARAGE ON SITE OF EX.	9.3.88	APP
31522 -	MR. P. NEAL	DWELLING TO REAR	26.10.88	REF

DATE OF COMPLETION

MINISTRY DECISION 22126 - APPEAL DISMISSED - 3.6.85 30056 - APPEAL DISMISSED - 28.11.88

SPECIAL ORDERS ENF NOTICE ISSUED - LAND TO REAR PARKING/STORING MOTOR VEHS. - 20.8.92

DRAINAGE APPEAL AGAINST

1933

2

ADDRESS 554 READING ROAD PARISH WINNERSH

PLOT No. Old Property ORD. SHEET No. SU. 7771

BUILDER

Plan No.	Applicant	Description of Development	Date of Decision	Decision

MINISTRY DECISION

SPECIAL ORDERS PD Eng - Relocation of Access - 1/9/99 - Mrs. Beck

Reading
BOROUGH COUNCIL

PLANNING AND ENVIRONMENTAL HEALTH DIVISION
TOWN & COUNTRY PLANNING (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

CERTIFICATE UNDER ARTICLE 7

CERTIFICATE A

I certify that :

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

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

Signed .....

Dated .....

On behalf of .....

CERTIFICATE B

I certify that:

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

Owner's name UNKNOWN No's 552 + 554.

Address at which Notice was served 552 + 554 READING ROAD, READING, BERKSHIRE Postcode .....

Date of service of Notice 04-05-00.

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

Signed [signature]

On behalf of ALDERKEY LIMITED.

Date 03-05-00.

15 JUN 2000 17.8

15 JUN 2000

1789/a

SECTION 66 CERTIFICATE

Application No.

15.JUN.2000* 1798

Please fill in both Certificate A, B, C or D and the Agricultural Holdings Certificate. Delete sections not relevant.

(a) "Owner" means a person having a freehold interest or leasehold interest the unexpired term of which is not less than 7 years.

OR

+ See Note (a) to Certificate A

OR

(b) Insert description of steps taken.

(c) Name of local newspaper circulating in the area where the land is situated.

(d) Date of publication (which must be not earlier than the beginning of the period of 21 days ending with the date of the application).

CERTIFICATE A

I certify that:

at the beginning of the period of 21 days ending with the date of the accompanying application, nobody, except the applicant, was the owner of (a) of any part of the land to which the application relates.

CERTIFICATE B

I certify that:

I have/The applicant has* given the required notice to everyone else who, at the beginning of the period of 21 days ending with the date of the accompanying application was the owner (a) of any part of the land to which the application relates, as listed below.

Owner's(a) name	Address at which notice was served	Date on which notice was served

CERTIFICATE C

I certify that

- I/The applicant* cannot issued a certificate in accordance with either paragraph (a) or paragraph (b) of Section 66(1) of the Act in respect of the accompanying application.

- I have/The applicant has* given the required notice to the persons specified below, being persons who at the beginning of the period of 21 days ending with the date of the application were owners (a) of any part of the land to which the application relates.

Owner's(a) name	Address at which notice was served	Date on which notice was served

- I have/The applicant has* taken all reasonable steps open to me/him/her* to find out the names and addresses of the other owners (a) of the land, or of a part of it, but have/has* been unable to do so. *These steps were as follows:*

  (b) .....

  .....

- Notice of the application as attached to this Certificate, has been published in

  the (c) .....

  on (d) .....

1789/b

CERTIFICATE D 15.JUN.2000* 1798

I certify that

- I/The applicant cannot issue a certificate in accordance with paragraph (a) of Section 66 of the Act in respect of the accompanying application.

- I/The applicant have/has taken all reasonable steps open to me/him/her to find out the names and addresses of everyone else who, at the beginning of the period of 21 days beginning with the date of application was the owner (a) of any part of the land to which the application relates, but have/has been unable to do so. These steps were as follows:

(b) . . . . . .

. . . . . .

- Notice of the application as attached to this Certificate, has been published in

the (c) . . . . . .

on (d) . . . . . .

OR

(b) Insert description of steps taken

(c) Insert name of local newspaper circulating in the area where the land is situated.

(d) Insert date of publication (which must not be earlier than the beginning of the period of 21 days ending with the date of the application).

ALL APPLICANTS MUST COMPLETE THIS SECTION

If any of the site is part of an area of land which is let or there is an agreement to let the land for agricultural purposes to a tenant, it may be an agricultural holding. Further advice may be obtained from the Department.

Agricultural Holdings Certificate

One or other section must be crossed through as not applicable.

If the applicant is the sole agricultural tenant he or she must delete the first alternative and insert "not applicable" as the information required by the second alternative.

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

OR

- I have/The applicant has given the required notice to every person other than my/him/herself who, at the beginning of the period of 21 days ending with the date of the application, was a tenant of an agricultural holding on all or part of the land to which the application relates, as follows:

Tenant's name	Address at which notice was served	Date on which notice was served

Signed . . . [signature] . . . . . .

On behalf of . . . ALDERKEY LTD. . . . . .

Date . . 03-05-00 . . . . . .

TOWN AND COUNTRY PLANNING ACT, 1990
TOWN & COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1988
Certificate under Section 66

1769a

WOKINGHAM DISTRICT COUNCIL
PLANNING APPLICATION

PART 1

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

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

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

FOR OFFICE USE ONLY

15. JUN. 2000* 1798

1.	**APPLICANT'S NAME**	ANDERKEY LTD.
	ADDRESS	119 CASTLE STREET, READING, BERKSHIRE.
	POST CODE	**PHONE**
If the applicant has an agent, all correspondence will be sent to the agent	**AGENT'S NAME**	KEEN PARTNERSHIP
	ADDRESS	CULHAM H/SE, 122 CASTLE ST, READING, BERKSHIRE.
	POST CODE	RG1 7RJ. **PHONE** 9510855.
3. On the plans show the SITE outlined in RED Show also OTHER land in the applicant's ownership or control in BLUE.	**SITE LOCATION**	LAND to REAR OF 552+554 READING RD, ADJACENT to DROVE PATH.
4. WHAT IS THE APPLICATION FOR ? Give brief details and state for what purpose this site and any buildings will be used.		PROP. NEW FOUR BEDROOM HOUSE WITH SEPARATE DOUBLE GARAGE.
5. Give the area in hectares or part of a hectare	**AREA OF SITE**	0.043 HECTARES
6. State the applicant's interest in the land e.g. owner, prospective purchaser, lessee	**OWNERSHIP**	OWNER
7. List all the plans and drawings submitted with the application	**PLANS/DRAWINGS**	PLANS, ELEVATIONS, BLOCK PLAN, AND SITE PLAN.

8. DOES THE APPLICATION INVOLVE ANY OF THE FOLLOWING ?
Tick the boxes(x)

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

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

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

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

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

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

RESIDENTIAL.

12. DOES A PUBLIC RIGHT OF WAY CROSS OR ABUT THE SITE OR THE PROPOSED ACCESS? ~~YES~~/NO — If yes, show existing route(s) and any proposed alternatives on the plans

13. ARE THERE ANY TREES ON THE SITE? IF YES, ARE ANY TO BE FELLED? ~~YES~~/NO — If yes, please show their positions, spread and species on the plans and which, if any, are to be felled. 1798

14. STATE EXTERNAL MATERIALS TO BE USED.

BOUNDARIES: 1.8m HIGH C.B FENCING.
1.2M HIGH BRICK WALL
WALL = ORANGE/RED BRICKS.
ROOF - PLAIN CLAY TILES.

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

1.8M HIGH C/B FENCING.
1.2M HIGH BRICK WALL.

16. HOW WILL SURFACE WATER BE DISPOSED OF?

17. HOW WILL FOUL SEWAGE BE DISPOSED OF? — To existing system YES/~~NO~~ — If no, please give details: N/A.

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

PROPOSED Ref: 1:500 SCALE BLOCK PLANS.

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

YES FLUSH THRESHOLDS.

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

	No. OF DWELLINGS/HABITABLE ROOMS PROPOSED	TO BE RETAINED	TO BE LOST
HOUSE	117 *	1 *	010 *
BUNGALOW	1 *	1 *	1 *
FLAT/MAISONETTE	1 *	1 *	1 *
OTHER	1 *	1 *	1 *

* STATE No. OF HABITABLE ROOMS

21. DOES THE PROPOSAL INVOLVE ANY NON-RESIDENTIAL BUILDING OR USE? ~~YES~~/NO — If YES, complete Part 2 of the form

22. DOES THE PROPOSAL INVOLVE THE WINNING, WORKING OR PROCESSING OF MINERALS: THE DISPOSAL OF MINERAL WASTE, OR THE DEPOSIT OR PROCESSING OF REFUSE AND WASTE MATERIALS? ~~YES~~/NO — If YES, please ask for and complete Part 3 of the form

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

£190-00. (ONE HUNDRED + NINETY POUNDS).

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

SIGNED P. Jay. ON BEHALF OF ALDERKEY LTD. DATE 03-05-00.

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

15 JUN 2000*



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Development Control Section, Environmental Services, Wokingham District Council.

19 June 2000

Scale: 1 : 1250

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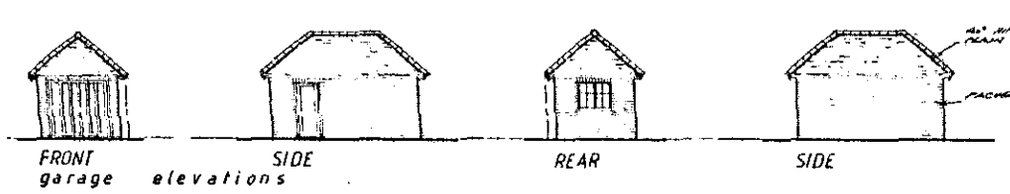

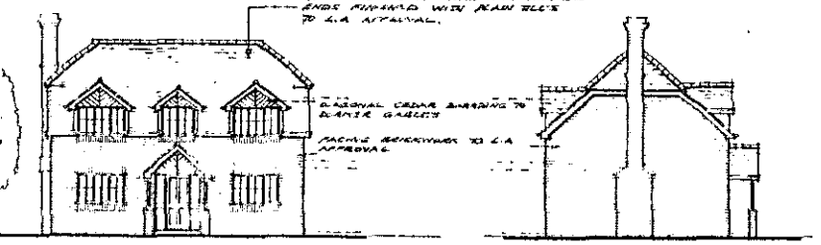

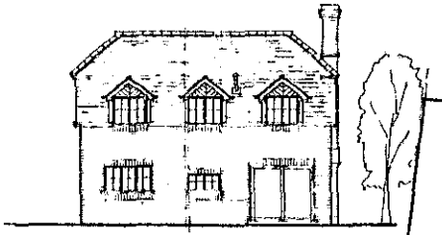

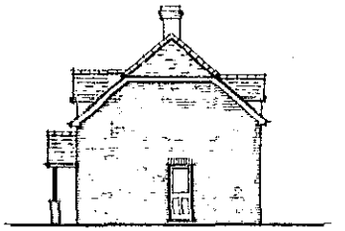

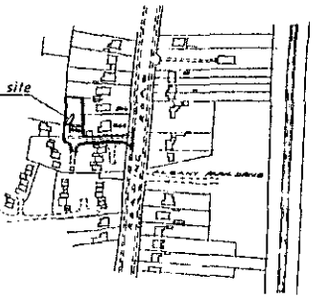

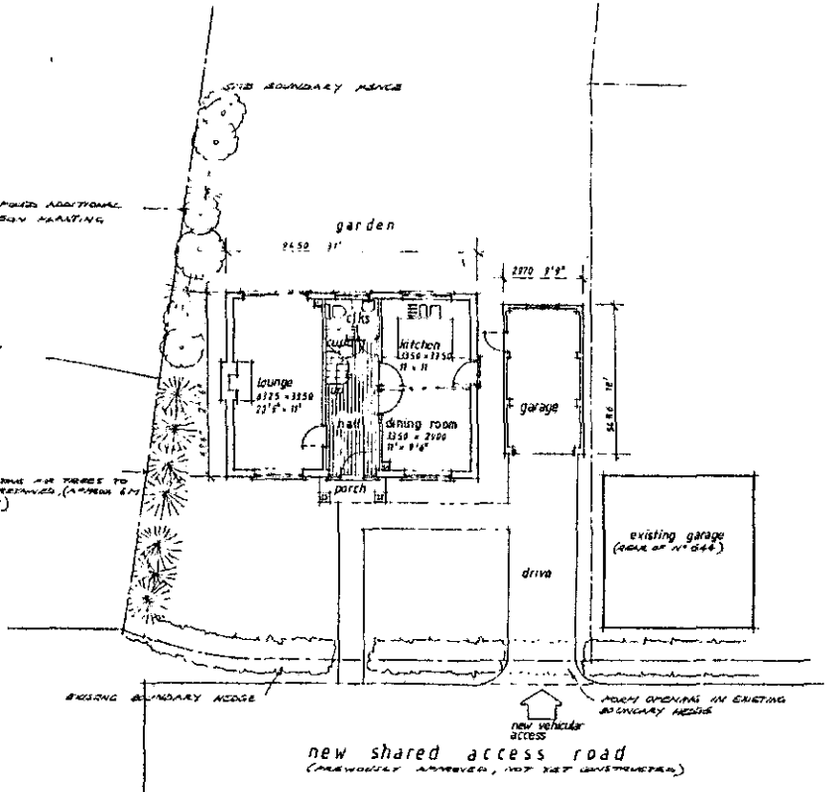

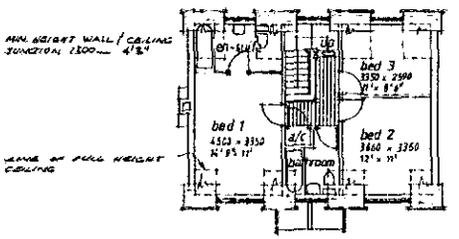

CHARTA DESIGNS
planning and design consultants
21 York Road Maidenhead SL6 1SQ
tel. 01628 634665 fax 01628 770748

client SPRINGWOOD LAND & DEVELOPMENT Ltd.
job rear of 544 READING ROAD WINNERSH
title **proposed development**
scale : as shown date : May 1999
job number 1250 drawing number 2 revision A

Tel. 0118 974 6463 (Direct Line)

Date. 20 November, 2001

My ref. JM/MLT/F/2000/1798

Your ref.

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) 977 8909
DX: 33506 – Wokingham
E-mail:

Mr P Maisey
The Keen Partnership
Culham House
122 Castle Street
Reading
Berkshire
RG1 7RJ

Dear Mr Maisey,

RE: ERECTION OF DETACHED DWELLING AND GARAGE AT LAND TO THE REAR OF 552 AND 554 READING ROAD, WINNERSH.
CONDITION 5 OF F/2000/1798 (APPEAL ALLOWED ON 11 JULY 2001).

I am writing to inform you that, due to additional information submitted by the Environment Agency relating to the landfill gas risk assessment, it is considered that there is no longer a risk to this development and, therefore, the above condition can be discharged.

I hope this information is of use to you. If you have any further questions relating to this matter the case officer, Joss Miller, can be contacted on the above telephone number.

Yours sincerely

MLT

M L THORP

Principal Development Control Officer

File:
conditionF.2000.17
98 552554 Reading

WOKINGHAM DISTRICT COUNCIL
ENVIRONMENTAL PROTECTION AND HOUSING

COPIES TO: PSK FILE:

MEMORANDUM

To: Joss Miller
Development Control

From: Tom Payne
Environmental Heath

Your Ref: F/2000/1798

My Ref: 20015243

Date. November 12, 2001

CONDITION REGARDING LANDFILL GAS RISK ASSESSMENT
ERECTION OF ONE DETACHED DWELLING AND GARAGE
LAND TO REAR OF 552/554 READING ROAD, WINNERSH

Further to Joanne Ellis's memos dated 17 July and 20 December 2001 I write to advise you that the landfill gas risk assessment condition attached to this consent can be discharged.

Since the initial consultation for this development we have been working jointly with the Environment Agency to classify the landfill sites in the District. The above development lies about 200 metres from the Reading Road, Winnersh landfill. This site was licensed by the Environment Agency (Licence No. 54/12/4/98) and was filled between 1980 and 1983 with approximately 1000 m^3 of inert waste. Given these factors we consider that landfill gas does not pose a risk to this development. Accordingly I recommend that the condition regarding a landfill gas risk assessment can be discharged.

If you have any queries please contact me.

T. Payne.

TOM PAYNE
SENIOR ENVIRONMENTAL HEALTH OFFICER
ENVIRONMENTAL PROTECTION & HOUSING

cc. Paul Eggleton, Building Control.

SYSTEMS LTD
SOUTHPORT U.K. Tel.01704-26866 Fax.01704-25814
LONDON OFFICE Tel.0171-377-1777 Fax.0171-247-6181

APPLICATION NO.1798

Name of appellant:
Alderkey Ltd

Site address:
Land at rear of 552 & 554 Reading Rd

Proposal:Proposed erection of 1 detache dwelling & garage

Case Officer:JKM

Allowed
11/07/01

Date Commenced

Date Completed

J:ZLABELFP.DOC VER2 - 03/04/95

APPROVED

Appeal Decision

The Planning Inspectorate
Room 4/17
Temple Quay House,
2 The Square,
Temple Quay,
Bristol BS1 6PN

☎ 0117 372 8927

site visit made on 20 June 2001

by Peter Horridge BSc (Hons)

DipTP FRICS MRTPI

an Inspector appointed by the Secretary of State for the Environment, Transport and the Regions

Date 11 JUL 2001

Appeal Ref: APP/X0360/A/01/1061564
Land rear of 552/554 Reading Road, Winnersh

- 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 Alderkey Limited against the decision of Wokingham District Council.
- The application, ref: F/2000/1798, dated 3 May 2000, was refused by notice dated 31 January 2001.
- The development proposed is new four bedroom house with separate double garage.

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

Planning Policies

1. The development plan includes the Berkshire Structure Plan, adopted in August 1997, and the Loddon Area Local Plan, adopted in May 1995. The thrust of relevant policies is to protect and enhance the environment of built-up areas (Structure Plan EN1 and OS1), among other matters by encouraging good and appropriate design (Local Plan LBE1 and LBE2), and to promote highway safety (Structure Plan T7 and Local Plan LT5).

2. The Wokingham District Local Plan is an emerging plan which has been the subject of a public inquiry but which has yet to complete the full procedures leading to statutory adoption. Relevant policies continue the general thrust of those in the Loddon Area Local Plan. They include encouragement for development to respect and, if necessary, improve on its local context (Policies WBE1 and WBE2), and the need to promote road safety (Policy WT7). Policy WOS3 sets out a set of development control principles against which proposals are to be measured.

The main issues

3. From what I have seen and read, I consider that the main issues in this case are (1) whether the proposed house would be detrimental to the appearance of the area by particular reason of its bulk and form; (2) whether the proposal would adversely affect the living conditions of residents of neighbouring properties by reason of

overlooking; and (3) whether it would give rise to conditions prejudicial to highway safety.

Reasons

Effect on appearance of area

4. The appeal site fronts onto Drome Path, which links Reading Road with Greenacres Avenue. Along both sides of Drome Path are a number of dwellings; those on the north side being mainly bungalows, but on the south side there are 2 two-storey houses (Mountain Ash and Fozbery) immediately adjoining the appeal site with a chalet bungalow and two bungalows beyond. To the north-east of the site is 554 Reading Road, a bungalow, while to the south-east side of Drome Path are two-storey houses in Lincoln Close.

5. The council argues that there is a predominance of bungalows in the immediate surroundings. However, the two immediately adjoining properties, to which the appeal property would relate closest, are two-storey houses and the wider area, including Lincoln Close to the rear, contains mainly two-storey houses. A two-storey house would not appear out of place in these surroundings. Furthermore, the size of the house in relation to the plot is comparable to those of neighbouring properties. No specific criticism is raised of the design of the house. On the first issue, I conclude that the bulk and form of the proposed house would not be detrimental to the appearance of the area.

Effect on living conditions of residents of neighbouring properties

6. Although not a matter raised in the council's reasons for refusing planning permission, concerns about privacy have been raised by residents of the neighbouring bungalow to the north-east, 554 Reading Road, and of a house to the south-east at 6 Lincoln Close. I observed that the latter property would be over 20m from the proposed house and inter-visibility would be at an oblique angle, with the garden of at least one other property between the two sites. The proposed house would be immediately behind 554 Reading Road, but with a distance of around 24m between the two buildings and no windows (other than a small ground floor cloakroom window) in the elevation of the proposed house facing towards 554 Reading Road. In these circumstances, I conclude that the proposal would not adversely affect the living conditions of residents of these neighbouring properties by reason of overlooking.

Highway safety

7. Drome Path is a narrow track, with a gravel surface for most of its length from Greenacres Avenue as far as the appeal site. Between the appeal site and Reading Road, the track narrows and has a tarmac surface. It has no separate footway and no street lighting. It is a public right of way and carries pedestrian traffic between Reading Road and the housing areas beyond.

8. The highway authority suggests that its width, surface, and lack of footways and street lighting make Drome Path unsuitable to serve further development. However, some of these features also discourage its use by traffic other than that specifically

associated with properties along the track, and encourage low traffic speeds and pedestrian priority. It appears that, notwithstanding its condition, a number of planning permissions for new dwellings have been granted, the most recent in 1990, such that Drome Path is now virtually fully developed along both sides and the appeal site is the only remaining development opportunity along the track. There is no evidence that the existing condition of Drome Path has given rise to any specific problems nor that the track is incapable of serving one additional house.

9. Reading Road is a busy interurban road and bus route. Visibility for traffic emerging from Drome Path meets the 'y' distance requirements set out in 'Places, Streets and Movement' from an 'x' distance of 2m, but from an 'x' distance of 4.5m it is curtailed by a bus shelter which has been positioned within the visibility sightline. 'Places, Streets and Movement' advises that an 'x' distance of 2m is adequate for a small development of up to half a dozen houses, whereas there are already approximately a dozen houses which have access to Drome Path. However, it is relevant to bear in mind that there is a second access from Drome Path to Greenacres Avenue. Given the increased width of Drome Path towards the latter junction and the number of houses which are closer to Greenacres Avenue than Reading Road, it would be appropriate to assume that at least half the traffic using Drome Path enters and leaves via the junction with Greenacres Avenue.

10. In these circumstances, I consider that the visibility available at the junction of Drome Path with Reading Road is adequate for its likely usage, even taking account of the additional traffic generated by the proposed house. I reach this conclusion having taken account of the accident information for this stretch of Reading Road, which does not include any accidents relating to the use of Drome Path. I have also taken account of the fence to 556 Reading Road which limits visibility between traffic emerging from Drome Path and pedestrians on Reading Road; the limited visibility would be of pedestrians walking on an area of tarmac which does not appear to be part of the defined footway.

11. Visibility at the junction of Drome Path with Greenacres Avenue is curtailed by a low hedge along the frontage of 1 Drome Path. Nevertheless, I saw at my site visit that this has only a limited impact on the extent of available visibility, although if the hedge were to grow its impact would be greater. Greenacres Avenue is a lightly trafficked residential road and I do not consider that any additional traffic from the proposed dwelling using this junction would be likely to prejudice highway safety.

12. At its junction with Reading Road, Drome Path is not wide enough for two cars to pass. A vehicle attempting to enter Drome Path from Reading Road would not be able to do so while there is a vehicle waiting to exit from Drome Path. I consider, however, that the frequency with which this situation is likely to arise is such that prejudice to highway safety is unlikely.

Conclusions

13. I conclude that the proposal would not result in a bulk and form of development that would be detrimental to the appearance of the area. Nor would the proposal adversely affect the living conditions of neighbouring residents by reason of overlooking. In these respects, the proposal would not therefore conflict with

relevant development plan policies including Policies OS1 and EN1 of the Structure Plan and LBE1 and LBE 2 of the Loddon Area Local Plan. Although there are shortcomings both in the existing condition of Drome Path and its junctions with Reading Road and Greenacres Avenue, these are not of a scale sufficient to give rise to conditions prejudicial to highway safety, contrary to Policies T7 of the Structure Plan and LT5 of the Local Plan. I shall therefore allow this appeal.

14. I have considered all the other matters raised in the representations, but, in my opinion, none are sufficient to outweigh the factors which have led to my decision.

Conditions

15. The council has suggested the imposition of a number of conditions in the event of the appeal being allowed. I consider these below. I note first that the highway authority says that the site layout does not comply with its standards, but does not specify what these are, nor how the layout is deficient. Nevertheless, there is a discrepancy in the access arrangements between the 1:500 scale block plan and the 1:100 scale site layout plan. As the former appears to show a different design of house to that shown on the remainder of the plans, it may be that the latter is to be preferred. For the avoidance of doubt, I have regarded the 1:500 scale block plan as not forming part of the approved plans, and have imposed a condition requiring a detailed scheme for arrangements for vehicular access onto Drome Path and parking and turning within the site to be agreed before development commences.

16. Most of the conditions suggested by the planning authority are necessary in the interests of highway safety (conditions 2 to 6 and 17 using the council's numbering), the appearance of the completed development (conditions 7, 10 and 15), and the living conditions of residents of neighbouring properties (conditions 8 to 10, 12 and 15). I consider that the hours within which building works can take place, proposed in condition 9, are reasonable given the close proximity of dwellings. As there is conflicting evidence from the Environment Agency and from the council's Environmental Health department over the risks from landfill gas, due to the presence of a landfill site within 250m of the property, I consider that condition 11 is justified in the interests of protecting local residents from any potential hazards. I have made minor adjustments to the wording and numbering of the conditions in the interests of clarity and having regard to the advice in Circular 11/95.

17. Conditions 13 and 14 are unnecessary as the need for landscaping of the site has not been a material factor in assessing the planning merits of this scheme. Condition 16 duplicates condition 6.

Formal Decision

18. For the reasons given above, and in exercise of the powers transferred to me, I allow the appeal and grant planning permission for a new four bedroom house with separate double garage on land at the rear of 552/554 Reading Road, Winnersh in accordance with the terms of the application no. F/2000/1798 dated 3 May 2000 and the plans submitted therewith (with the exception of the 1:500 Block Plan), 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) Prior to the commencement of development, a detailed scheme showing the arrangements for vehicular access onto Drome Path and parking and turning within the site shall be submitted to and approved in writing by the local planning authority, and the development shall be carried out in accordance with the approved scheme.

(3) Prior to the commencement of development, details, including samples, of the proposed external materials shall be submitted to and approved in writing by the local planning authority.

(4) Prior to the commencement of development, details of the slab levels of the proposed buildings shall be submitted to and approved in writing by the local planning authority.

(5) Prior to the commencement of development, a detailed investigation shall be carried out to determine the present and likely future impact of landfill gas on the site. The method and extent of this investigation shall be agreed with the local planning authority prior to the commencement of work. Details of appropriate measures to control ingress of landfill gas to inhabited spaces and outdoor areas, including provision for monitoring, shall be submitted to and approved in writing by the local planning authority before development commences. The development shall then proceed in strict accordance with the measures approved.

(6) Prior to the commencement of development, details of all boundary treatments, including a timetable for their implementation, shall be submitted to and approved in writing by the local planning authority. The approved scheme shall be implemented in accordance with the approved timetable.

(7) Prior to the commencement of development, a scheme for accommodating all site operatives', visitors' and construction vehicles loading, off-loading, parking and turning within the site during the construction period shall be submitted to and approved by the local planning authority. The approved scheme shall be maintained and used at all times.

(8) Prior to the commencement of development, details of the precautions to be taken to prevent the deposit of mud and similar debris on the public highway during the construction period shall be submitted to and approved in writing by the local planning authority, and implemented during the construction period.

(9) No materials produced as a result of the site development or clearance shall be burnt on site. All reasonable steps, including damping down site roads and tracks, shall be taken to minimise dust and litter emissions from the site whilst works of construction and/or demolition are in progress.

(10) Works related to the construction of the development hereby approved, including works of demolition or preparation prior to building operations, shall not take place other than between the hours of 8am and 6pm on

Mondays to Fridays, and 8am to 1pm on Saturdays, and at no time on Sundays or Bank Holidays.

(11) No building shall be occupied until the vehicle parking and turning space shown on the approved plans has been provided. The parking and turning space shall be permanently maintained free of any impediment for its designated use and no development, whether or not permitted by the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that order), shall be carried out in such a position as to preclude the use of the parking space.

(12) No building shall be occupied until visibility splays of 2.4m by 2.4m (measured along the edge of the drive and the back of the footway from their point of intersection) have been provided at the intersection of the drive and the adjacent footway. The visibility splays shall be thereafter kept free of any obstruction to visibility above a height of 0.6m.

(13) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that order), no additional windows or similar openings other than those shown on the approved plans shall be constructed at first floor level or above in the north-east and south-west elevations of the proposed building.

Information

19. These conditions require further matters to be agreed by the local planning authority. There is a right of appeal to the Secretary of State if they refuse any such application, fail to give a decision within the prescribed period, or grant a conditional approval.

20. 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 within 6 weeks of the date of this decision.

21. This decision only grants planning permission under Section 57 of the Town and Country Planning Act 1990. It does not give any other approval or consent that may be required.

Peter Hardge

INSPECTOR

The Planning Inspectorate

3/03 Kite Wing
Temple Quay House
2 The Square
Temple Quay
Bristol BS1 6PN
http://www.planning-inspectorate.gov.uk

Direct Line 0117-3726079
Switchboard 0117-3728000
Fax No 0117-3728443

GTN 1371-6079

JKM

Ms D Gumbrell (Planning Department)
Wokingham District Council
Po Box 157
Shute End
Wokingham
Berkshire
RG41 1BN

Your Ref: F/2000/1798

Our Ref: APP/X0360/A/01/1061564

Date: 11 July 2001

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY ALDERKEY LTD
SITE AT LAND AT REAR OF, 552 AND 554 READING ROAD, WINNERSH

I enclose a copy of our Inspector's decision on the above appeal.

The attached leaflet explains the right of appeal to the High Court against the decision and how the documents can be inspected.

If you have any queries relating to the decision please send them to:

DG. 45616

The Complaints Officer
The Planning Inspectorate
4/09 Kite Wing
Temple Quay House
2 The Square
Temple Quay
Bristol
BS1 6PN

DG

Phone No. 0117 372 8252 Fax No. 0117 372 6219

E-mail: Complaints@planning-inspectorate.gsi.gov.uk

Yours faithfully

Mr S Campbell

COVERDL1

The Planning Inspectorate

4/09 Kite Wing
Temple Quay House
2 The Square
Temple Quay
Bristol BS1 6PN
www.planning-inspectorate.gov.uk

Direct Line 0117-372 8935
Switchboard 0117-372 8000
Fax No 0117-372 8139
GTN 1371 8935
e-mail: Ashley.Gray@pins.gsi.gov.uk

S1174

DEC 2001

COPIES TO: ACK: FILE:

Helen Harris
Wokingham District Council
PO Box 157, Shute End
Wokingham
Berkshire
RG41 1BN

Your Ref: F/2000/1798

Our Ref: APP/X0360/A/01/1061564

Date: 19 December 2001

Dear Ms Harris

APPEAL BY ALDERKEY LTD AT REAR OF 552 & 554 READING ROAD, WINNERSH

I am writing in response to your telephone call of 30th November to Ken McEntee, seeking clarification about precisely which application plans the Inspector had based his decision on.

We do take complaints against any aspect of the Inspectorate's work very seriously, and whilst we strive to ensure that decisions are as error-free as possible, there will inevitably be occasions when mistakes do occur. In this instance, the Inspector has unfortunately made a typographical error in both his description of the development and in his formal decision in paragraph 18, where he incorrectly referred to the proposal as being for a new ***four***-bedroom house with separate double garage. I can confirm that it should have read "*...three-bedroom house with separate double garage*".

As you may be aware, we have no power to alter or amend the issued decision document in any way, as it constitutes a legal document. As such, it could only have been quashed by a successful challenge in the High Court during the six week period allowed.

Under the circumstances, I can only offer our sincere apologies for this error and for any inconvenience caused.

I hope this clarification is helpful.

Yours sincerely,

Ashley K Gray
Quality Assurance Unit

Tel. (0118) 974 6448 (Direct Line)
Date: May 24, 2001
My ref: F/2000/1798
Your ref: APP/X0360/A/01/1061564

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

Miss A Groves
The Planning Inspectorate
Room 3/03 Kite Wing
Temple Quay House
2 The Square
Temple Quay
BRISTOL
BS1 6PN

Dear Miss Groves

APPEAL BY: Alderkey Ltd
SITE: 552-554 Reading Rd, Winnersh

With reference to this appeal, I enclose copies of third party correspondence which may have been omitted from that sent previously.
I have also faxed copies to the appellant's agent at his request.

Yours sincerely

Denise Gumbrell (Mrs)
Appeals Assistant

Enc

Tel. (0118) 974 6448 (Direct Line)
Date: May 3, 2001
My ref: F/2000/1798
Your ref: APP/X0360/A/01/1061564

Miss A Groves
The Planning Inspectorate
Room 3/03 Kite Wing
Temple Quay House
2 The Square
Temple Quay
BRISTOL
BS1 6PN

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 Miss Groves

APPEAL BY: Alderkey Ltd
SITE: Land rear of 552 & 554 Reading Rd, Winnersh

With reference to this appeal, I enclose 2 copies of the Council & Highway Authority's statements of case.

Yours sincerely

Denise Gumbrell (Mrs)
Appeals Assistant

Enc

Tel. (0118) 974 6448 (Direct Line)
Date: April 4, 2001
My ref: f/2000/1798
Your ref: APP/X0360/A/01/1061564

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

Miss A Groves
The Planning Inspectorate
Room 1004
Tollgate House
Houlton Street
BRISTOL
BS2 9DJ

Dear Miss Groves

APPEAL BY: Alderkey Ltd
SITE: Land rear of 552 & 554 Reading Rd, Winnersh

With reference to this appeal, I enclose a copy of the questionnaire & associated documents.
I have also sent a copy to the appellant's agent.

Yours sincerely

Denise Gumbrell (Mrs)
Appeals Assistant

Enc

Tel. (0118) 974 6448 (Direct Line)
Date. April 4, 2001
My ref: F/2000/1798
Your ref:

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

Cliff Walsingham & Co
Bourne House
Cores End Rd
Bourne End
Bucks
SL8 5AR

Dear Sirs

APPEAL BY: **Alderkey Ltd**
SITE: **Land rear of 552 & 554 Reading Rd, Winnersh**

With reference to this appeal, I enclose a copy of the questionnaire & associated documents.

I have also sent copies to The Planning Inspectorate.

Yours faithfully

Denise Gumbrell (Mrs)
Appeals Assistant

Enc

Tel. (0118) 974 6448 (Direct Line)
Date. April 4, 2001
My ref. F/2000/1798
Your ref.

L Moore & Petition
11 Drome Path
Winnersh
Wokingham
RG41

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 Sir/Madam,

TOWN AND COUNTRY PLANNING ACT 1990
APPEAL BY: Alderkey Ltd
SITE: Land rear of 552 & 554 Reading Rd, Winnersh
PROPOSAL: Proposed erection of 1 detached dwelling & garage

I am writing to inform you, that this appeal has been lodged with The Planning Inspectorate, and will be dealt with by means of written statements by the appellant and the Council.

Comments already made, following the original application for planning permission, will be forwarded to The Planning Inspectorate and copied to the appellant

As your interests may be affected, you can give your views on the appeal in writing to Miss A Groves The Planning Inspectorate, Room 1004, Tollgate House, Houlton Street, Bristol, BS2 9DJ. You should, if possible, send three copies quoting reference APP/X0360/A/01/1061564. Comments received after 04/05/01 will not normally be seen by the Inspector & will be returned.

The application, decision notice, and the appellant's grounds of appeal may be inspected in the Environmental Services Department (Planning) at the Civic Offices, Shute End, Wokingham, Berkshire during normal office hours (08.30 to 17.00 on Mondays to Thursdays, 16.00 on Fridays).

A free booklet, Guide to taking part in Planning Appeals, is available from this office.

If you wish to be notified of the result of the appeal, you should write to Miss Groves at the Planning Inspectorate requesting a copy of the decision. Please quote reference APP/X0360/A/01/1061564

Yours faithfully

Denise Gumbrell
Appeals Assistant



Site Plan, Scale: 1 to 1250

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Date: 4 April 2001

N
W E
S

The Planning Inspectorate

H

Room 1004
Tollgate House
Houlton Street
Bristol BS2 9DJ
http://www.planning-inspectorate.gov.uk

Direct Line 0117-9876079
Switchboard 0117-9878000
Fax No 0117-9878443
GTN 1374-6079

Ms D Gumbrell (Planning Department)
Wokingham District Council
Po Box 157
Shute End
Wokingham
Berkshire
RG41 1BN

DG

Your Ref: F/2000/1798

Our Ref: APP/X0360/A/01/1061564

Date: 23 March 2001

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY ALDERKEY LTD
SITE AT LAND AT REAR OF, 552 AND 554 READING ROAD, WINNERSH

I have received an appeal form and accompanying documents for this site. I am the case officer. If you have any questions please contact me. Apart from the questionnaire, please always send **2 copies** of all further correspondence, giving the full appeal reference number which is shown at the top of this letter.

I have checked the papers and confirm that the appeal is valid. If it appears at a later stage, following further information, that this may not be the case, I will write to you again.

The appellant has requested the written procedure. Unless you tell me otherwise, I will assume that you do not want an inquiry. The date of this letter is the **starting date** for the appeal.

You must **submit** the following documents within this timetable:

Within 2 weeks from the starting date -

You must notify any statutory parties and interested persons who were consulted at application stage and those who made comments that the appeal has been made. You should tell them that: -

i) any comments they made at application stage will be sent to me and if they want to make any additional comments, wherever possible, they must submit 3 copies within **6 weeks of the starting date.** If representations are submitted after the deadline, they will not normally be seen by the Inspector and they will be returned.
ii) they can get a copy of our booklet 'Guide to taking part in planning appeals' free of charge from you, and
iii) if they want to receive a copy of the appeal decision they must write to me asking for one.

You must submit a copy of a completed appeal questionnaire and supporting documents to the appellant and me (including relevant development plan policies when appeals are against non-determination).

Within 6 weeks from the starting date -

You must submit 2 copies of your statement to me if the appeal questionnaire does not comprise the full details of your case. The appellant must submit 2 copies of any statement to me if it proves necessary to add to the full details of the case made in the grounds of appeal. I will send a copy of your statement to the appellant and send you a copy of their statement. Please keep your statement concise, *as recommended in Annex 1(i) of DETR Circular 05/2000.* I will send you and the appellant a copy of any comments submitted by interested parties.

Within 9 weeks from the starting date -

You and the appellant must submit 2 copies of any final comments on each other's statement and any comments on any representations from interested parties to me. Your final comments must not be submitted in place of, or to add to, your 6 week statement. I will forward the appellant's final comments to you at the appropriate time.

Site visit arrangements

We will arrange for our Inspector to visit the appeal site and we will send you the details. In most cases the visit will be arranged within 12 weeks of the **starting date**.

You **must keep to the timetable** set out above and ensure your representations are submitted within the deadlines. If not, your representations will not normally be seen by the Inspector and they will be returned to you. Inspectors will not accept representations at the site visit, nor will they delay the issue of their decision to wait for them. As I have given details of the timetable, I will not send you reminders.

Planning obligations - Section 106 agreements

A planning obligation, often referred to as a 'section 106 agreement', is either a legal agreement made between the LPA and a person 'interested in the land', or a legally binding undertaking signed unilaterally by a person 'interested in the land'.

If you intend to rely on an obligation, you must submit a completed, signed and dated copy before the date of the site visit. An Inspector will not normally delay the issue of a decision to wait for the completion of an obligation.

Yours faithfully

Miss A Groves

102(BPR)

45 Bluebell Meadow,
Winnersh,
Wokingham,
Berks.
RG41 5UW

Tel: 0118 989 4139

13th July, 2000

Copied to: Winnersh Parish Council

Dear Lynette,

Re: Various Winnersh Planning Applications

Sorry to lump all these comments in together, but I am off on holiday next week, so I am taking this opportunity to try to make sure I flag up everything before I go. Some of the comments may be on applications other officers are dealing with, in which case please pass them on.

O/2000/1211 9 houses at Oaklands Nursery, Green Lane

I have been in and looked at this application. The proposal is for a development of significant size in an awkward location. I am writing to you now to let you know that should this delegated application be recommended for approval I would like it to be listed for consideration by the Development Control committee.

F/2000/1798 One detached dwelling and garage at the rear of 552 and 554 Reading Road JKM

This area of the Reading Road has already seen a number of backfill and infill properties, so yet another one may be the one too many with regard to traffic and access to the Reading Road. I do not have time before I go away on holiday to follow this application up immediately, but I will be looking at it when I get back in August.

F/2000/1743 Internally Illuminated Sign at Threshers

I personally do not have any problem with this application. The most likely people to be affected are those who live opposite rather than next door at 441. I am not sure I will have time to contact them before I go on holiday – I will look at the file when I come back to see what objections have come in, if any. I believe the shop next door was refused permission for such a sign a few months ago, and it may be that you feel the same reasons apply this time. Could you let me know if that is likely to be the case? I am around until Friday 21st July.

F/2000/1770 Garage at 7 Grovelands Avenue (amendment to 97/64851/F)

Although I have no direct interest in this application, I would like it recorded that I do not think it appropriate for me to comment on it now that I am a District Councillor, given that 7 Grovelands Avenue is the home of David Ball, whom I know personally and who is also a former Conservative councillor for this ward.

Yours sincerely,

P. Bray.

Prue Bray
Councillor for Winnersh

Joss Miller

From: Edwina Field
Sent: 07 February 2001 10:16
To: Joss Miller
Subject: 544-546 Reading Road Winnersh

Joss
I have had another look at this with Colin and it would seem that there is quite an (apparently) easy way around this.

Taking the existing planning application plan, if we could have the whole area edged blue and then the actual area he is developing (ie the land directly behind 544 and 546) edged red within the blue edging, this should deal with the problem.

Sorry this seems to be taking so long, but as soon as I have the plans I can send the document to the developer's solicitor.
Many thanks

Edwina

Edwina Field
Solicitor
Legal Services
0118 974 6526 (direct dial)

To Joss

As I have several appeals with the same start date & am unable to input them simultaneously, I am writing to give you early notice of the date for conditions.

APPEAL SITE: Land NO 552+554 Reading Rd.

APPLICATION NO: F/2000/1798

DATE CONDITIONS REQUIRED: 06/04/01

Thanks

Den
27/03/01

Joss Miller

From: Joss Miller
Sent: 31 January 2001 16:41
To: Edwina Field
Subject: RE: phone call

Edwina,

I've got several people hassling me re. legal agreements.

I think I sent you location plans for 544 - 546 Reading Road. However, if you need to see me about it I'm in on Friday between 8-30 and 1pm. But I'm on duty so I'm afraid I'll have to be the host as I cannot leave the dept! I'll be in the office in the afternoon but may be doing part of the duty rota. Hurrah!!!!!!!! I would appreciate it if you could see me on Friday to sort this out, and I'm happy to stay late if required.

I'm doing Blue Coates School and the agent (Chris Wickham) tells me the fee's been paid. Any chance you could either finish it off or give me a date that I can pass on to Mr Wickham?

I'm not sure if you've got any others that belong to me but these would appear to be the most in demand. Cllr. Rose is also keeping a close eye on the School application so I'd appreciate an early response if possible.

Thanks

Joss Miller

-----Original Message-----
From: Edwina Field
Sent: 31 January 2001 16:24
To: Joss Miller
Subject: phone call

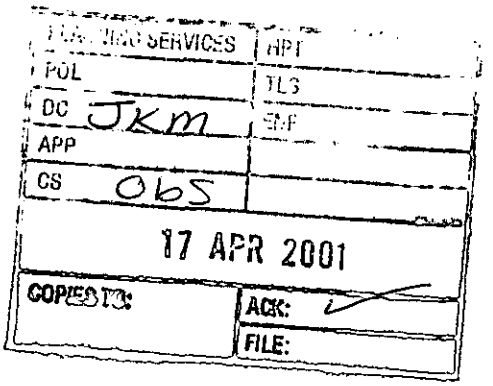
sorry Joss did try to catch you ...
There seems to be a problem with just how much of the land at 544-546 Reading Road is included in the application site. I will need to have a look at the application plan with you and try and sort it out. I am in a public inquiry for most of this week but will be in and out. Perhaps if you can let me know when you are available I will pop up. Is that ok?

Edwina Field
Solicitor
Legal Services
0118 974 6526 (direct dial)

12th April 2001

6 Lincoln Close
Winnersh
Wokingham
Berks
RG41 5SZ

Wokingham District Council
Enviromental Department
Planning Services
PO Box 157
Shute End
Wokingham
Berks
RG40 1WR



For the attention of Miss Groves

Dear Miss Groves

RE: PLANNING APPLICATION APP/X0360/A/01/1061564 – SITE TO THE REAR OF 552 & 554 WOKINGHAM ROAD WINNERSH

I am in receipt of your letter dated 4th April regarding the appeal by Alderkey Limited for the erection of a detached dwelling and garage at the above site.

I enclose a copy of my original objection and would be grateful if you could keep me advised as to the decision made by The Planning Inspectorate.

Thanking you in anticipation.

Yours sincerely

Julie Culver

18th July 2000

6 Lincoln Close
Winnersh
Wokingham
Berks
RG41 5SZ

Wokingham District Council
Enviromental Services Department
Planning Services
PO Box 157
Shut End
Wokingham
Berks
RG40 1WR

For the attention of John Mitchell

Your Ref: Joss Miller F/2000/1798

Dear Sir

RE: APPLICATION NUMBER F/2000/1798

Further to your letter dated 29th June regarding the above mentioned we wish to object for the following reasons:

1. The property will not be in character with the rest of the properties – if a dwelling has to be built on this site a bungalow would far better suit the area.

2. Vehicle access is limited and during construction would cause considerable inconvenience and damage to a private road. It is also noted that this is a very narrow single-track road and there could be a problem for emergency services gaining access.

3. Winnersh has always been classed as a traditional part of the district and if the building of houses continues at the current rate we will soon loose every spare green in the area. It seems that many gardens are being acquired by developers and houses squashed in. (i.e. Watmore Lane) Whilst it is appreciated that an increase in housing is always required it does seem that it is the well-established existing properties and homeowners are suffering.

4. We bought our property only 2 years ago for one of many reasons – one being that we were not overlooked. A house built in this location would directly overlook our garden and be an intrusion on our privacy and deprive us of the sun and also be detrimental to the house value.

Yours faithfully
J. Culver
Julie Culver

18th July 2000

6 Lincoln Close
Winnersh
Wokingham
Berks
RG41 5SZ

Wokingham District Council
Enviromental Services Department
Planning Services
PO Box 157
Shut End
Wokingham
Berks
RG40 1WR

For the attention of John Mitchell

Your Ref: Joss Miller F/2000/1798

Dear Sir

RE: APPLICATION NUMBER F/2000/1798

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Yours faithfully
J. Culver
Julie Culver

18th July 2000

6 Lincoln Close
Winnersh
Wokingham
Berks
RG41 5SZ

Wokingham District Council
Enviromental Services Department
Planning Services
PO Box 157
Shut End
Wokingham
Berks
RG40 1WR

For the attention of John Mitchell

Your Ref: Joss Miller F/2000/1798

Dear Sir

RE: APPLICATION NUMBER F/2000/1798

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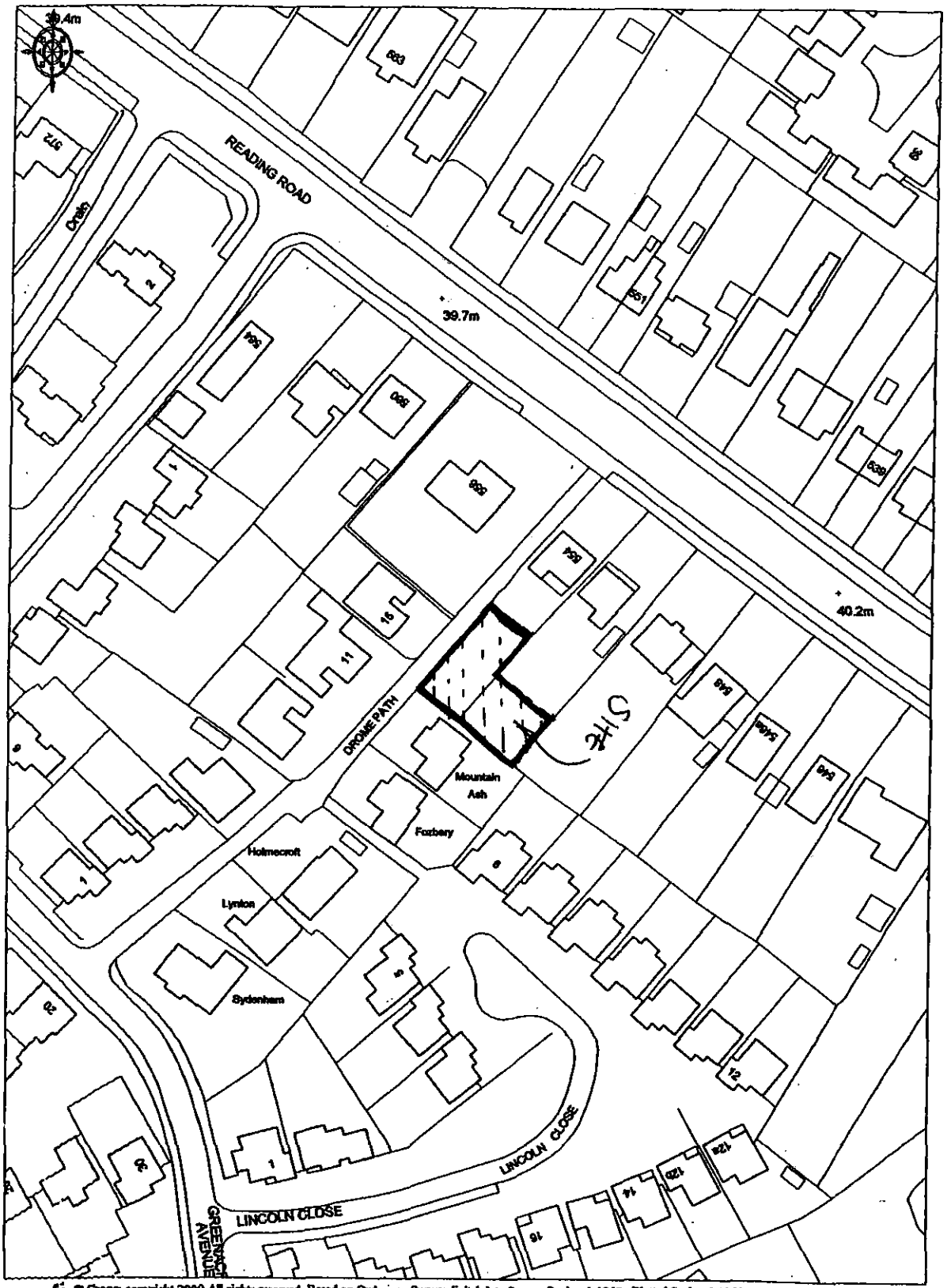
Yours faithfully
J. Culver
Julie Culver

Site at
Drome Path, Winnersh

15. JUN. 2000* 1798



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The Planning Inspectorate
Tollgate House,
Houlton Street
Bristol BS2 9DJ
☎ 0117 987 8927

Appeal Decision

site visit held on 23/11/1999

by R J Marshall LLB DipTP MRTPI

an Inspector appointed by the Secretary of State for the Environment, Transport and the Regions

22 DEC 1999

Appeal : T/APP/X0360/A/99/1029095/P2

- 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 brought by Springwood Land and Developments Ltd. against Wokingham District Council.
- The site is located at land to the rear of 544, Reading Road, Winnersh.
- The application (ref: 99/69799/F), dated 21 May 1999, was refused on 04 August 1999.
- The development proposed is for one 3 bed chalet house with detached single garage.

Decision: The appeal is dismissed.

Procedural matters

1. On site it was confirmed that the application plan is referenced job no. 1250 drawing No. 2. Submitted solely with the appeal is Plan SP/2/1. The appellant said that this relates to a detailed application for 6 dwellings to the south-west of the appeal site.

The main issues

2. From my inspection of the site and its surroundings and from the written representations I consider, having regard to prevailing planning policies, that the main issue in this appeal is the effect of the proposed development on the character and appearance of the surrounding area.

Planning Policies

3. That part of the development plan to which I have been referred is the Loddon Area Local Plan (1995). Policy LH1 of that Plan has, among other things, the objective of permitting residential development in identified settlements provided there is no significant adverse affect on the character of the area. Policies LBE1 and LBE2 seek to ensure that new development is to a high design standard and that it relates well to adjoining sites.

4. Reference has also been made to Policies in the Wokingham District Local Plan Deposit Draft 1997. They do not significantly change the Policies of the Local Plan referred to above, but the weight that may be attached to this Plan is limited by its early stage towards adoption.

Inspector's reasons

5. On the main issue there is no dispute between the parties that the site is within a settlement in which new residential development is acceptable in principle. The proposed development would be located in the rear garden of No. 544 Reading Road, and would be closely related to the 6 dwellings it is proposed to erect on land generally to the south-west

of the site. It would use the same access from Reading Road as is proposed for these houses, and would not be tandem development.

6. In principle I can see no objection to backland development of this nature, notwithstanding that it does not conform to the long established linear pattern of development along Reading Road. However, the proposed dwelling would be on a relatively small plot and would have a notably short front garden. As such I consider that it would be out of keeping with the more spacious setting of many of the existing older established dwellings fronting Reading Road in the vicinity of the appeal site. It would also be out of keeping with the proposed 6 new dwellings to the south-west if they are developed, as shown on the detailed plan SP/2/1, on fairly substantial plots with long front gardens. Although it would be well screened from some viewpoints I consider that the proposed development would be sufficiently visible to be detrimental to the character and appearance of the area.

7. In arriving at the view above I have had regard to the wider setting of the site and to existing housing to the south-east and a large housing estate being built to the south-west. However, I consider that the proposed development would be more clearly related to the existing and proposed development referred to in paragraph 6 above. Thus, in my view, an assessment of the proposal on the main issue should be based primarily upon the effect it would have on the character and appearance of these areas.

8. I conclude that the proposed development would harm the character and appearance of the surrounding area. It would thus be contrary to those Policies of the development plan and emerging development plan which seek to prevent such harm.

9. In arriving at this view I have taken into account the fact that the design of the proposed dwelling would be satisfactory in this area of greatly differing building styles, that suitable materials could be required by condition, and that its height would be in keeping. However, this does not outweigh the harm that I have identified.

10. In addition to the concerns the Council has expressed local residents are worried on grounds of overlooking, loss of light and overdominance. Having regard to the distance of the proposed dwelling from neighbouring properties and the extent to which it would be screened from them by tall hedges I do not consider that such harm would arise. However, this does not lessen my view as to the harm that would be caused in relation to the main issue.

11. I have also taken into account the fact that there is no evidence that the appellant has yet entered into the legal agreement sought by the Council for a £2,000 contribution towards sustainable transport initiatives, though it seems that there is a willingness to do so. However, even had such an agreement been entered into it would not have outweighed the conclusion I have reached on the main issue.

12. I have considered all the other matters raised in the representations. These include the Government Guidance to which the appellant has referred and the lack of objection from the Parish Council. However, they are not sufficient to outweigh the factors which have led to my conclusion on the main issue.

Conclusions

13. For the reasons given above I conclude that the appeal should not, on balance, succeed and I shall exercise the powers transferred to me accordingly.

R.J

PLANNING SERVICES	HPT
POL	TLS
DC CDS	ENF
APP	
CS	JKPT
COPIES TO	03 JAN 2001
	FILE:

APPLICATION F/2000/1798
Proposed erection of one detached dwelling and garage on land at the rear of No. 552 and 554 Reading Road, Winnersh.

We, the undersigned residents of Drome Path, Winnersh, support the above planning application on the grounds that it completes the development of Drome Path and removes this derelict piece of land that has been an eyesore for years. It is used as a tip and dumping ground.

Drome Path is a private, sub-standard width road, maintained at our personal expense. The road was repaired and resurfaced by us as recently as 11th May 2000.

Accordingly, our support for the proposal is subject to the following provisos:-

(a) During the course of the development

(i) all vehicular access to the proposed site should be restricted to the Reading Road entrance, with no access or exit from Greenacres Avenue. Failing which, the developer to be required to undertake the repair and resurfacing of Drome Path immediately following completion of the development;

(ii) care should be taken to avoid undue noise, dust and disturbance to the residents of Drome Path. There should be no weekend working; and

(iii) the vehicular accesses to nos. 11 and 15 Drome Path, in particular, to be kept clear at all times.

(b) Because of the narrow width of the road outside No.15 Drome Path, the proposed "island" feature, detailed on the drawing, should be set back or re-sited.

(c) The developer to be advised that the gravelled road surface fronting the proposed development site must be retained.

(d) Occupancy of the proposed building should not be tied in any way to the Blue Garage or any other related business.

Signature	Name	Drome Path Address
	L. MOORE	11
	J. WILKINS	3
	G.N. HARPER	1
	E RIVERS	2
	V. HARPER	1
	P.R.G. TAYLOR	LYNTON
	S. MOORE	15
	J. FRANKLIN	7
	K WHITE	FOXBURY

(JM)

WOKINGHAM DISTRICT COUNCIL

TOWN AND COUNTRY PLANNING ACTS

Notification of Refusal of Permission

Alderkey Ltd
C/O Keen Partnership
Culham House
122 Castle Street
Reading
Berkshire
RG1 7RJ

Application Number: F/2000/1798

Parish:	**WINNERSH**
Location:	**Land Rear of 552 & 554, Reading Road, Winnersh, Wokingham.**
Proposal:	**Proposed erection of one detached dwelling and garage.**

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 reasons for which are specified hereunder.

Reason
1. This proposal, if permitted, would result in an increase in traffic on a sub-standard road which has poor visibility at both junctions and would therefore, have an adverse effect detrimental to the safety of those using this highway. This proposal is therefore contrary to policies EN1, OS1 and T7 of the Berkshire Structure Plan, policies WBE1, WBE2, WT7 and WOS3 of the Wokingham District Local Plan and to policies LTV1, LBE1, LBE2 and LT5 of the Loddon Area Local Plan.

Reason
2. This proposal, if permitted, would as a result of its bulk and massing, have an adverse effect detrimental to the character of the area and the street scene as a whole. Therefore it is contrary to policies EN1 and OS1 of the Berkshire Structure Plan, policies WBE1 and WOS3 of the Wokingham District Local Plan and to policies LTV1 and LBE1 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 EN1, OS1 and T7.

Loddon Area Local Plan Policies LTV1, LBE1, LBE2 and LT5.

Deposit Draft Wokingham District Local Plan Policies WBE1, WBE2, WT7 and WOS3.

John Mitchell
Development Control Manager
Date: 31/01/2001

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.

CLIFF WALSINGHAM & Company

Specialist Planning & Development Consultants

Bourne House, Cores End Road, Bourne End, Bucks SL8 5AR Tel: 01628 532244 Fax: 01628 532255 email: bourne.end@walsingplan.co.uk

Brandon House, King Street, Knutsford, Cheshire WA16 6DX Tel: 01565 757500 Fax: 01565 757501 email: knutsford@walsingplan.co.uk

www.walsingplan.co.uk

Our Ref: MT/LB/B64/01
20th March 2001

Planning Inspectorate
Appeals Registry
Tollgate House
Houlton Street
Bristol
BS2 9DJ

RECORDED DELIVERY

Dear Sirs

Appeal by Alderkey Limited
Land to the rear of 552 and 554 Reading Road, Winnersh, Nr Wokingham

Please find enclosed a written appeal in respect of the above site.

A copy of the appeal papers has been sent to the local planning authority.

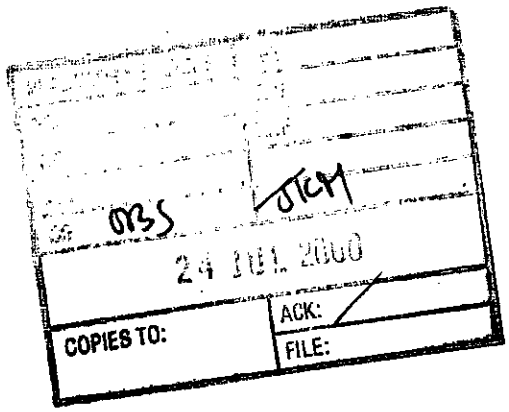
Yours faithfully

41473

Mark Thackeray
BSc (Hons) DipTP MRTPI
BOURNE END OFFICE

DA

cc. Planning Dept, Wokingham D.C
Keen Partnership



9 Drone Path
Winnersh
Berkshire RG41 5HS

22nd July, 2000

Dear Mrs Miller

Application No F/2000/1798

I enclose a 'petition' signed by the residents of Drone Path concerning the above application. There are three properties missing from the petition owing to the fact that the properties are now let & the ~~owners~~ occupiers are now living elsewhere. However, we are confident that they too would have been totally in support of our views.

Please acknowledge receipt.

Yours sincerely

B. A. M. GOULDING

7

APPLICATION F/2000/1798
Proposed erection of one detached dwelling and garage on land at the rear of No. 552 and 554 Reading Road, Winnersh.

We, the undersigned residents of Drome Path, Winnersh, support the above planning application on the grounds that it completes the development of Drome Path and removes this derelict piece of land that has been an eyesore for years. It is used as a tip and dumping ground.

Drome Path is a private, sub-standard width road, maintained at our personal expense. The road was repaired and resurfaced by us as recently as 11th May 2000.

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(c) The developer to be advised that the gravelled road surface fronting the proposed development site must be retained.

(d) Occupancy of the proposed building should not be tied in any way to the Blue Garage or any other related business.

Signature	Name	Drome Path Address
[signature]	B. Goulding	9
[signature]	B. Goulding	9
[signature]	D. MOORE	11
[signature]	L. MOORE	11
[signature]	J WILKINS	3
[signature]	V HARPER	1

Signature	Name	Drome Path Address
	ENIDRIVERS	SYDENHAM
	S. MOORE	15
	G. V. HARPER	1
	K. WHITE	FORBERY
P.A.O Bell	PAO BELL	5
Ann Bell	ANN BELL	5.
P.R.G. Taylor	P.R.G. TAYLOR	LYNTON
J. Taylor	J.E. TAYLOR	"
	J.A. SOUTHGATE	3
	M.S. ROGERS	SYDENHAM

PLANNING SERVICES	HPT
POL	TLS
DC	ENF
APP	
CS OBS	JRM

19 JUL 2000

COPIES TO: ACK: FILE:

WOKINGHAM D.C.
ENVIRONMENTAL SERVICES DEPT
PLANNING SERVICES,
P.O. BOX 157
SHUTE END,
WOKINGHAM,
BERKS
RG40 1WR.

MRS L. LEE
552 READING RD
WINNERSH,
WOKINGHAM,
BERKS

YOUR REF JOSS MILLER
F/2000/1798

APPLICATION NO F/2000/1978

10TH JULY 00

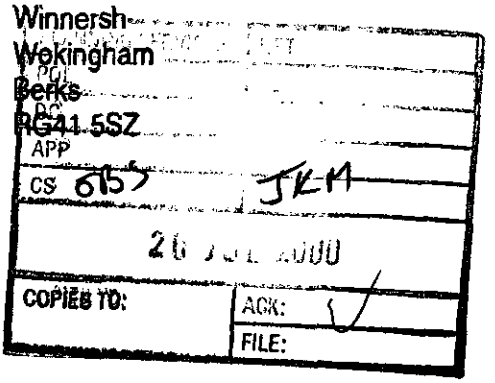
DEAR SIR/MADAM,

REF TO YOUR LETTER DATED 29/06/00
1 AND REAR OF 552 & 554 READING RD, WINNERSH.
PROPOSED ERECTION OF ONE DETACHED DWELLING & GARAGE.
I WOULD LIKE TO REQUEST THAT IN MAKING YOUR DECISION TO GRANT PERMISSION FOR THIS APPLICATION, WOULD YOU PLEASE INCLUDE THAT A FEATHER EDGE BOARDING FENCE WITH ARRIS RAILS AND CONCRETE POSTS BE ERECTED ON THE BOUNDARY OF MY PROPERTY & THE NEW DEVELOPEMENT

YOURS FAITHFULLY
MRS L. LEE

18th July 2000

6 Lincoln Close
Winnersh
Wokingham
Berks
RG41 5SZ



Wokingham District Council
Enviromental Services Department
Planning Services
PO Box 157
Shut End
Wokingham
Berks
RG40 1WR

For the attention of John Mitchell

Your Ref: Joss Miller F/2000/1798

Dear Sir

RE: APPLICATION NUMBER F/2000/1798

Further to your letter dated 29th June regarding the above mentioned we wish to object for the following reasons:

1. The property will not be in character with the rest of the properties – if a dwelling has to be built on this site a bungalow would far better suit the area.

2. Vehicle access is limited and during construction would cause considerable inconvenience and damage to a private road. It is also noted that this is a very narrow single-track road and there could be a problem for emergency services gaining access.

3. Winnersh has always been classed as a traditional part of the district and if the building of houses continues at the current rate we will soon loose every spare green in the area. It seems that many gardens are being acquired by developers and houses squashed in. (i.e. Watmore Lane) Whilst it is appreciated that an increase in housing is always required it does seem that it is the well-established existing properties and homeowners are suffering.

4. We bought our property only 2 years ago for one of many reasons – one being that we were not overlooked. A house built in this location would directly overlook our garden and be an intrusion on our privacy and deprive us of the sun and also be detrimental to the house value.

Yours faithfully
J. Culver
Julie Culver

PLANNING SERVICES	HPT
POL	
DC	
APP	
CS	JKM
07 AUG 2000	
COPIES TO:	ACK
	FILE:

554 Reading Road
Winnersh
Berks
RG41 5HA

6th August, 2000

Dear Sir

Planning application No F/2000/1798

It has come to my notice in the last two weeks of the above numbered planning application and as I am the owner of 554 Reading Road, I wish to register my objections to the above application.

1. A four bedroom house built on that land would totally destroy the privacy of my garden, it is so small and that the occupants of the first storey would be able to overlook it.

2. The proposal of a four bedroom house would be to totally out of keeping with the surrounding dwellings which are single storey.

3. It will be situated with a very difficult access and more traffic on the Path would cause problems getting on to the Reading Road due to the amount of traffic passing on that road.

Thanking you

Yours faithfully,

Page

Christine Page

38069

WOKINGHAM DISTRICT COUNCIL

MEMORANDUM

COPIES TO:
ADK:
FILE:

From: Joanne Ellis, Environmental Health

To: Joss Miller, Development Control

My Ref: JPE/552rr2

Your Ref: F/2000/1798

Date: 20 December 2000

REVISED PLANS FOR PROPOSED ERECTION OF ONE DETACHED DWELLING AND GARAGE
LAND TO REAR OF 552/554 READING ROAD, WINNERSH

These proposals have been evaluated and I have no environmental health objections to the application. However, I haven't received any details regarding gas protections measures. Has a risk assessment been sent in? Was the gas condition put on the consent?

TO: DEVELOPMENT CONTROL
Joss Miller

FROM: Environmental Design

DATE: 25th July 2000

Location: Land rear of 552 and 554, Reading Road Winnersh

Proposal: Proposed erection of one detached dwelling and garage

Application Number: F/2000/1798

In response to your consultation dated 29th June 2000 for the above application, the landscape comment is as follows:

The application is acceptable as it is suitable for the locality.

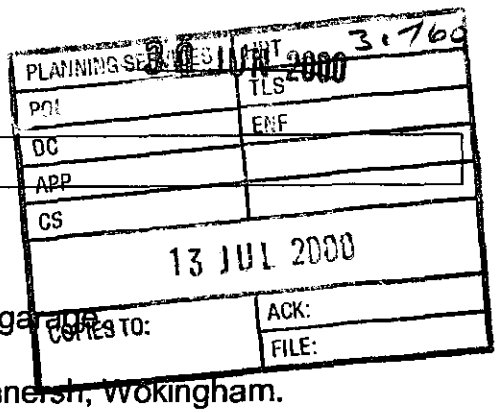
Patricia Green

Patricia Green
Landscape Consultant

FROM: Joss Miller

DATE: 29 June 2000

- 3 JUL 2000



WINNERSH PARISH CONSULTATION SHEET

Application Number: F/2000/1798

Proposal: Proposed erection of one detached dwelling and garage

Site Address: Land Rear Of 552 & 554, Reading Road, Winnersh, Wokingham.

Applicant: Alderkey Ltd C/O Keen Partnership.

Your observations are required in respect of this application **by 24/07/2000** .

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

1 Ingress and egress via the Reading Road would be problematical

2 It would be back-fill development

3 The proposed building would be too substantial for the plot size

SIGNED: _____ DATE: 12-07-00

Clerk To Winnersh Parish/Town Council.

WOKINGHAM DISTRICT COUNCIL

MEMORANDUM

PLANNING SERVICES	DP: 31920
POL	
ENF	
APP	
CS	
18 JUL 2000	
COPIES TO:	ACK:
My Ref: JPE/552IT	FILE:

From: Joanne Ellis, Environmental Health

To: Joss Miller, Development Control

Your Ref: F/2000/1798

Date: 17 July 2000

PROPOSED ERECTION OF ONE DETACHED DWELLING AND GARAGE LAND TO REAR OF 552/554 READING ROAD, WINNERSH

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

The site is within 250 metres of a gassing landfill site and hence a detailed risk assessment needs to be carried out to determine the likely impact of landfill gas on the property. Then gas protection measures should be agreed and implemented prior to occupation of the building. If not properly monitored and controlled landfill gas can give rise to flammability, toxicity and asphyxiation hazards. Therefore, adequate gas protection measures must be installed prior to occupation of the building to protect the health and safety of any future occupants.

I recommend that the following conditions be imposed should the application be granted planning consent:

1. Before the development is commenced a detailed investigation shall be carried out to determine the present and likely future impact of landfill gas on the site. The method and extent of this investigation shall be agreed with the Planning Authority prior to the commencement of work. Details of appropriate measures to control ingress of landfill gas to inhabited spaces and outdoor areas, including provision for monitoring, shall be submitted to and approved in writing by the Planning Authority, before the development commences. The development shall then proceed in strict accordance with the measures approved.

2. Construction operations for which noise is audible at the site boundary shall only be carried out between 7.30 hours and 1800 hours Monday to Friday, 8.00 hours and 1300 hours on Saturdays and at no time on Sundays, Bank or Public Holidays without prior agreement in writing from the Local Planning Authority.

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

HIGHWAYS CONSULTATION SHEET

From: Joss Miller **Date:** 29 June 2000

Application Number: F/2000/1798

Proposal: Proposed erection of one detached dwelling and garage.

Parish: WINNERSH PARISH

Site Address:
Land Rear Of 552 & 554, Reading Road, Winnersh, Wokingham.

Applicant:
Alderkey Ltd C/O Keen Partnership.

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

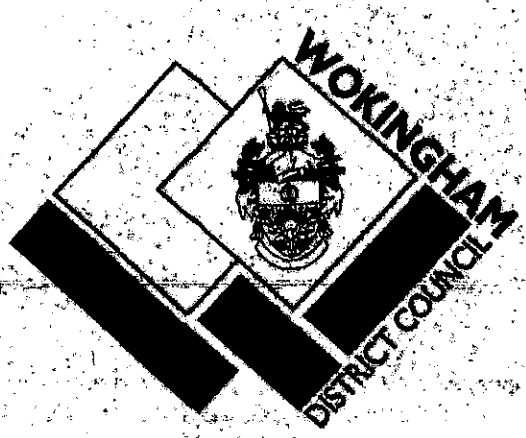
✓ below as applicable;

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).

Situated along a Sub-Standard Rd and Junctions on either end of the Road have poor Visibility

Signed: _____ **Print name:** Stephanie Knowles.

10/07/00



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.

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, LIBRARIES, 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 great public concern, although generally resolution of the problem is outside the scope of land-use planning. It is a major influence on the severity of accidents.

WT7: ROAD SAFETY

UNCIL WILL TAKE APPROPRIATE MEASURES TO PROMOTE ROAD SAFETY FOR AD USERS INCLUDING:

TORING OF ACCIDENT STATISTICS TO IDENTIFY BLACKSPOTS

G HIGH PRIORITY TO IMPROVEMENTS THAT WILL REDUCE ACCIDENTS DING THOSE INVOLVING PEDESTRIANS AND CYCLISTS

NG THAT ALL RELEVANT INVESTMENT CONFORMS TO BEST PRACTICE IN CT OF ROAD SAFETY

NING THE ROAD SAFETY IMPLICATIONS OF ALL PROPOSALS FOR OPMENT, AND

PLEMENTATION OF TRAFFIC CALMING SCHEMES WHERE JUSTIFIED.

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

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

ting

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

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

T8: STREET LIGHTING

SION OF STREET LIGHTING IN PRESENTLY UNLIT AREAS WILL BE SOUGHT TIFIED FOR SAFETY AND SECURITY REASONS HAVING REGARD TO:

LUME OF PEDESTRIAN AND VEHICULAR FLOWS

FECT ON THE CHARACTER OF THE LOCATION, PARTICULARLY IN RURAL

Cont.

POLICY WOS3: DEVELOPMENT CONTROL PRINCIPLES

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

A) BE APPROPRIATE IN SCALE OF ACTIVITY AND CHARACTER TO THE AREA IN WHICH THEY ARE LOCATED AND BE INTEGRATED INTO THEIR LOCAL CONTEXT WITHOUT DETRIMENT TO THE AMENITIES OF ADJOINING LAND USES AND OCCUPIERS

B) ~~RETAIN~~ *HAVE NO SIGNIFICANT DETRIMENTAL IMPACT UPON (***PA 1/6)** IMPORTANT MAN-MADE, LANDSCAPE AND NATURE CONSERVATION FEATURES AND PROVIDE FOR FURTHER LANDSCAPE TREATMENT WHERE RELEVANT TO THE TYPE OF 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.

The Planning Inspectorate

3/23 Hawk Wing
Temple Quay House
2 The Square
Temple Quay
Bristol BS1 6PN
http://www.planning-inspectorate.gov.uk

Direct Line 0117-3726253
Switchboard 0117-3728000
Fax No 0117-3728804

GTN 1371-6253

Ms D Gumbrell (Planning Department)
Wokingham District Council
Po Box 157
Shute End
Wokingham
Berkshire
RG41 1BN

Your Ref: F/2000/1798

Our Ref: APP/X0360/A/01/1061564

Date: 5 June 2001

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY ALDERKEY LTD
SITE AT LAND AT REAR OF, 552 AND 554 READING ROAD, WINNERSH

I am writing to inform you that the inspector appointed by the Secretary of State to determine the above appeal in accordance with the provisions of Schedule 6 of the Act is

Mr P G Horridge BSc(Hons) DipTP FRICS MRTPI.

With reference to the above appeal the Secretary of State has arranged for the inspector to visit the appeal site at 09:15 on Wednesday 20 June 2001 and you are requested to arrange for the inspector to be met at the site at 09:15 to enable the inspection to be made.

The inspector will expect to be accompanied by representatives of both parties. If one of the parties fails to arrive, the inspector will determine the most suitable course of action, which could mean that he will conduct the visit unaccompanied. In other circumstances, the visit might have to be aborted.

At the commencement of the site inspection the Inspector will make it clear that the purpose of the visit is not to discuss the merits of the appeal or to listen to arguments from any of the parties.

The Inspector will ask the parties to draw attention to any physical features on the site and in its vicinity. In turn the inspector may wish to confirm particular features referred to by interested parties in their written representations.

In general, decision letters are issued within 5 weeks of the inspector's site visit, although we cannot be precise about individual cases. If despatch of the letter is likely to be significantly delayed, we will let you know.

Yours faithfully



Miss C Vicary

NB: All further correspondence should be addressed to the case officer mentioned in the initial letter.

209D

WOKINGHAM DISTRICT COUNCIL

TOWN AND COUNTRY PLANNING ACT 1990

APPEAL BY: Alderkey Ltd
SITE: Land at rear of 552 & 554 Reading Rd, Winnersh
APPLICATION NO.: 1798
PROPOSAL: Proposed erection of 1 detached dwelling & garage

LIST OF PERSONS CIRCULATED WITH NOTICE OF APPEAL

District Councillor(s) for Winnersh

Mrs P Bray

Mrs L Siggery

Mr R Turner

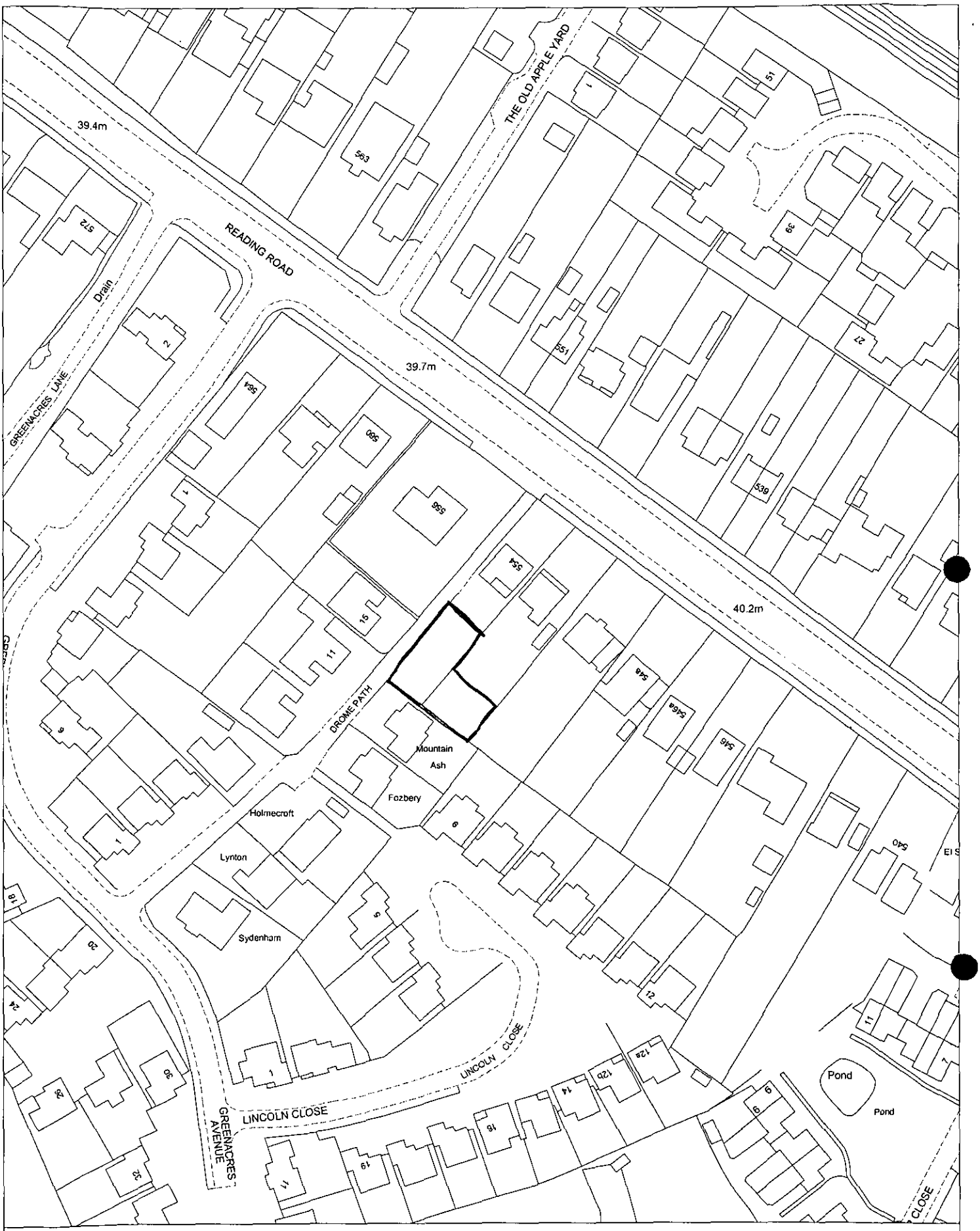
Clerk(s) of Parish / Town Council of Winnersh

Mrs J Harlin, Winnersh Community Centre, New Rd, Sindlesham, Berks, RG41 5DU

Environmental Services Department, Engineering Services, Wokingham District Council,
PO Box 157, Council Offices, Shute End, WOKINGHAM, Berkshire, RG40 1WR

Applicationo	Name & Address
F/2000/1798	Mrs L Lees 550 Reading Road Winnersh Wokingham Berks.
F/2000/1798	B Goulding & Petition 9 Drome Path Winnersh RG41 5HB
F/2000/1798	Mrs J Culver 6 Lincoln Close Winnersh RG41 5SZ
F/2000/1798	C Page 554 Reading Road Winnersh RG41 5HA
F/2000/1798	L Moore & Petition 11 Drome Path Winnersh Wokingham RG41

App refused
Letter sent 07/02/01



Site Plan, Scale: 1 to 1250

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Date: 4 April 2001

N
W E
S

Appeal Decision

site visit made on 20 June 2001

by Peter Horridge BSc (Hons)
DipTP FRICS MRTPI

an Inspector appointed by the Secretary of State for the Environment, Transport and the Regions

The Planning Inspectorate
Room 4/17
Temple Quay House,
2 The Square,
Temple Quay,
Bristol BS1 6PN

☎ 0117 372 8927

Date 11 JUL 2001

Appeal Ref: APP/X0360/A/01/1061564
Land rear of 552/554 Reading Road, Winnersh

- 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 Alderkey Limited against the decision of Wokingham District Council.
- The application, ref: F/2000/1798, dated 3 May 2000, was refused by notice dated 31 January 2001.
- The development proposed is new four bedroom house with separate double garage.

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

Planning Policies

1. The development plan includes the Berkshire Structure Plan, adopted in August 1997, and the Loddon Area Local Plan, adopted in May 1995. The thrust of relevant policies is to protect and enhance the environment of built-up areas (Structure Plan EN1 and OS1), among other matters by encouraging good and appropriate design (Local Plan LBE1 and LBE2), and to promote highway safety (Structure Plan T7 and Local Plan LT5).

2. The Wokingham District Local Plan is an emerging plan which has been the subject of a public inquiry but which has yet to complete the full procedures leading to statutory adoption. Relevant policies continue the general thrust of those in the Loddon Area Local Plan. They include encouragement for development to respect and, if necessary, improve on its local context (Policies WBE1 and WBE2), and the need to promote road safety (Policy WT7). Policy WOS3 sets out a set of development control principles against which proposals are to be measured.

The main issues

3. From what I have seen and read, I consider that the main issues in this case are (1) whether the proposed house would be detrimental to the appearance of the area by particular reason of its bulk and form; (2) whether the proposal would adversely affect the living conditions of residents of neighbouring properties by reason of

overlooking; and (3) whether it would give rise to conditions prejudicial to highway safety.

Reasons

Effect on appearance of area

4. The appeal site fronts onto Drome Path, which links Reading Road with Greenacres Avenue. Along both sides of Drome Path are a number of dwellings; those on the north side being mainly bungalows, but on the south side there are 2 two-storey houses (Mountain Ash and Fozbery) immediately adjoining the appeal site with a chalet bungalow and two bungalows beyond. To the north-east of the site is 554 Reading Road, a bungalow, while to the south-east side of Drome Path are two-storey houses in Lincoln Close.

5. The council argues that there is a predominance of bungalows in the immediate surroundings. However, the two immediately adjoining properties, to which the appeal property would relate closest, are two-storey houses and the wider area, including Lincoln Close to the rear, contains mainly two-storey houses. A two-storey house would not appear out of place in these surroundings. Furthermore, the size of the house in relation to the plot is comparable to those of neighbouring properties. No specific criticism is raised of the design of the house. On the first issue, I conclude that the bulk and form of the proposed house would not be detrimental to the appearance of the area.

Effect on living conditions of residents of neighbouring properties

6. Although not a matter raised in the council's reasons for refusing planning permission, concerns about privacy have been raised by residents of the neighbouring bungalow to the north-east, 554 Reading Road, and of a house to the south-east at 6 Lincoln Close. I observed that the latter property would be over 20m from the proposed house and inter-visibility would be at an oblique angle, with the garden of at least one other property between the two sites. The proposed house would be immediately behind 554 Reading Road, but with a distance of around 24m between the two buildings and no windows (other than a small ground floor cloakroom window) in the elevation of the proposed house facing towards 554 Reading Road. In these circumstances, I conclude that the proposal would not adversely affect the living conditions of residents of these neighbouring properties by reason of overlooking.

Highway safety

7. Drome Path is a narrow track, with a gravel surface for most of its length from Greenacres Avenue as far as the appeal site. Between the appeal site and Reading Road, the track narrows and has a tarmac surface. It has no separate footway and no street lighting. It is a public right of way and carries pedestrian traffic between Reading Road and the housing areas beyond.

8. The highway authority suggests that its width, surface, and lack of footways and street lighting make Drome Path unsuitable to serve further development. However, some of these features also discourage its use by traffic other than that specifically

associated with properties along the track, and encourage low traffic speeds and pedestrian priority. It appears that, notwithstanding its condition, a number of planning permissions for new dwellings have been granted, the most recent in 1990, such that Drome Path is now virtually fully developed along both sides and the appeal site is the only remaining development opportunity along the track. There is no evidence that the existing condition of Drome Path has given rise to any specific problems nor that the track is incapable of serving one additional house.

9. Reading Road is a busy interurban road and bus route. Visibility for traffic emerging from Drome Path meets the 'y' distance requirements set out in 'Places, Streets and Movement' from an 'x' distance of 2m, but from an 'x' distance of 4.5m it is curtailed by a bus shelter which has been positioned within the visibility sightline. 'Places, Streets and Movement' advises that an 'x' distance of 2m is adequate for a small development of up to half a dozen houses, whereas there are already approximately a dozen houses which have access to Drome Path. However, it is relevant to bear in mind that there is a second access from Drome Path to Greenacres Avenue. Given the increased width of Drome Path towards the latter junction and the number of houses which are closer to Greenacres Avenue than Reading Road, it would be appropriate to assume that at least half the traffic using Drome Path enters and leaves via the junction with Greenacres Avenue.

10. In these circumstances, I consider that the visibility available at the junction of Drome Path with Reading Road is adequate for its likely usage, even taking account of the additional traffic generated by the proposed house. I reach this conclusion having taken account of the accident information for this stretch of Reading Road, which does not include any accidents relating to the use of Drome Path. I have also taken account of the fence to 556 Reading Road which limits visibility between traffic emerging from Drome Path and pedestrians on Reading Road; the limited visibility would be of pedestrians walking on an area of tarmac which does not appear to be part of the defined footway.

11. Visibility at the junction of Drome Path with Greenacres Avenue is curtailed by a low hedge along the frontage of 1 Drome Path. Nevertheless, I saw at my site visit that this has only a limited impact on the extent of available visibility, although if the hedge were to grow its impact would be greater. Greenacres Avenue is a lightly trafficked residential road and I do not consider that any additional traffic from the proposed dwelling using this junction would be likely to prejudice highway safety.

12. At its junction with Reading Road, Drome Path is not wide enough for two cars to pass. A vehicle attempting to enter Drome Path from Reading Road would not be able to do so while there is a vehicle waiting to exit from Drome Path. I consider, however, that the frequency with which this situation is likely to arise is such that prejudice to highway safety is unlikely.

Conclusions

13. I conclude that the proposal would not result in a bulk and form of development that would be detrimental to the appearance of the area. Nor would the proposal adversely affect the living conditions of neighbouring residents by reason of overlooking. In these respects, the proposal would not therefore conflict with

relevant development plan policies including Policies OS1 and EN1 of the Structure Plan and LBE1 and LBE 2 of the Loddon Area Local Plan. Although there are shortcomings both in the existing condition of Drome Path and its junctions with Reading Road and Greenacres Avenue, these are not of a scale sufficient to give rise to conditions prejudicial to highway safety, contrary to Policies T7 of the Structure Plan and LT5 of the Local Plan. I shall therefore allow this appeal.

14. I have considered all the other matters raised in the representations, but, in my opinion, none are sufficient to outweigh the factors which have led to my decision.

Conditions

15. The council has suggested the imposition of a number of conditions in the event of the appeal being allowed. I consider these below. I note first that the highway authority says that the site layout does not comply with its standards, but does not specify what these are, nor how the layout is deficient. Nevertheless, there is a discrepancy in the access arrangements between the 1:500 scale block plan and the 1:100 scale site layout plan. As the former appears to show a different design of house to that shown on the remainder of the plans, it may be that the latter is to be preferred. For the avoidance of doubt, I have regarded the 1:500 scale block plan as not forming part of the approved plans, and have imposed a condition requiring a detailed scheme for arrangements for vehicular access onto Drome Path and parking and turning within the site to be agreed before development commences.

16. Most of the conditions suggested by the planning authority are necessary in the interests of highway safety (conditions 2 to 6 and 17 using the council's numbering), the appearance of the completed development (conditions 7, 10 and 15), and the living conditions of residents of neighbouring properties (conditions 8 to 10, 12 and 15). I consider that the hours within which building works can take place, proposed in condition 9, are reasonable given the close proximity of dwellings. As there is conflicting evidence from the Environment Agency and from the council's Environmental Health department over the risks from landfill gas, due to the presence of a landfill site within 250m of the property, I consider that condition 11 is justified in the interests of protecting local residents from any potential hazards. I have made minor adjustments to the wording and numbering of the conditions in the interests of clarity and having regard to the advice in Circular 11/95.

17. Conditions 13 and 14 are unnecessary as the need for landscaping of the site has not been a material factor in assessing the planning merits of this scheme. Condition 16 duplicates condition 6.

Formal Decision

18. For the reasons given above, and in exercise of the powers transferred to me, I allow the appeal and grant planning permission for a new four bedroom house with separate double garage on land at the rear of 552/554 Reading Road, Winnersh in accordance with the terms of the application no. F/2000/1798 dated 3 May 2000 and the plans submitted therewith (with the exception of the 1:500 Block Plan), 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) Prior to the commencement of development, a detailed scheme showing the arrangements for vehicular access onto Drome Path and parking and turning within the site shall be submitted to and approved in writing by the local planning authority, and the development shall be carried out in accordance with the approved scheme.

(3) Prior to the commencement of development, details, including samples, of the proposed external materials shall be submitted to and approved in writing by the local planning authority.

(4) Prior to the commencement of development, details of the slab levels of the proposed buildings shall be submitted to and approved in writing by the local planning authority.

(5) Prior to the commencement of development, a detailed investigation shall be carried out to determine the present and likely future impact of landfill gas on the site. The method and extent of this investigation shall be agreed with the local planning authority prior to the commencement of work. Details of appropriate measures to control ingress of landfill gas to inhabited spaces and outdoor areas, including provision for monitoring, shall be submitted to and approved in writing by the local planning authority before development commences. The development shall then proceed in strict accordance with the measures approved.

(6) Prior to the commencement of development, details of all boundary treatments, including a timetable for their implementation, shall be submitted to and approved in writing by the local planning authority. The approved scheme shall be implemented in accordance with the approved timetable.

(7) Prior to the commencement of development, a scheme for accommodating all site operatives', visitors' and construction vehicles loading, off-loading, parking and turning within the site during the construction period shall be submitted to and approved by the local planning authority. The approved scheme shall be maintained and used at all times.

(8) Prior to the commencement of development, details of the precautions to be taken to prevent the deposit of mud and similar debris on the public highway during the construction period shall be submitted to and approved in writing by the local planning authority, and implemented during the construction period.

(9) No materials produced as a result of the site development or clearance shall be burnt on site. All reasonable steps, including damping down site roads and tracks, shall be taken to minimise dust and litter emissions from the site whilst works of construction and/or demolition are in progress.

(10) Works related to the construction of the development hereby approved, including works of demolition or preparation prior to building operations, shall not take place other than between the hours of 8am and 6pm on

Mondays to Fridays, and 8am to 1pm on Saturdays, and at no time on Sundays or Bank Holidays.

(11) No building shall be occupied until the vehicle parking and turning space shown on the approved plans has been provided. The parking and turning space shall be permanently maintained free of any impediment for its designated use and no development, whether or not permitted by the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that order), shall be carried out in such a position as to preclude the use of the parking space.

(12) No building shall be occupied until visibility splays of 2.4m by 2.4m (measured along the edge of the drive and the back of the footway from their point of intersection) have been provided at the intersection of the drive and the adjacent footway. The visibility splays shall be thereafter kept free of any obstruction to visibility above a height of 0.6m.

(13) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that order), no additional windows or similar openings other than those shown on the approved plans shall be constructed at first floor level or above in the north-east and south-west elevations of the proposed building.

Information

19. These conditions require further matters to be agreed by the local planning authority. There is a right of appeal to the Secretary of State if they refuse any such application, fail to give a decision within the prescribed period, or grant a conditional approval.

20. 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 within 6 weeks of the date of this decision.

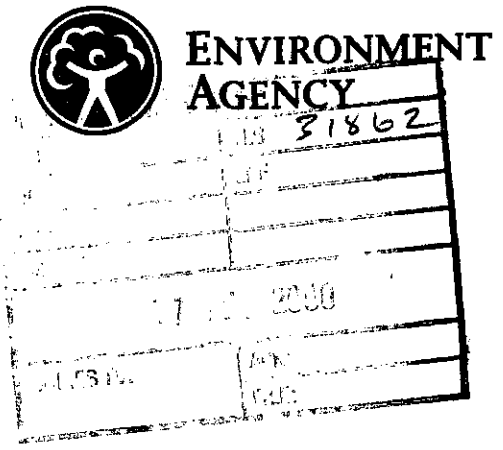
21. This decision only grants planning permission under Section 57 of the Town and Country Planning Act 1990. It does not give any other approval or consent that may be required.

Peter Hardge

INSPECTOR

Our ref: SP\2000\2023
Your ref: F/2000/1798

Date: 13th July 2000



District Planning Officer
Wokingham District Council
Council Offices
Shute End
Po Box 157
Wokingham
Berkshire RG11 1BN

Attention: Mr Joss Miller

Dear Sir/Madam

PROPOSED ERECTION OF ONE DETACHED DWELLING AND GARAGE

Thank you for your letter dated 29th June 2000 which was received on the 4th July 2000. You are asked to quote the following reference in any correspondence: SU77SE/8/23.The Environment Agency has the following comments:

The Environment Agency has no objection to the proposed development.

ADVICE TO PLANNING AUTHORITY

WASTE REGULATION: CONTACT MIRANDA WYCHERLEY ON 01276 454384

According to our records, there is one landfill site within 250 metres of the site, as follows:

Distance from site	*Landfill name*
~200m	Reading rd, Winnersh

In view of the distance involved, the form of development proposed and the type of fill, it is considered unlikely that landfill gas will present a risk to this proposal.

DECISION NOTICE

Would you please forward a copy of the decision notice to this office quoting our reference. A copy of this letter has been sent to the agent/applicant. If you have any further queries please do not hesitate to contact me on 01276 454323, quoting the reference cited at the beginning of this letter.

Cont/d..

Environment Agency
Swift House, Frimley Business Park, Frimley, Camberley, Surrey GU16 5SQ
Telephone : 01276 454300 Fax : 01276 454301

Yours faithfully

pp **Sarah Paxman**
Development Planning Officer

Cc. Keen Partnership, Culham hse, 122 Castle st, Reading Berkshire, RG1 7RJ

CONDITIONS IN THE EVENT OF THE APPEAL BEING ALLOWED

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

   Reason: In pursuance of Section 91(1) of the Town and Country Planning Act 1990.

2. No part of any building hereby permitted shall be occupied or used until the vehicle parking and turning space herein approved has been provided. The vehicle parking and turning space shall be permanently maintained and used for no other purposes.

   Reason: To ensure a satisfactory form of development and to avoid adverse impact on the public highway in the interests of highway safety.

3. The area shown on the permitted drawings for vehicle parking shall be kept available for such use and no development, whether permitted by the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order) or not, shall be carried out on the land so shown or in such a position as to preclude vehicular access to this parking space.

   Reason: Development without adequate provision for vehicle parking would lead to parking inconvenient to other road users and detrimental to highway safety.

4. The garage shall not be occupied until space has been provided within the front garden for vehicles to enter and leave the site in a forward gear and this space shall be retained for this purpose in perpetuity.

   Reason: In the interests of highway safety and convenience.

5. The dwelling/building shall not be occupied until visibility splays of 2.4 metres by 2.4 metres have been provided at the intersection of the driveway and the adjacent footway. (Dimensions to be measured along the edge of the drive and the back of the footway from their point of intersection). The visibility splays shall thereafter be kept free of all obstructions to visibility above a height of 0.6 metres.

Reason: In the interests of highway safety and convenience.

6. Prior to commencing work on site, provision shall be made to accommodate all site operatives' visitors and construction vehicles loading, off-loading, parking and turning within the site during the construction period, in accordance with details to be submitted to and agreed in writing by the Local Planning Authority. The provision should be maintained and used at all times.

Reason: To prevent queuing and parking off site, in the interests of highway safety and convenience.

7. Before the building operations hereby permitted are commenced, samples and details of the proposed external materials shall be submitted to and approved in writing by the Local Planning Authority and no external materials shall be used other than those approved.

Reason: To ensure a satisfactory external appearance.

8. 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 additional windows or similar openings shall be constructed in the first floor level or above north-east and south-west elevations of the building hereby permitted except for any which may be shown on the approved drawing(s).

Reason: To safeguard the residential amenities of the occupiers of neighbouring properties.

9. Works related to the construction of the development hereby granted, including works of demolition or preparation prior to building operations, shall not take place other than between the hours of 8 am and 6 pm Monday to Friday and 8 am to 1.00 pm Saturdays and at no time on Sundays or Bank or National Holidays

Reason: To protect the occupiers of neighbouring properties from noise and disturbance outside the permitted hours during the construction period.

10. Prior to the commencement of the development, details of the slab levels of the proposed buildings shall be submitted to and approved in writing by the Local Planning Authority. The constructed development shall not vary from the approved levels.

Reason: In order to ensure a satisfactory form of development relative to the surrounding buildings and landscape.

11. Before development is commenced, a detailed investigation shall be carried out to determine the present and likely future impact of landfill gas on the site. The method and extent of this investigation shall be agreed with the planning authority prior to the commencement of work. Details of appropriate measures to control ingress of landfill gas to inhabited spaces and outdoor areas, including provision for monitoring, shall be submitted to and approved in writing by the Planning Authority, before the development commences. The development shall then proceed in strict accordance with the measures approved.

Reason: To ensure any contamination of the site is remedied and to protect existing/proposed occupants of the application site and/or adjacent land.

12. No materials produced as a result of the site development or clearance shall be burnt on site. All reasonable steps, including damping down site roads/tracks shall be taken to minimise dust and litter emissions from the site whilst works of construction and/or demolition are in progress.

Reason: To ensure that no nuisance or disturbance is caused to the occupiers of neighbouring properties or the area generally.

13. No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a scheme of landscaping, which shall include indications of all existing trees and hedgerows on the land, and details of any to be retained, together with measures for their protection in the course of development; the approved landscaping scheme (with the exception of planting, seeding and turfing) shall be implemented prior to the occupation of the building hereby approved and retained.

Reason: In the interests of visual amenity.

14. All planting seeding and turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the building or the completion of the development, whichever is the sooner; and any trees or plants which within a period of five years from the completion of the landscaping die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

Reason: In the interests of visual amenity.

15. The development shall not commence until details of all boundary treatment(s) has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to the first occupation of the development or phased as agreed in writing by the Local Planning Authority. The approved scheme shall be maintained in perpetuity.

Reason: To safeguard the visual amenities of neighbouring properties and the locality.

16. Prior to commencing work on site, provision shall be made to accommodate all site operatives' visitors and construction vehicles loading, off-loading, parking and turning within the site during the construction period, in accordance with details to be submitted and agreed in writing by their Local Planning Authority. The provision should be maintained and used at all times.

Reason: To prevent queuing and parking off the site, in the interests of highway safety and convenience.

17. Precautions shall be taken for the duration of the construction period to prevent the deposit of mud and similar debris on the adjacent public highways, in accordance with details to be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development.

Reason: In the interests of highway safety and convenience.

The Planning Inspectorate

3/03 Kite Wing
Temple Quay House
2 The Square
Temple Quay
Bristol BS1 6PN
http://www.planning-inspectorate.gov.uk

Direct Line 0117-3726079
Switchboard 0117-3728000
Fax No 0117-3728443

GTN 1371-6079

Ms D Gumbrell (Planning Department)
Wokingham District Council
Po Box 157
Shute End
Wokingham
Berkshire
RG41 1BN

Your Ref: F/2000/1798

Our Ref: APP/X0360/A/01/1061564

Date: 29 May 2001

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY ALDERKEY LTD
SITE AT LAND AT REAR OF, 552 AND 554 READING ROAD, WINNERSH

I enclose for your information a copy of the appellant's final comments on the above appeal. Normally, no further comments, from any party, will now be taken into consideration.

Yours faithfully

pp Simon Campbell
Miss A Groves

217L(BPR)

43841

PLANNING SERVICES	HPT
POL	TLS
DC	ENF
APP	
CS	
30 MAY 2001	
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CLIFF WALSINGHAM & Company

Specialist Planning & Development Consultants

Bourne House, Cores End Road, Bourne End, Bucks SL8 5AR Tel: 01628 532244 Fax: 01628 532255 email: bourne.end@walsingplan.co.uk

Brandon House, King Street, Knutsford, Cheshire WA16 6DX Tel: 01565 757500 Fax: 01565 757501 email: knutsford@walsingplan.co.uk

www.walsingplan.co.uk

Our Ref: MT/JY/B64/01

24th May 2001

The Planning Inspectorate
3/03 Kite Wing
Temple Quay House
2, The Square
Temple Quay
Bristol BS1 6PN

Dear Sirs,

Re: Appeal by Alderkey Ltd
R.O 552/554 Reading Road, Winnersh
APP/X0360/A/01/1061564

I refer to the above appeal and enclose two copies of the appellants' response to the statements made by the planning authority, the highway authority and third parties.

Yours faithfully

Mark Thackeray
Dip T&CP MRTPI
BOURNE END OFFICE

Encl.

APPEAL BY ALDERKEY LTD

LAND TO THE REAR OF

552 AND 554 READING ROAD, WINNERSH

RESPONSE BY THE APPELLANTS

APP/X0360/A/01/1061564
MT/JY/064/01
F/2000/1798

1.0 Response to the Planning Authority's Statement

The following response is numbered by reference to the paragraphs in the statement by Wokingham District Council by the use of parenthesis.

1.1 The LPA confirm that the surrounding dwellings are a mix of single and two storey buildings. I note that certain residents refer to the bungalow as the predominant house form in the area. This is not correct and the LPA's acceptance of this is appreciated.

1.2 The land is divorced by ownership and function from any other land and therefore presumably has no use in planning terms (1.2)

1.3 The LPA has not produced any evidence in support of its refusal. In (4.1) the reasons for refusal are merely summarised. In (4.2) the bungalow/two storey description is restated, though, with a different conclusion. The Inspector will see this for himself/herself. The majority of dwellings on Drome Path are two storey detached houses; the majority of dwellings fronting Reading Road are two storey houses; dwellings in Greenacres Avenue and Lincoln Close are detached two storey houses. Bungalows are therefore in the minority, although there are some nearby on Reading Road and Drome Path.

1.4 The larger part of (4.2) is descriptive. The figures are not challenged but the conclusions as the bulk and massing of the house are contested, mainly because they are not justified, explained or qualified in any way.

1.5 The footprint of the dwelling, 73sq.m is not unduly large when compared to prevailing sizes in the area. "Holmecroft" has a footpath of 112 sq.m. "Mountain Ash" is 86 sq.m and "Fozbery" is the same. "Lyndon" is 108 sq.m; "Sydenham" is 128 sq.m. The bungalows, Nos. 9,11 and 15 are bigger, as might be expected and occupy a relatively larger proportion of their sites. The average house footprint in Lincoln Close is about 106 sq.m. When allowing that some of these two storey houses have integral garages, the gross floorplan area of the new house, 103 sq.m, is not unduly large.

1.6 As noted in the grounds of appeal, the site itself is generous (though it is 0.043ha rather than the 0.43ha referred to in my paragraph 7) and the two buildings occupy only 23.9% of this area. The width, height and depth of the house would not be abnormal and would be comparable in all respects to other houses in the vicinity. The building line on this side of Drome Path has been respected. The LPA does not state how or why any of these dimensions are unacceptable, nor does the statement indicate how or why a house of this size would be in conflict with the cited policies.

1.7 The planning authority has therefore failed to substantiate this reason for refusal.

2.0 Response to the Highway Authority's Statement

2.1 The statement from the Highway Authority rather ignores the fact that Drome Path exists, that it is an unadopted private road and that the LPA has permitted the erection of twelve dwellings along its length without objection from the Highway Authority. It also ignores the fact that both authorities have permitted the erection of a bus shelter in direct line of sight from Drome Path along Reading Road. These are factors which cannot be ignored, bearing in mind the need for consistency in the determination of planning applications. This is an existing situation, which has not given rise to objections or concerns in the past. There have been no changes in policies or circumstances in the recent past.

2.2 Drome Path is little more than a track, although there are passing places along its length sufficient to enable the safe passage of vehicles. It is unreasonable to apply DB32 standards to the appeal situation when access along the track is quite safe and does not give rise to safety problems. If the access were deemed to be unsuitable, then none of the houses should have been permitted. Twelve have been, with no ill-effect, and it is unreasonable and unnecessary to raise a traffic objection to the last possible house in the road. The Highway Authority has made no effort to explain why it has found twelve houses acceptable, nor what the material difference would be were there to be thirteen dwellings. Twelve is acceptable in this regard and so is thirteen.

2.3 The absence of street lighting and footpaths needs to be addressed on the same basis. This situation is not unusual on private roads and would not be made worse by the addition of a single, last dwelling house (para 5).

2.4 In para 6. it is suggested that the site layout does not comply with a standard, though it does not say what the standard is or why it does not comply. A car can enter and leave the site in a forward gear from either direction, though the main access route is likely to be to/from Greenacres Avenue, as it is with the other houses.

2.5 The accident statistics, though regrettable, are not directly relevant. None occurred near Drome Path. The first was a failure to give way; the second occurred in stationary traffic; the third happened when a car pulled out in front of another, presumably a driver error; the fourth involved a loss of control by the driver of the only vehicle involved; the fifth was speed related and again involved a rear shunt to a stationary car. It is not possible to tell from the papers what the contributory factors were as no key is provided for the numbers, but, from the descriptions, visibility for turning traffic was not one of them.

2.6 Reading Road is a very busy road, made more so by the fact that virtually every house has its own access directly onto the carriageway. Five minor accidents over a three year period is, thankfully, not a high incidence of accidents on a major road. On this road heavy traffic is bound to be a contributory factor and so is turning, so this is not an abnormal state of affairs. Nor would it be made worse by the additional traffic of a single house, which has an alternative means of access onto the A329.

2.7 Any deficiency in the sight lines onto the A329 is the responsibility of the Highway Authority. Drome Path and most of its twelve houses were in existence before the Authority permitted the erection of a bus shelter. This impediment to visibility was not apparently considered to be a problem then and, if it is now, it ought to be removed, re-sited or redesigned as a cantilever structure.

2.8 By the same token, Drome Path existed before Greenacres Avenue and Lincoln Close. Three houses on Drome Path were built as part of that development. The junction of Greenacre and Drome was approved by the Highway Authority. If a householder has allowed a hedge to impede visibility to the point where it constitutes a danger to traffic, then the Highway Authority should take appropriate action to have the impediment removed or cut back. If they do not, then the obstacle is presumably not a danger and the visibility is acceptable for twelve households. It is therefore acceptable for thirteen, when as in this case, it can be seen that there will be no more to follow.

2.9 The highway objection is therefore unfounded or the result of the authority's own actions or lack of action:

- there is no evidence of accidents at either end of Drome Path
- if the visibility is impeded at either end, and this only applies on a 4.5 metre minor road distance, then it is because Wokingham District Council has permitted them or condoned the impediments
- the council could insist upon the removal of any such impediments but has chosen not to do so
- access into and along Drome Path by residents and visitors takes place without let or hindrance and will continue to do so.

3.0 Response to Third Party Comments

Two third party letters have been received via the Inspectorate, from Mrs Page at 554 Reading Road and from Mr Moore of 11 Drome Path. There were in addition three letters with the questionnaire, submitted at the time of the application, from Mrs Page, Ms Culver of 6 Lincoln Close and Mrs Lee of 550 Reading Road.

NB Reference is made in the list of consultees and in Mr Moore's letter to petitions and application responses, from both Mr Moore and Mr Goulding of 9 Drome Path. None of these documents have been submitted to the appellants.

3.1 Mrs Page

i) If Mrs Page was advised by her solicitors that the land was too small and would not be built on, then she was badly advised and might take up the matter with the solicitor. At 0.043 hectares, the single house plot proposed represents a density of 23.25 dwellings per hectare, low by current PPG3 standards but wholly appropriate to the area.

ii) Mrs Page's privacy would not be affected by the proposal. There would be no first floor windows on the front elevation; the siting of the house would be such that even oblique views of the bungalow/garden at No. 554 would not be possible; the proposed garage would be a buffer between the two houses.

iii) The ridge line of the proposed house runs roughly along the extended boundary line between No. 552 and No. 554. This makes overlooking of either property impossible, respects the building line and access requirements and allows a decent rear garden.

iv) the front wall of the building would be about 19m from the rear wall of No. 554, 10m within the site and 9m being the garden to that property. This is a reasonable distance and compares very favourably, for example, with the rear to flank distances between "Fozbery"/ 6 Lincoln Close (10 metres) or "Holmecroft" / 5 Lincoln Close (12 metres). This relationship between buildings is normal and acceptable.

3.2 Mr Moore

i) Mr Moore, living partially opposite the site, supports the application and, from his letter, appears to speak for other residents as well as himself. The original letter to which he refers, has not been supplied by WDC nor has the petition, again presumably in support of the proposal. These items have been requested and the appellants would like to reserve the right to comment further when they are received.

3.3 Mrs Lee

i) Mrs Lee does not object to the proposal. She asks only that appropriate boundary fencing be included as a condition of the permission.

3.4 Ms Culver

i) Ms Culver is concerned about the character of the area, suggesting that a bungalow would be better suited. This matter has been considered elsewhere and it remains the appellants' view that, when all five properties on this side of Drome Path are of two storeys, the condition of a sixth is appropriate.

ii) Access for construction traffic is often inconvenient but the site is big enough to permit the storage of materials and vehicles on site and a condition to this effect is appropriate. Damage to the private road would need to be considered as a legal matter.

iii) The best use of existing urban land is the established policy of central and local government. This proposal accords with that policy and would have no detrimental effect on local amenities or design principles.

iv) Concern over overlooking is misplaced. The relationship between the new house and Ms Culver's is oblique, 45°, with the garden of "Mountain Ash" between, and the two would be a reasonable distance apart. There would be no direct overlooking or loss of privacy arising to either property.

The new house would be due north of No. 6 Lincoln Close, so there can be no possibility of the former depriving the latter of light or sunlight, as Ms Culver suggests.

3.5 Winnersh Parish Council

i) Access has been discussed elsewhere. Any problems can be resolved by WDC.

ii) This would not be a "back-fill" development, but a use of redundant land on a recognised street frontage.

iii) The comments on the size of the building may relate to the original four-bedroom house, which was reduced to a three-bedroom house by negotiation in November 2000. In the appellants' view, neither house would be too big for the site.

4.0 Response to the Draft Conditions

4.1 The first three draft conditions are acceptable. Condition 4 is acceptable in principle, although the "in perpetuity" phrase would not satisfy Circular 11/95. Conditions 5,6 and 7 are acceptable. The appellants accept condition 8 as there is no need for such windows and even though the introduction of windows into front walls would not materially affect the external appearance and would not be development at all. With regard to condition 9, the Inspector is asked to consider whether longer hours might not be appropriate, perhaps 7am-7pm, at least in the summer months when daylight permits outdoor work, maybe with the proviso that powered machinery should not be used outside the building in the reduced hours. Condition 10 is acceptable though unnecessary. In the light of the Environment Agency's comments in their 13/7/00 letter, the need for condition 11 is questioned. Condition 12 is acceptable. The need for condition 13 is questioned. This appears to be an off-the-peg condition of no relevance to a single house plot where a landscaping scheme for what will be private garden space is unreasonable. For the same reason, 14 is considered inappropriate. Conditions 15, 16 and 17 appear to be acceptable.

5.0 Conclusions

5.1 With hindsight, one might look at Drome Path and find that it is not appropriate for development relying on frontage access for vehicles. It might have been widened when Greenacres Avenue was built; it might have been closed off to traffic at the Reading Road end and presumably still could be; it might have remained a footpath with parking provided remotely for any new houses. None of this has happened and instead, Wokingham District Council has permitted an increase from the two houses that were there in the 1960's to the present twelve properties. They have furthermore introduced a bus shelter on Reading Road in a line of sight from Drome Park to the South East and have either failed to condition the protection of the sight line on Greenacres Avenue or failed to enforce the condition.

5.2 There is now one housing plot left on Drome Path, the appeal site. Without redevelopment there is no further development potential. The site is of a reasonable size and the proposed dwelling is of a wholly appropriate size, scale,

position and appearance. There would be no loss of residential amenity nor any diminution of the area's character. In matters of access and road safety, the situation is not ideal, but the situation is largely of the Council's own making. The situation must be assessed in the context of whether the use of the lane by vehicles associated with twelve dwellings would be made materially worse by the addition of a thirteenth and last dwelling. It would not.

5.3 The planning authority has submitted no evidence to support its reason for refusal. The evidence submitted by the Highway Authority does not justify the refusal on highway grounds. Any concerns expressed by local residents are either unfounded or can be dealt with by the proper use of conditions.

5.4 Planning permission should have been granted. The appellants therefore trust that the Inspector will concur with this view and allow the appeal.

Mark Thackeray
BSc Dip TP MRTPI
Cliff Walsingham and Company
May 2001

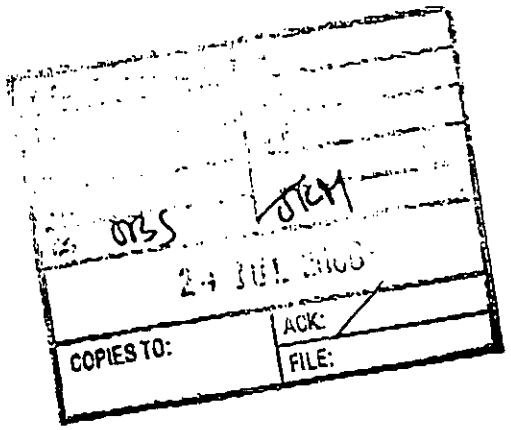
SUPPLEMENTARY RESPONSE BY THE APPELLANTS TO LATE CORRESPONDENCE FROM THE LOCAL PLANNING AUTHORITY

1. Further to the response made on behalf of the appellants to the LPA's evidence, Wokingham District Council has provided two further documents relating to the original application. They are a letter dated 22nd July 2000 from Mr Goulding of 9 Drome Path and a petition signed by or on behalf of the residents of Drome Path. Some signatures are duplicated as the petition seems to have been jointly organised by Mr Goulding and Mr Moore of 11 Drome Path, whose accompanying letter has still not been provided.

2. The petitioners support the application and, by Mr Moore's letter of 20th April 2001 to the Inspectorate, they support the appeal. A cynic might query whether this widespread support for the scheme might not explain the absence of these papers from the LPA's background papers and the failure to refer to the views of the residents in the LPA's evidence.

3. The residents' support is conditional upon seemingly reasonable practices to be introduced during the construction process. This appears appropriate and while the appellants would be guided by the highway officers in determining the best means of accessing the site during construction, Reading Road is certainly the closest point of access. The matter of occupancy of the building (item d) is not a planning matter.

4. The residents of Drome Path foresee none of the problems anticipated by the LPA and highway authority. They see this as an appropriate completion of Drome Path. The appellants welcome their support and concur with their views.



9 Drome Path
Winnersh
Berkshire RG41 5AS

22nd July, 2001

Dear Mrs Miller

Application No F/2001/1798

I enclose a 'petition' signed by the residents of Drome Path concerning the above application. There are three properties missing from the petition owing to the fact that the properties are now let & the ~~owners~~ occupiers are now living elsewhere. However, we are confident that they too would have been totally in support of our views.

Please acknowledge receipt.

Yours sincerely

B. A. M. GOULDING

24.MAY.2001 10:31 WDC PLAN&TRANSPORT NO.659 P.3

APPLICATION F/2000/1798

Proposed erection of one detached dwelling and garage on land at the rear of No. 552 and 554 Reading Road, Winnersh.

We, the undersigned residents of Drome Path, Winnersh, support the above planning application on the grounds that it completes the development of Drome Path and removes this derelict piece of land that has been an eyesore for years. It is used as a tip and dumping ground.

Drome Path is a private, sub-standard width road, maintained at our personal expense. The road was repaired and resurfaced by us as recently as 11th May 2000.

Accordingly, our support for the proposal is subject to the following provisos:-

(a) During the course of the development

(i) all vehicular access to the proposed site should be restricted to the Reading Road entrance, with no access or exit from Greenacres Avenue. Failing which, the developer to be required to undertake the repair and resurfacing of Drome Path immediately following completion of the development;

(ii) care should be taken to avoid undue noise, dust and disturbance to the residents of Drome Path. There should be no weekend working; and

(iii) the vehicular accesses to nos. 11 and 15 Drome Path, in particular, to be kept clear at all times.

(b) Because of the narrow width of the road outside No.15 Drome Path, the proposed "island" feature, detailed on the drawing, should be set back or re-sited.

(c) The developer to be advised that the gravelled road surface fronting the proposed development site must be retained.

(d) Occupancy of the proposed building should not be tied in any way to the Blue Garage or any other related business.

Signature	Name	Drome Path Address
[signature]	B Goulding	9
[signature]	B. Goulding	9
B. Goulding	D. MOORE	11
D. Moore	L. MOORE	11
L Moore	J WILKINS	3
J Wilkins		
V Harper	V HARPER	1

24.MAY.2001 10:31 WDC PLAN&TRANSPORT NO.659 P.7

PLANNING SERVICES	HPT
POL	TLS
DC OBS	ENF
APP	
CS	JKM

03 JAN 2001

COMPS TO: ACK FILE

APPLICATION F/2000/1798

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(d) Occupancy of the proposed building should not be tied in any way to the Blue Garage or any other related business.

Signature	Name	Drome Path Address
[signature]	L. MOORE	11
Judith Wilkins	J. WILKINS	3
[signature]	G.N. HARPER	1
[signature]	E RIVERS	2
Vivian Harper	V. HARPER	1
[signature]	P.R.G. TAYLOR	LYNTON
[signature]	S. MOORE	15
[signature]	J. FRANKLIN	7
[signature]	K WHITE	FOXBERY
[signature]	P. TARTTELIN	9

Signature	Name	Drome Path Address
	ENID RIVERS	SYDENHAM
	S. MOORE	15
	G. U. HARPER	1
	K. WHITE	FORBERY
	PAD BELL	5
	ALM BELL	5.
	P.R.G. TAYLOR	LYNTON.
	J.E. TAYLOR	"
	J.A. SOUTHGATE	3
	P.S. [illegible]	SYDENHAM

The Planning Inspectorate

3/03 Kite Wing
Temple Quay House
2 The Square
Temple Quay
Bristol BS1 6PN
http://www.planning-inspectorate.gov.uk

Direct Line 0117-3726079
Switchboard 0117-3728000
Fax No 0117-3728443

GTN 1371-6079

Ms D Gumbrell (Planning Department)
Wokingham District Council
Po Box 157
Shute End
Wokingham
Berkshire
RG41 1BN

Your Ref: F/2000/1798

Our Ref: APP/X0360/A/01/1061564

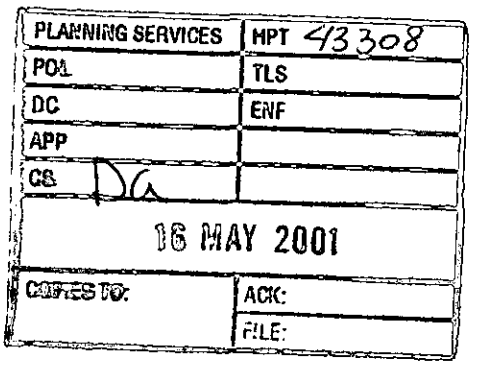
Date: 15 May 2001

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY ALDERKEY LTD
SITE AT LAND AT REAR OF, 552 AND 554 READING ROAD, WINNERSH

I enclose third party correspondence relating to the above appeal.

If you have any comments on the points raised, please send 2 copies to me no later than 9 weeks from the starting date. Comments submitted after that deadline may not be seen by the Inspector. -25/05/01



Yours faithfully

Miss A Groves

211AL(BPR)

Mrs Christine Page
554 Reading road
Winnersh
Berkshire RG41 5HA

PLANNING SERVICES	HPT
POL	TLS
DC	ENF
APP	
CS	
16 MAY 2001	
COPIES TO:	ACK:
	FILE:

FAO Miss A Groves
The Planning Inspectorate
Room 1004, Tollgate House
Houlton Street
Bristol BS2 9DJ

3rd May, 2001

REFERENCE: APP/X0360/A/01/1061564

Dear Miss Groves

My reasons for objecting to a house and garage being built at the bottom of my garden have not changed.

1. When I first purchased my bungalow, I was informed by my solicitor, that nothing could be built on the piece of land which was originally the previous owners garden and was too small.

2. As my garden is the shortest of all the gardens in the road, my privacy would be extremely affected. At the moment I have no restrictions on a view from my back windows or garden. If this appeal were to be granted, then I would have a building as they say ' right in my face'.

3. The land to be sold by my neighbour is purely for profit and they will not be affected by this, as the proposed dwelling will have it's garden at the bottom of their garden. I would be less likely to object if it was going to be built at the bottom of their garden which will still be longer than mine.

4. The path which runs along side my property is very narrow, and I assume will be the access for this dwelling, is very difficult, at the moment with the amount of cars, trying to get in and out of it on to the Reading Road.

5. Has anyone actually been and seen the proposed site? If they are planning a visit, please inform me as I would like to discuss my objections with a person 'on site'

6. All the other dwellings in the vicinity are single storey.

Should an orange planning permission notice have been on display and remained there for a set time? This did not happen. The notice originally, was on the fence next door for one day and when I went to look at it, it had been torn down and thrown in my front garden. Nothing has appeared since.

Should my objections fail, I am prepared to take the matter as far as possible in order to prevent it.

Thanking you,
Yours sincerely,

Christine Page.

RECEIVED
23 APR 2001
PINS AA PEP

Your ref; F/2000/1798

Mr L.Moore & Petition
11 Drome Path
Winnersh
Wokingham
Berkshire
RG41 5HB

20th April 2001

Dear Madam,

TOWN AND COUNTRY PLANNING ACT 1990
APPEAL BY ; Alderkey Ltd
SITE; Land rear of 552 & 554 Reading Road Winnersh
PROPOSAL; Proposed erection of 1 detached dwelling & garage

As per our previous letter the residence of Drome Path have no objection to the erection of the above property on the proposed site.

You are well aware the road is 'Private' and maintained by the residence at our own personal expense., so, our main concern as previously stated is the road.

If development is to go ahead we would like the points carried out in our previous letter to be observed..

We would like to be notified of the result of the appeal when known. (APP/X0360/A/01/1061564).

Yours faithfully,

L.Moore

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WOKINGHAM DISTRICT COUNCIL

TOWN AND COUNTRY PLANNING ACT 1990

APPEAL BY ALDERKEY LTD

PLANNING APPLICATION FOR THE ERECTION OF ONE DETACHED DWELLING AND GARAGE LAND REAR OF 552 & 554 READING ROAD, WINNERSH, WOKINGHAM

PLANNING APPLICATION NO. F/2000/1798

DETR REF: APP/X0360/A/01/1061564

STATEMENT BY THE HIGHWAY AUTHORITY

1. The appeal site is situated to the rear of 552 & 554 Reading Road and served by Drome Path, it is approximately half a mile southeast of the Loddon Bridge roundabout. Drome Path forms a link between A329 Reading Road and Greenacres Avenue.

2. The A329 forms part of the primary distributor road network, carrying an average of 20,000 vehicles per day, approximately 1600 of these movements are in each peak period. At its junction with Drome Path it has a 9 metre carriageway, with street lighting, centre line markings and is subject to a 40 m.p.h speed limit. On its north side is a 3 metre wide footway whilst to the south there is a 4.7 metre wide footway.

3. Greenacres Avenue has an overall width of 9 metres at its junction with Drome Path, comprising of a 5.3 metre carriageway, 2 metre verge to the north, and 2 metre footway to the south. It is subject to a 30 m.p.h speed limit.

4. Drome Path is unmetalled for most of its length and has an average single-track width of approximately 2.5 metres with no formal passing places. Indeed it could be described as a track. The required minimum width, as recognised in Design Bulletin 32, for two vehicles to pass safely is 4.1 metres.

5. The width of the access at its junction with the A329 is also substandard. Therefore, conflict could arise if a vehicle was waiting to turn from Drome Path whilst at the same time a vehicle was wishing to turn from the A329 into the access as there is insufficient room for the vehicles to pass. Drome Path is therefore substandard in terms of width and construction and has no footways or streetlighting, which is detrimental to highway safety.

6. The application as submitted has a site layout that doesn't comply with our standards. This would result in difficult manoeuvres into and out of the site access due to the narrow width of Drome Path. If the inspector were minded to allow the appeal then this would need to be addressed.

7. There have been 5 recorded personal injury accidents within a 500 metre radius of the site during the past three-year period. All of these are located on the A329 and details can be found in Appendix 1, which shows that a turning movement was a contributory factor in two of these accidents and heavy traffic has had an influence on two others.

8. The Highway Authority is concerned that the proposed development would generate additional vehicle turning movements at the junctions of Drome Path with the A329 and Greenacres Avenue. Both of these junctions are substandard in respect of visibility and the safety and free flow of traffic on both the A329 and Greenacres Avenue would be adversely affected.

9. The DETR's Places, Streets & Movement (A companion guide to DB32) specifies that visibility splays of 4.5 metres by 120 metres should be provided at lightly trafficked simple junctions where a 40 m.p.h speed limit exists. Therefore the A329/Drome Path junction would require these standards. The Highway Authority considers that visibility splays of 2.4 metres by 60 metres would be acceptable from Drome Path onto Greenacres Avenue. (Appendix 2).

10. From on site measurements visibility from Drome Path at the recommended 4.5 metre setback distance onto the A329 is acceptable to the left (west) but only 27 metres looking to the right due to the location of a nearby bus shelter. Pedestrian visibility to the left where the access meets the adjacent A329 footway is also poor which is due to the adjacent landowner's boundary fence. Visibility onto Greenacres Avenue would be acceptable from a 2.4 metre setback looking to the left however it is only 11 metres looking to the right, due to growth of the adjacent hedge.

11. Chapter 7 of the DETR's Technical Directive 42/95 (TD42/95) acknowledges the importance of providing adequate visibility splays for minor roads in order to allow an emerging vehicle to see the oncoming major road traffic in sufficient time to permit them to make their manoeuvres safely. Furthermore, the required minor road set back distance of 4.5/2.4 metres allows drivers on the major road to be aware of traffic entering from the minor road in time for them to be able to slow down and stop safely if necessary. (Appendix 3)

12. Clearly the visibility available at both junctions is considerably below the required minimum standards. It is at detriment to road safety and therefore creates a potential hazard to all road users. For this reason both of the junctions are considered to be substandard.

13. Taking into account that traffic movements will be hazardous when exiting Drome Path at either junction and the substandard nature of Drome Path, I would, for the reasons given, request that the inspector dismiss the appeal.

Adam Coggins
2nd May 2001

LIST OF APPENDICES

1. ACCIDENT LOCATION & DATA

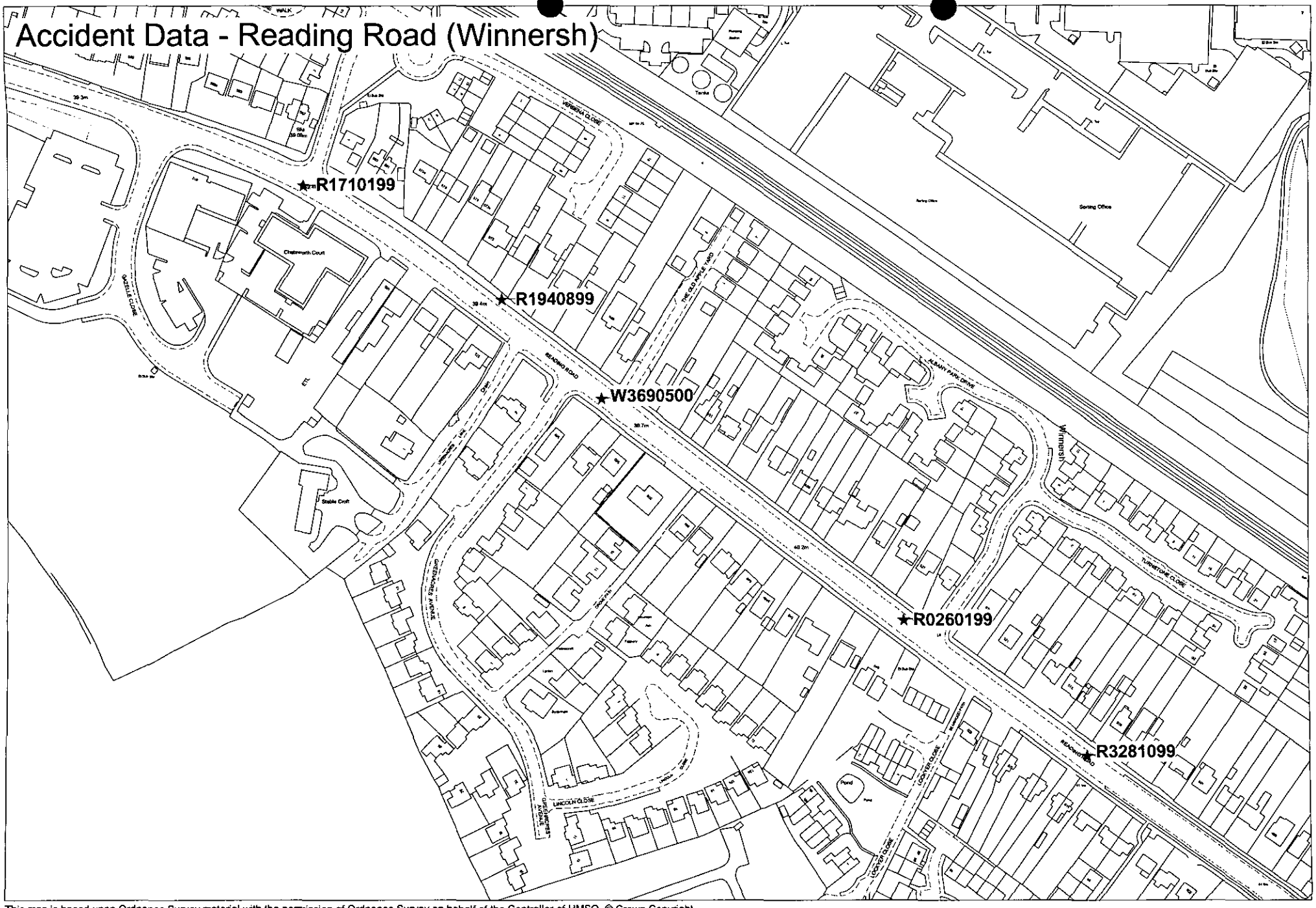
2. PLACES, STREETS & MOVEMENT
(A COMPANION GUIDE TO DB32)
"Sightlines at Road Junctions"

3. DEPARTMENT OF TRANSPORT TECHNICAL
DIRECTIVE 42/95
"Geometric Design of Major/Minor Priority Junctions"

APPENDIX 1

ACCIDENT LOCATION AND DATA

Accident Data - Reading Road (Winnersh)



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Development Control Section, Environmental Services, Wokingham District Council.

2 May 2001

Scale: 1 : 2500

N W E S

Accidents between dates **01/07/1997 and 30/06/2000 (36 months)**
Selected by:

R1710199 13/01/1999 Time 2022 Vehicles 2 Casualties 1 Serious
E: 477121 N: 171306 First Road: A 329 Road Type Single carriageway - 2 lanes
Speed limit: 40 Junction Detail: T or staggered junction Control: Give way Road2: U 7514
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards None
Place accident reported: Elsewhere DETR Special Projects:
Contributory factors: 14 15 16
TRNG RT FROM NE TO NW FAILED TO GWAY & HIT PC2 TRAV SE
Occurred on READING ROAD JW CAVENDISH GARDENS. WINNERSH

Vehicle Reference 1 Car Turning right
Vehicle movement from NE to NW No tow or articulation Entering the main road
Not restricted lane No skidding, jack-knifing or overturning
Location at impact Middle of junction First impact Offside Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carriageway Age of Driver 53 Female
Parts damaged: Front Front Front Not hit and run
Breath test Not requested

Vehicle Reference 2 Pedal cycle Going ahead
Vehicle movement from NW to SE No tow or articulation On the main road
Not restricted lane No skidding, jack-knifing or overturning
Location at impact Approaching junction First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carriageway Age of Driver 47 Male
Parts damaged: Front Front Front Not hit and run
Breath test Not applicable

Casualty Reference: 1 Vehicle: 2 Age: 47 Male Driver/rider Severity: Serious
Not a school pupil

Accidents between dates 01/07/1997 and 30/06/2000 (36 months)
Selected by:

R1940899 14/08/1999 Time 1500 Vehicles 2 Casualties 2 Slight
E: 477222 N:171249 First Road: A 329 Road Type Single carriageway - 2 lanes
Speed limit: 40 Junction Detail:Not at junction
Crossing: Control None Facilities: None within 50m Road surface

Special Conditions at SiteNone Carriageway Hazards None
Place accident reported: At scene DETR Special Projects:
Contributory factors: 11 08 16 41
TRAV NW STAT IN TRAFF HIT IN REAR BY C1
Occurred on A329 READING RD APP 20YD W JNC GREENACRES LN

Vehicle Reference 1 Car Going ahead
Vehicle movement from SE to NW No tow or articulation On the main road
Not restricted lane Skidded
Location at impact Not at junction First impact Front Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carriageway Age of Driver 24 Male
Parts damaged: Front Front Front Not hit and run
Breath test Not requested

Casualty Reference: 1 Vehicle: 1 Age: 24 Male Driver/rider Severity: Slight
Not a school pupil

Casualty Reference: 2 Vehicle: 1 Age: 20 Female Passenger Severity: Slight
Not a school pupil
Front seat car passenger

Vehicle Reference 2 Car Waiting to go ahead but held up
Vehicle movement from SE to NW No tow or articulation On the main road
Not restricted lane No skidding, jack-knifing or overturning
Location at impact Not at junction First impact Back Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carriageway Age of Driver 54 Male
Parts damaged: Back Back Back Not hit and run
Breath test Not requested

Accidents between dates 01/07/1997 and 30/06/2000 (36 months)
Selected by:

W3690500 13/05/2000 Time 1945 Vehicles 2 Casualties 1 Slight
E: 477273 N: 171199 First Road: A 329 Road Type Single carriageway - 2 lanes
Speed limit: 30 Junction Detail: Private drive Control: None
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight: street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards None
Place accident reported: At scene DETR Special Projects:
Contributory factors: 12 16 27
TRN RT W TO S PULLED IN FRNT C2 TRAV W
Occurred on A329 READING ROAD 20TDS SE OF GREENACRE AVENUE WINNERSH

Vehicle Reference 1 Car Turning right
Vehicle movement from W to S No tow or articulation Leaving the main road
Not restricted lane No skidding, jack-knifing or overturning
Location at impact Middle of junction First impact Front Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carriageway Age of Driver 34 Male
Parts damaged: Front Back Not hit and run
Breath test Not requested

Vehicle Reference 2 Car Going ahead
Vehicle movement from E to W No tow or articulation On the main road
Not restricted lane No skidding, jack-knifing or overturning
Location at impact Middle of junction First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carriageway Age of Driver 34 Female
Parts damaged: Front Back Not hit and run
Breath test Not requested

Casualty Reference: 1 Vehicle: 2 Age: 34 Female Driver/rider Severity: Slight
Not a school pupil

Accidents between dates **01/07/1997 and 30/06/2000 (36 months)**
Selected by:

R0260199 05/01/1999 Time 1855 Vehicles 1 Casualties 1 Slight
E: 477427 N: 171088 First Road: A 329 Road Type Single carriageway - 2 lanes
Speed limit: 40 Junction Detail: T or staggered junction Control: Give way Road2: U 7514
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards
Place accident reported: At scene DETR Special Projects:
Contributory factors: 23
TRAV SE LST CONT LEFT CWAY NSIDE, HIT TREE
Occurred on A329 WOKINGHAM ROAD JW ALBANY PARK DRIVE. WINNERSH

Vehicle Reference 1 Car Going ahead
Vehicle movement from NW to SE No tow or articulation On the main road
Not restricted lane No skidding, jack-knifing or overturning
Location at impact Approaching junction *First impact* Front *Hit vehicle:* 0
Hit object in road None Off road: Telegraph/Electricity pole
Left carriageway nearside Age of Driver 17 Male
Parts damaged: Front Front Front Not hit and run
Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 17 Male Driver/rider Severity: Slight
Not a school pupil

Accidents between dates ***01/07/1997 and 30/06/2000 (36 months)***
Selected by:

R3281099 22/10/1999 Time 1635 Vehicles 0 Casualties 0 Slight
E: 477520 N: 171020 First Road: A 329 Road Type Single carriageway - 2 lanes
Speed limit: 40 Junction Detail: Not at junction
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight: street lights present Raining without high winds
Special Conditions at Site None Carriageway Hazards None
Place accident reported: At scene DETR Special Projects:
Contributory factors: 12 41 52
TRAV SE BRKD, SKDD & HIT REAR C2 STAT IN HEAVY TRAFF
Occurred on READING ROAD 100MSE JNC ALBANY PARK DRIVE. WINNERSH.

Vehicle Reference
Vehicle movement from to

Location at impact First impact Hit vehicle:
Hit object in road Off road:

Age of Driver

Parts damaged:
Breath test

APPENDIX 2

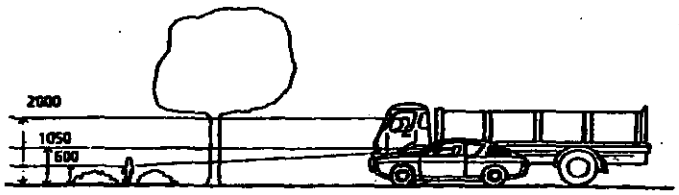
PLACES, STREETS & MOVEMENT
(A COMPANION GUIDE TO DB32)
'Sightlines At Road Junctions'

Sightlines at Road Junctions

The design of sightlines at junctions is discussed in detail in both DB32 and PPG13, annex D. This section draws together the advice in those two documents. The guidance given here needs to be assessed in the circumstances of each case. Sightlines should never be reduced to a level where danger is likely to be caused.

The diagrams and commentary given here describe the most salient points involved.

To enable drivers emerging from a minor road or access to see and be seen by drivers proceeding along the major road, unobstructed visibility is needed within the shaded area (x/y) in plan. Vertical visibility is also required as shown in the section.



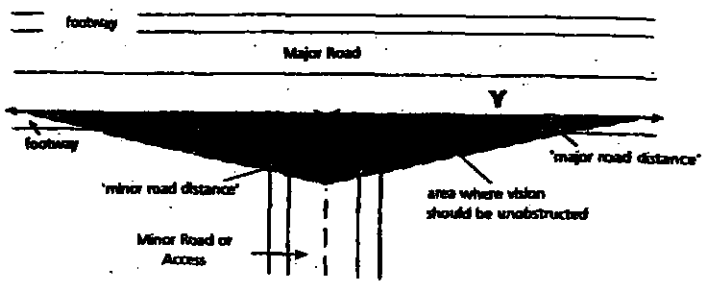
Clear horizontal sightlines should take account of both what the driver can see and what pedestrians (especially children) can see. Sightlines need to be determined from an eye height of 1.05m – 2m, to an object height of 0.6m – 2m.

Requirements for X and Y dimensions are summarised as:

X dimension (minor road distance)

- 9m: The normal requirement for major new junctions and for the improvement of existing junctions between access roads and district or local distributor roads - for instances where the minor road is busy (ref. PPG13 annex D para. 2).
- 4.5m: For less busy minor roads and busy private access points.
- 2.4m: The minimum necessary for junctions within development to enable a driver who has stopped at a junction to see down the major road without encroaching onto it.
- 2.0m: For single dwellings or small groups of up to half a dozen dwellings or thereabouts.

Only in exceptional circumstances should a distance of less than 2.0m be considered.



The advice in this section supersedes that contained in both PPG13 and DB32.

Y dimension (major road distance)

Table A

Major road speed (kph)	120	100	85	70	60	50	40	30
Major road distance (m)	295	215	160	120	90	70	45	33

Table B

Speed Limit (mph)	70	60	50	40	30	20
Major road distance (m)	295	215	160	120	90*	45*

** includes an allowance for motorists travelling at 10kph above the speed limit.*

Tables A and B are drawn from Annex D of PPG13 with the speeds for residential areas shown in bold. In addition to the dimension quoted, where it can be shown that vehicle speeds will be contained to either 30mph or 20mph the respective Y distances in table B can be amended to 60m and 33m respectively.

Reference: DB32 pp.50–53 and PPG13 Annex D

APPENDIX 3

DEPARTMENT OF TRANSPORT TECHNICAL DIRECTIVE 42/95 'Geometric Design Of Major/Minor Priority Junctions'

7. GEOMETRIC DESIGN FEATURES

General

7.1 This chapter outlines the geometric design features to be considered in the design of major/minor priority junctions. Many of the features are dealt with separately, and a designer should work systematically through the design procedure prior to assembling the component parts. This is an iterative process, and it may be necessary to alter part of the junction design covered previously in order to achieve a satisfactory design.

Design Speed

7.2 Geometric standards for junctions are related to the traffic speed of the major road, and for new roads this is the design speed as defined in TD 9 (DMRB 6.1.1). Reference should be made to TD 9 in order to determine the appropriate design speed.

Visibility

7.3 Minor road traffic has to join or cross the major road when there are gaps in the major road traffic streams. It is therefore essential that minor road drivers have adequate visibility in each direction to see the oncoming major road traffic in sufficient time to permit them to make their manoeuvres safely. This concept also applies to major road traffic turning right into the minor road. As well as having adverse safety implications, poor visibility reduces the capacity of turning movements. Visibility shall however, not be excessive as this can provide a distraction away from nearer opposing traffic.

7.4 Drivers approaching a major/minor priority junction from both the major road and the minor road shall have unobstructed visibility as indicated in the following sections. The envelope of visibility for driver's eye height is as set out in TD 9 (DMRB 6.1.1.2.2).

Major Road

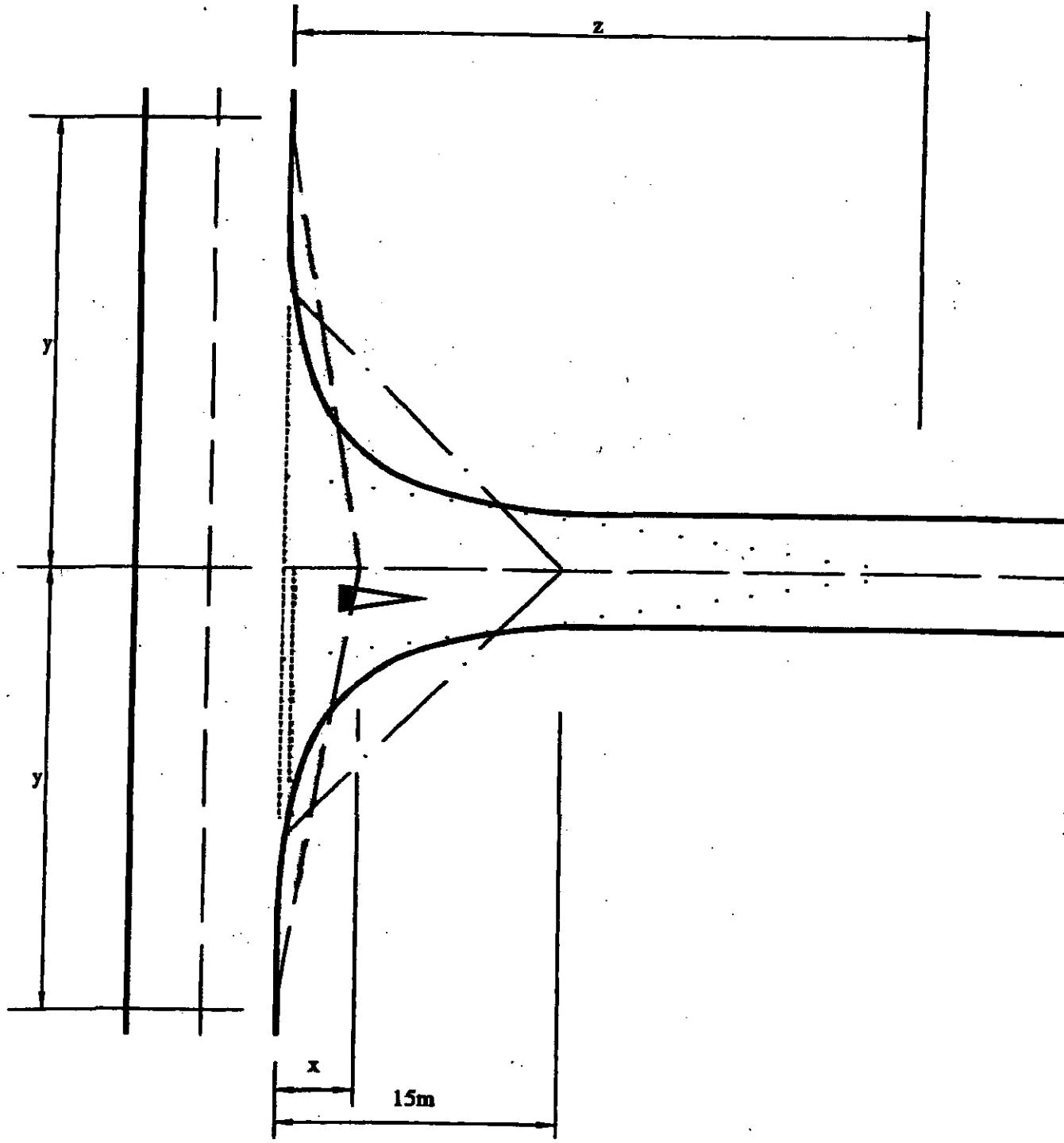
7.5 Drivers approaching a major/minor priority junction along the major road approaches shall be able to see the minor road entry from a distance corresponding to the Desirable Minimum Stopping Sight Distance (SSD) for the design speed of the major road, as described in TD 9 (DMRB 6.1.1). This visibility allows drivers on the major road to be aware of traffic entering from the minor road in time for them to be able to slow down and stop safely if necessary.

Minor Road

7.6 The principle of providing the required visibility for drivers approaching the junction from the minor road has three distinct features.

a. Approaching drivers shall have unobstructed visibility of the junction from a distance corresponding to the Desirable Minimum Stopping Sight Distance (SSD) for the design speed of the minor road, as described in TD 9 (DMRB 6.1.1). This allows drivers time to slow down safely at the junction, or stop, if this is necessary. Where a "Give Way" sign is proposed the visibility envelope shall be widened to include the sign.

b. From a point 15m back along the centreline of the minor road measured from the continuation of the line of the nearside edge of the running carriageway of the major road (not from the continuation of the back of the major road hardstrip if this is present), an approaching driver shall be able to see clearly the junction form, and those peripheral elements of the junction layout. This provides the driver with an idea of the junction form, possible movements and conflicts, and possible required action before reaching the major road.



x 'x' distance
y 'y' distance
z Desirable Minimum Stopping Sight Distance (SSD) for Approach Road Design Speed

Lines over which unobstructed visibility should be provided

Figure 7/1: Visibility Standards (para 7.6)

c. The distance back along the minor road from which the full visibility is measured is known as the 'x' distance. It is measured back along the centreline of the minor road from the continuation of the line of the nearside edge of the running carriageway of the major road. The 'x' distance shall be desirably 9m (but see para 7.8). From this point an approaching driver shall be able to see clearly points to the left and right on the nearer edge of the major road running carriageway at a distance given in Table 7/1, measured from its intersection with the centreline of the minor road. This is called the 'y' distance and is defined in Fig 7/1. Relaxations are not available for this distance.

7.7 If the line of vision lies partially within the major road carriageway, it shall be made tangential to the nearer edge of the major road running carriageway, as shown in Fig 7/2.

Design Speed of Major Road (kph)	'y' Distance (m)
50	70
60	90
70	120
85	160
100	215
120	295

Table 7/1: 'y' Visibility Distances from the Minor Road (Relaxations not available - para 7.6c)

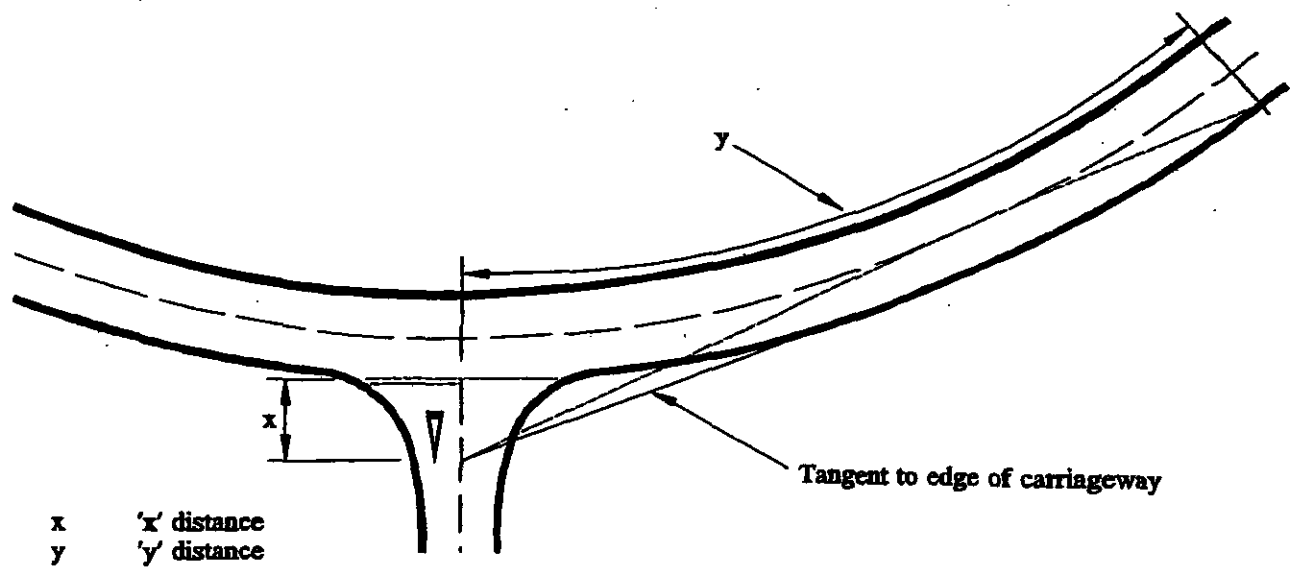


Figure 7/2: Visibility Standards with a Curved Major Road (para 7.7)

7.8 In difficult circumstances, the 'x' distance may be taken as a Relaxation from 9.0m to 4.5m for lightly trafficked simple junctions, and in exceptionally difficult circumstances, to 2.4m back from the nearer edge of the major road running carriageway. The 'x' distance, from which full 'y' distance visibility is provided, shall not be more than 9m, as this induces high minor road approach speeds into the junction, and leads to excessive land take.

7.9 Similarly, although the 'y' distance shall always be provided, there is little advantage in increasing it, as this too can induce high approach speeds and take the attention of the minor road driver away from the immediate junction conditions. Increased visibility shall not be provided to increase the capacities of various turning movements.

7.10 These visibility standards apply to new junctions and to improvements to existing junctions.

7.11 Where the major road is a dual carriageway with a central reserve of adequate width to shelter turning traffic, the standard visibility splay to the left is not required, but the central reserve to the left of the minor road shall be kept clear of obstructions for the appropriate 'y' distance, when viewed from an 'x' distance of 2.4m.

7.12 If the major road is one way, a single visibility splay in the direction of approaching traffic will suffice. If the minor road serves as a one way exit from the major road, no visibility splays will be required, provided that forward visibility for turning vehicles is adequate.

7.13 Vehicles parked within splay lines may obstruct visibility. Where necessary, parking and access should be controlled to prevent this. Care should also be taken in the placing of signs, landscaping and street furniture within the visibility splay areas to ensure that their obstructive effect is minimal.

Design Vehicle

7.14 Allowance shall be made for the swept turning paths of long vehicles where they can reasonably be expected to use a junction. Consideration shall also be given to the manoeuvring characteristics of these vehicles in the design of staggered junctions.

7.15 All of the geometric parameters used in the design of a major/minor priority junction have been developed to cater for a 16.5m long articulated vehicle, whose turning width is greater than for most other vehicles within the normal dimensions permitte in the existing Vehicle Construction and Use Regulations, or likely to be permitted in the near future. The turning requirements of an 18.35m long drawbar trailer combination are less onerous regarding road width. In cases where hardstrips are present, the design vehicle is assumed to use these on some turns, and at some simple junctions, it may encroach into opposing traffic lanes.

7.16 However, a 15.5m long articulated vehicle with a single rear axle has been shown to be more onerous than the 16.5m long vehicle, but the small numbers of this type of vehicle currently operating in Great Britain mean that designing all junctions for such vehicles could be economically unjustifiable. Hence, if the major/minor priority junction being designed is in an area where there is likely to be regular use by such vehicles, the designer should take account of this either by amending the design to cater for such a vehicle, or by accepting that these vehicles may encroach into other traffic lanes, or overrun other areas. In such instances, consideration may be given to providing differential coloured or raised surfacing indicating the area of allowable overrun.

Corner Radii

7.17 Where no provision is made for large goods vehicles, it is recommended that the minimum circular corner radius at simple junctions should be 6m in urban areas and 10m in rural areas. Where provision is to be made for large goods vehicles, the recommended circular corner radius is:-

a. 10m at urban simple junctions, followed by a taper of 1:5 over a distance of 30m, measured from the edge of the major road carriageway up the minor

TOWN AND COUNTRY PLANNING ACT 1990

SECTION 78 APPEAL

APPELLANT: **Alderkey Ltd.**

APPEAL SITE: **Land rear of 552 & 554 Reading Road, Winnersh**

REASON FOR APPEAL: **Refusal of planning permission for proposed erection of one detached dwelling and garage.**

LOCAL PLANNING AUTHORITY REFERENCE : F/2000/1798

DEPARTMENT OF THE ENVIRONMENT TRANSPORT & THE REGIONS REFERENCE: APP/X0360/A/01/1061564

1.0 LOCATION AND SITE DESCRIPTION

1.1 The site is located off Reading Road, Winnersh. (See appendix 1 for location plan, scale 1:1250). The surrounding dwellings in the area consist of detached bungalows and houses with garages.

1.2 The appeal site is located within the identified settlement in the Parish of Winnersh. The site consists of an area of private amenity land/wasteland. There have been no further applications relating to this site. This particular application consists of the proposed erection of a detached dwelling and garage.

2.0 RELEVANT PLANNING HISTORY

2.1 There is no additional planning history.

2.2 On the 31 January 2001, planning permission was refused for the following reasons:

> ***This proposal, if permitted, would result in an increase in traffic on a sub-standard road which has poor visibility at both junctions and would, therefore have an adverse effect detrimental to the safety of those using this highway. The proposal is, therefore, contrary to policies LTV1, LBE1,***

LBE2 and LT5 of the Loddon Area Local Plan and policies WBE1, WBE2, WT7 and WOS3 of the Wokingham District Local Plan and EN1, OS1 and T7 of the Berkshire Structure Plan.

This proposal, if permitted would, as a result of its bulk and massing, have an adverse effect detrimental to the character of the street scene and surrounding area as a whole. Therefore, it is contrary to policies EN1 and OS1 of the Berkshire Structure Plan, LTV1 and LBE2 of the Loddon Area Local Plan and policies WBE1 and WOS3 of the Wokingham District Local Plan.

2.3 This refusal of planning permission forms the subject of the present appeal.

3.0 POLICY BACKGROUND

3.1 <u>The Berkshire Structure Plan 1996 - 2006</u>.

3.2 EN1- *Protection and enhancement of the environment of built up areas,* OS1 – *The overall strategy and* T7 – *Traffic management measures and road safety* (See appendix 2) are relevant in consideration of this appeal.

3.3 <u>Loddon Area Local Plan (Adopted 5 May 1995)</u>

The Loddon Area Local Plan forms the statutory basis for the operation of planning policy in this part of the District. The planning and Transportation Committee at their meeting on the 21 November 1996 resolved to reaffirm the decisions of the committee and the Council in relation to the current adopted Local Plans and to note that they will continue to carry weight as the most up-to-date adopted policies, except in relation to housing provision.

3.4 LTV1 – *Identified settlements,* LT5 – *Road safety,* LBE1 – *Design of new development and* LBE2 - *Inappropriate design* (See appendix 3) are relevant in the consideration of this appeal.

3.5 Wokingham District Local Plan (Deposit Draft 1997)
The draft Wokingham District Local Plan (WDLP) was placed on deposit from 21 October to 2 December 1997 and has formed the basis for the development control decisions since 21 October 1997. The County Council issued a statement of general conformity with the structure plan in May 1997. The public Local Inquiry into the plan commenced in October 1998.

3.6 WBE1 – *Development in its local context*, WBE2 – *Improving on the local context*, WT7 – *Road safety*, WOS3 – *Development control principles* (See appendix 4) are relevant in consideration to this appeal.

4.0 THE CASE FOR THE LOCAL PLANNING AUTHORITY

4.1 It is submitted that the appeal proposal is unacceptable due to the bulk and massing of the building, and the increase in traffic on a sub-standard road.

4.2. The majority of dwellings in the vicinity are bungalows, although there are two houses to the south-west of the site. The proposed dwelling would be a three bedroom detached house and double garage with barn hipped roofs. The dwelling would have a width of 9.0 metres and a depth of 8.8 metres, an eaves height of 4.3 metres and a ridge height of 7.5 metres. The main footprint of the dwelling would be set back from the highway by 6.0 metres. The front garden would have a wall along the front boundary. There are dwellings along this road which have dwarf walls, therefore, there would be no objection in principle to this part of the development. However, the height of the wall has not been established as it is not shown on the elevations. I would, therefore, suggest that a condition is imposed to restrict the height of the proposed wall to not more that 1.0 metre in height. The garage would have a width of 6.0 metres, a depth of 5.0 metres, an eaves height of 2.4 metres and a ridge height of 4.6 metres. The proposed dwelling has been revised in order to lessen the impact on the street scene, however, its bulk and massing are still considered to be sufficient to result in a detrimental impact on the surrounding area.

4.2 With regard to the reason for refusal relating to highways issues, please refer to the attached statement from the Highways Section.

4.3 In summary, the proposal would result in an increase in traffic on a sub-standard road which has poor visibility at both junctions and would, therefore, have an adverse effect detrimental to the safety of those using this highway. As a result of the bulk and massing of the proposed dwelling, it would be considered inappropriate to, and out of character with, the street scene and character of the surrounding area.

4.4 For the above reasons, the proposals are contrary to policies LBE2 of the Loddon Area Local Plan and WOS3 and WBE1 of the Wokingham District Local Plan.

5.0 CONCLUSION

5.1 In conclusion, it is considered that the proposed development, would result in an increase in traffic on a sub-standard road which has poor visibility at both junctions and would, therefore, have an adverse effect detrimental to the safety of those using this highway. As a result of the bulk and massing of the proposed dwelling, it would be considered inappropriate to, and out of character with, the street scene and character of the surrounding area.

5.2 For the above reasons, the Inspector is respectfully requested to dismiss this appeal.

Joss Miller
Assistant Planning Officer
Wokingham District Council

TOWN AND COUNTRY PLANNING ACT 1990

APPEAL BY ALDERKEY LIMITED

AGAINST THE DECISION BY

WOKINGHAM DISTRICT COUNCIL TO

REFUSE TO PERMIT THE ERECTION OF A

DETACHED DWELLINGHOUSE ON LAND TO THE REAR

OF 552 AND 554 READING ROAD, WINNERSH

MARCH 2001

The Planning Inspectorate

For official use only
Date received

PLANNING APPEAL FORM

Please send each appeal on a separate form

Your appeal and essential supporting documents must reach the Inspectorate within 6 months of the date shown on the Local Planning Authority's decision notice (or, for 'failure' appeals, within 6 months of the date by which they should have decided the application).

Before completing this form, please read our booklet 'Making your planning appeal' which was sent to you with this form.

WARNING: If any of the 'Essential supporting documents' listed in Section J are not received by us within the 6 month period, the appeal will not be accepted.

A. APPELLANT DETAILS

The name of the person(s) making the appeal must be the same as on the planning application form.

Name ALDERKEY LIMITED

Address 119 CASTLE STREET
READING

Postcode

Your reference

Daytime phone no

Fax no

E-mail address

B. AGENT DETAILS (if any)

Name CLIFF WALSINGHAM & COMPANY

Address BOURNE HOUSE, CORES END ROAD,
BOURNE END, BUCKS, SL8 5AR
TEL: 01628 532244
FAX: 01628 532255
CONTACT: MARK THACKERAY
EMAIL: mark.thackeray@walsingplan.co.uk

Postcode

C. LOCAL PLANNING AUTHORITY (LPA) DETAILS

Name of the LPA WOKINGHAM D.C.

Date of the planning application 3|5|00

LPA's application reference no F/2000/1798

Date of LPA's decision notice (if issued) 31|1|01

D. APPEAL SITE ADDRESS

Address LAND AT THE REAR OF 552 AND 554
READING ROAD, WINNERSH

Postcode

National grid reference SU773712

(Please see the key on an Ordnance Survey map for instructions; this should be 2 letters and 6 numbers, eg TQ 298407)

E. DESCRIPTION OF THE DEVELOPMENT

(This must be the same as on the application sent to the LPA, unless minor amendments were agreed)

ONE DETACHED HOUSE WITH SEPARATE DOUBLE GARAGE

Size of the whole appeal site (*in hectares*)

0.043

Area of floor space of proposed development *(in square metres)*

156

F. REASON FOR THE APPEAL

This appeal is against the decision of the LPA to:

*Please tick **one** box only* ✔

1. Refuse planning permission for the development described in Section E. ☑
2. Grant planning permission for the development subject to conditions which you do not like. ☐
3. Refuse approval of details listed under a previous outline planning permission. ☐
4. Grant approval of details listed under a previous outline planning permission subject to conditions which you do not like. ☐
5. Refuse to approve any matter required by a condition on a previous planning permission (other than those in 3 or 4 above). ☐

   or The failure of the LPA to give notice of its decision within the appropriate period (usually 8 weeks) of an application for permission or approval. ☐

G. GROUNDS OF APPEAL

If you want your appeal dealt with by the written procedure, your **FULL STATEMENT MUST** be made, otherwise we will return the appeal form. You should give a clear explanation of why you disagree with each of the LPA's reasons for not granting permission, if appropriate. Please continue on a separate sheet(s) if you need to and attach them to this form. If you have requested a hearing or an inquiry, please provide a brief outline of your case.

SEE ATTACHED SHEET

G. GROUNDS OF APPEAL (continued)

H. CHOICE OF PROCEDURE

Appeals dealt with by written representations are usually decided more quickly than by the hearing or inquiry methods. It is important that you read our booklet 'Making your planning appeal' about the various procedures used to determine planning appeals.

*Please tick **one** box only* ✔

1. WRITTEN REPRESENTATIONS ☑

Can the whole site be seen from a road or other public land and there is no need for the Inspector to enter the site (eg to take measurements or to enter a building)? If yes, please tick the box. If so, we will arrange an unaccompanied site visit. ☐

2. HEARING ☐

Although you may prefer a hearing, we will decide whether a hearing is suitable for your appeal after consulting the LPA.

3. INQUIRY ☐

Please give reasons why you think an inquiry is necessary.

I. APPEAL SITE OWNERSHIP DETAILS

We need to know who owns the appeal site. If you do not own the appeal site or if you own only a part of it, we need to know the name(s) of the owner(s) or part owner(s). We also need to be sure that any other owner knows that you have made an appeal. YOU MUST TICK WHICH OF THE CERTIFICATES APPLIES. Please read the enclosed *Guidance Notes* if in doubt.

If you are the sole owner of the whole appeal site, Certificate A will apply: *Please tick **one** box* ✔

CERTIFICATE A ☑

I certify that, on the day 21 days before the date of this appeal, nobody, except the appellant, was the owner (see Note (i) of the *Guidance Notes* for a definition) of any part of the land to which the appeal relates;

OR

CERTIFICATE B ☐

I certify that the appellant (or the agent) has given the requisite notice to everyone else who, on the day 21 days before the date of this appeal, was the owner (see Note (i) of the *Guidance Notes* for a definition) of any part of the land to which the appeal relates, as listed below:

Owner's name	Address at which notice served	Date the notice was served

CERTIFICATES C and D ☐

If you do not know who owns all or part of the appeal site, complete either Certificate C or Certificate D enclosed with the accompanying *Guidance Notes* and attach it to the appeal form.

AGRICULTURAL HOLDINGS CERTIFICATE (This has to be completed for all appeals)

We also need to know whether the appeal site forms part of an agricultural holding. Please tick either (a) or (b) **If the appellant is the sole agricultural tenant, (b) should be ticked and 'not applicable' should be written under 'Tenant's name'.**

(a) None of the land to which the appeal relates is, or is part of, an agricultural holding; ☑

OR

(b) The appeal site is, or is part of, an agricultural holding and the appellant (or the agent) has given the requisite notice to every person other than the appellant who, on the day 21 days before the date of the appeal, was a tenant of an agricultural holding on all or part of the land to which the appeal relates, as listed below: ☐

Tenant's name	Address at which notice served	Date the notice was served

PLEASE SIGN BELOW

I confirm that this section has been fully completed and the details of the ownership of the appeal site are correct, to the best of my knowledge.

Signed [signature] CW+Co (on behalf of) ALDERKEY

Name (in capitals) M.A. THACKERAY Date 19 MARCH 2001

J. ESSENTIAL SUPPORTING DOCUMENTS

The documents listed in 1–6 below, must be sent with your appeal form; 7–10 must also be sent if appropriate. If we do not receive all your appeal documents by the end of the 6 month appeal period, we will not deal with it. Please tick the boxes to show which documents you are enclosing.

		✔
1.	A copy of the original **planning application** sent to the LPA.	☑
2.	A copy of the **site ownership certificate and ownership details** submitted to the LPA at application stage (this is usually part of the LPA's planning application form).	☑
3.	A copy of the **LPA's decision notice** (if issued).	☑
4.	A ***plan showing the site outlined in red***, *including two roads clearly named* (preferably on a copy of a 1:10,000 Ordnance Survey map).	☑
5.	Copies of **plans, drawings and documents** sent to the LPA as part of the application.	☑
6.	Any **additional plans, drawings and documents** sent to the LPA but which did not form part of the original application (eg drawings for illustrative purposes).	☐

Copies of the following must also be sent, if appropriate:

7.	**Additional plans or drawings** relating to the application but not previously seen by the LPA. Please number them clearly and list the numbers here: 1:500 PLAN INDICATING VISIBILITY SPLAYS (MT1)	☑
8.	Any relevant ***correspondence*** with the LPA.	☑
9.	If the appeal is against the LPA's refusal or failure to grant permission for 'details' imposed on a grant of outline permission, please enclose:	
	(a) the relevant outline application;	☐
	(b) all plans sent at outline application stage;	☐
	(c) the original outline planning permission;	☐
10.	A copy of any Environmental Statement plus certificates and notices relating to publicity (if one was sent with the application, or required by the LPA).	☐
11.	If you have sent other appeals for this or nearby sites to us and these have not been decided, please give details and our reference numbers.	☐

K. PLEASE SIGN BELOW

(Unsigned forms will be returned. Signed forms must be received by us within the 6 month time limit)

1. I confirm that I have sent a copy of this appeal form and documents to the LPA – ***N.B.*** *if you do not, your appeal will not normally be accepted*
2. I confirm that section J has been fully completed.
3. I will send 2 copies of any further documents relating to this appeal to the Inspectorate.

Signed M A Tuckeray CWT+CO (on behalf of) MIDERKEY

Name (in capitals) M A TUCKERAY Date 19 MARCH 2001

GROUNDS OF APPEAL

1. Drome Path is a private road over which the public has acquired the right to pass and re-pass by car and on foot because it has been used as a public right of way for over twenty years. It is not, however, a public footpath or byway in the sense of being an adopted highway. It is not maintained by the Council.

2. Accepting that it is narrow, Drome Path is by and large a straight road with good visibility along its length. Its junction with Reading Road is a 90° one. Reading Road (A329) is a straight road running NW-SE between Reading and Wokingham through Winnersh. At this point the overall width of the highway is 18 metres. The carriageway is 9 metres across and on each side of a 4.5 metre footpath/verge. Based on a minor road distance of 2 metres, a major road distance of 120 metres can readily be achieved to the SE and to the NW. A similar distance can be achieved from a minor road distance of 4.5 metres, excepting perhaps that the planning authority has allowed the introduction of a bus shelter to the SE of the junction. The visibility splays are shown on Photographs 5-8 and on a 1:500 drawing. The visibility at this junction is therefore wholly acceptable, having regard to the speed limit on the main road, 40 mph, and the guidance set out in PPG13, Annex D. Traffic emerges from individual houses directly onto Reading Road along its entire length. Drome Path is no different in this respect.

3. At its SW end Drome Path accesses into Greenacres Avenue, a suburban residential cul-de-sac. The prevailing speed on these roads is less than 20 mph. Visibility to the south is good and to the north it is acceptable.

4. At present there are twelve detached dwellings facing onto and accessed via Drome Path. Some, "Holmecroft" and "Sydenham" have been there since the 1960s or before. Some (1, 3, 5) were permitted as part of a wider development in 1975. The remainder arrived in ones or twos, "Fozbery" in 1980, Nos. 9 and 11 in 1982, "Mountain Ash" in 1980, "Lynton" in 1981 and No.15 was the last to be permitted, in 1990. They are a mix of bungalows and detached houses. Apart from the initial Hicks development which created much of Lincoln Close and Greenacres Avenue, none of the planning permissions required an appeal.

5. In Drome Path there are twelve dwellings and one undeveloped building plot, the appeal site. The last approval, No.15 Drome Path, took the rear of 556 Reading Road and is directly opposite the appeal site. It is about the same as the appeal site across its overall width and appreciably narrower across the street frontage. It accommodates a bungalow which accounts for 30% of the site area.

6. Neither this building nor any of its predecessors, all of them relying upon Drome Path for access, attracted an objection on highway grounds. It is the appellants' submission that the development of the appeal site would complete the incremental development of Drome Path which has taken place over the last 25 years. The traffic generated by thirteen dwellings as opposed to twelve would, in these circumstances, not be significant. Deliveries and servicing would not appreciably change as the refuse vehicle, milkman, etc would already be in the street. The extended frontage of the property (23.75 metres) allows for a twin accessed arrangement which would a) allow vehicles to enter and leave the site in a forward direction, and b) predispose them towards the use of Greenacres Avenue rather than Reading Road as a point of exit. The limited width of Drome Path requires that each property has sufficient parking on site for residents and visitors, and the appeal site is better provided for than most in this regard.

7. The proposed dwelling would fit in with the street scene. Properties on the SE side of Drome Path are two storeys high, like the appeal proposal. They have rear gardens of about 12 metres depth, like the appeal proposal. They tend to have linked or integral garages, giving a potentially cramped appearance, while the appeal plot is of sufficient width to allow a detached garage. The size of the appeal site (0.43ha) is larger than any of the plots in Lincoln Close and than its immediate neighbours at "Mountain Ash", "Fozbery" and No.15. The Reading Road frontages that would remain are acceptable in terms of their plot size, rear garden, distance from the new buildings and privacy. The appeal site has been separate from these dwellings for a number of years. There would be no greater overlooking from the new house than from any of the existing properties.

8. The proposal constitutes both rounding off and infilling. It completes development along Drome Path at no inconvenience or detriment to any other property nor to the users of the private or public roads in the area.

1769a

WOKINGHAM DISTRICT COUNCIL
PLANNING APPLICATION

PART 1

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

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

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

FOR OFFICE USE ONLY

16 FEB 2001

1. APPLICANT'S NAME: ANDERKEN LTD.
ADDRESS: 119 CASTLE STREET, READING, BERKSHIRE.
POST CODE: PHONE:

2. If the applicant has an agent, all correspondence will be sent to the agent
AGENT'S NAME: KEEN PARTNERSHIP
ADDRESS: CULHAM HSE, 122 CASTLE ST, READING, BERKSHIRE.
POST CODE: RG1 7RJ. PHONE: 9510855

3. On the plans show the SITE outlined in RED Show also OTHER land in the applicant's ownership or control in BLUE.
SITE LOCATION: LAND to REAR OF 552 + 554 READING RD, ADJACENT to DROME LANE

4. WHAT IS THE APPLICATION FOR ? Give brief details and state for what purpose this site and any buildings will be used.
PROP. NEW FOUR BEDROOM HOUSE WITH SEPARATE DOUBLE GARAGE.

5. Give the area in hectares or part of a hectare
AREA OF SITE: 0.043 HECTARES

6. State the applicant's interest in the land e.g. owner, prospective purchaser, lessee
OWNERSHIP: OWNER

7. List all the plans and drawings submitted with the application
PLANS/DRAWINGS: PLANS, ELEVATIONS, BLOCK PLAN, AND SITE PLAN.

8. DOES THE APPLICATION INVOLVE ANY OF THE FOLLOWING ?
Tick the boxes(x)

CHANGE OF USE	[ ]	REDEVELOPMENT	
ERECTION OF NEW BUILDING	[✓]	ALTERATION or EXTENSION	

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

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

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

N/A

		SITING	
EXTERNAL APPEARANCE	[ ]	DESIGN	
MEANS OF ACCESS	[ ]	LANDSCAPING	[ ]

1769b

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

RESIDENTIAL.

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

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

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

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

14. STATE EXTERNAL MATERIALS TO BE USED.

BOUNDARIES: 1.8 M HIGH C.B FENCING.
1.2M HIGH BRICK WALL.
WALL = ORANGE/RED BRICKS
ROOF = PLAIN CLAY TILES.

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

1.8M HIGH C/B FENCING.
1.2M HIGH BRICK WALL.

16. HOW WILL SURFACE WATER BE DISPOSED OF?

17. HOW WILL FOUL SEWAGE BE DISPOSED OF?

To existing system YES/~~NO~~

If no, please give details N/A.

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

PROPOSED REF: 1:500 SCALE BLOCK PLAN.

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

YES FLUSH THRESHOLDS.

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

	No. OF DWELLINGS/HABITABLE ROOMS PROPOSED	TO BE RETAINED	TO BE LOST
HOUSE	1 1 7 *	/ 1 / *	0 1 0 *
BUNGALOW	1 *	1 *	1 *
FLAT/MAISONETTE	1 *	1 *	1 *
OTHER	1 *	1 *	1 *

* STATE No. OF HABITABLE ROOMS

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

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

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

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

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

£ 190 - 00. (ONE HUNDRED + NINETY POUNDS

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

SIGNED [signature] ON BEHALF OF ALDERKEY LTD. DATE 03-05-00.

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

1789/a

SECTION 66 CERTIFICATE

Application No. .....

Please fill in both Certificate A, B, C or D and the Agricultural Holdings Certificate. Delete sections not relevant.

(a) "Owner" means a person having a freehold interest or leasehold interest the unexpired term of which is not less than 7 years.

OR

+ See Note (a) to Certificate A

OR

(b) Insert description of steps taken.

(c) Name of local newspaper circulating in the area where the land is situated.

(d) Date of publication (which must be not earlier than the beginning of the period of 21 days ending with the date of the application).

CERTIFICATE A

I certify that:

at the beginning of the period of 21 days ending with the date of the accompanying application, nobody, except the applicant, was the owner of (a) of any part of the land to which the application relates.

CERTIFICATE B

I certify that:

I have/The applicant has* given the required notice to everyone else who, at the beginning of the period of 21 days ending with the date of the accompanying application was the owner (a) of any part of the land to which the application relates, as listed below.

Owner's(a) name	Address at which notice was served	Date on which notice was served

CERTIFICATE C

I certify that

- I/The applicant* cannot issued a certificate in accordance with either paragraph (a) or paragraph (b) of Section 66(1) of the Act in respect of the accompanying application.

- I have/The applicant has* given the required notice to the persons specified below, being persons who at the beginning of the period of 21 days ending with the date of the application were owners (a) of any part of the land to which the application relates.

Owner's(a) name	Address at which notice was served	Date on which notice was served

- I have/The applicant has* taken all reasonable steps open to me/him/her* to find out the names and addresses of the other owners (a) of the land, or of a part of it, but have/has* been unable to do so. These steps were as follows:

  (b) .....

  .....

- Notice of the application as attached to this Certificate, has been published in

  the (c) .....

  on (d) .....

(JM)

WOKINGHAM DISTRICT COUNCIL

TOWN AND COUNTRY PLANNING ACTS

Notification of Refusal of Permission

Alderkey Ltd
C/O Keen Partnership
Culham House
122 Castle Street
Reading
Berkshire
RG1 7RJ

Application Number: F/2000/1798

Parish:	**WINNERSH**
Location:	**Land Rear of 552 & 554, Reading Road, Winnersh, Wokingham.**
Proposal:	**Proposed erection of one detached dwelling and garage.**

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 reasons for which are specified hereunder.

Reason
1. This proposal, if permitted, would result in an increase in traffic on a sub-standard road which has poor visibility at both junctions and would therefore, have an adverse effect detrimental to the safety of those using this highway. This proposal is therefore contrary to policies EN1, OS1 and T7 of the Berkshire Structure Plan, policies WBE1, WBE2, WT7 and WOS3 of the Wokingham District Local Plan and to policies LTV1, LBE1, LBE2 and LT5 of the Loddon Area Local Plan.

Reason
2. This proposal, if permitted, would as a result of its bulk and massing, have an adverse effect detrimental to the character of the area and the street scene as a whole. Therefore it is contrary to policies EN1 and OS1 of the Berkshire Structure Plan, policies WBE1 and WOS3 of the Wokingham District Local Plan and to policies LTV1 and LBE1 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 EN1, OS1 and T7.

Loddon Area Local Plan Policies LTV1, LBE1, LBE2 and LT5.

Deposit Draft Wokingham District Local Plan Policies WBE1, WBE2, WT7 and WOS3.

John Mitchell

John Mitchell
Development Control Manager
Date: 31/01/2001

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.

The Keen Partnership Culham House 122 Castle Street Reading Berkshire RG1 7RJ
Telephone 0118 951 0855 *Fax* 0118 951 0866 *email* info@keenpartnership.co.uk

THE KEEN PARTNERSHIP

F.A.O. J. MILLER..
WOKINGHAM DISTRICT COUNCIL,
PLANNING DEPARTMENT,
P.O. Box 157.
SHUTE END,
WOKINGHAM,
BERKSHIRE, RG40 1WR.

23-11-2000.

DEAR MS. MILLER.

RE: LAND to REAR OF 552 + 554, READING ROAD, WINNERSH, WOK

PLEASE FIND ENCLOSED REVISED DRAWINGS FOR APPLICATION F/2000/1798.

NOTE THAT THE NEW DESIGN REVERTS FROM A 4 BED DETATCHED DWELLING to A 3 BED DETATCHED DWELLING.

THE RIDGE HEIGHT HAS BEEN LOWERED TO 7.5m.

THE REAR GARDEN DEPTH HAS BEEN INCREASED to 12.5m AND THE FRONT GARDEN AREA HAS BEEN INCREASED to A DEPTH OF 6M.

PLEASE ALSO NOTE THAT THE DETATCHED DOUBLE GARAGE HAS HAD ITS GABLE ENDS REMOVED AND REPLACED WITH BARN HIPS.

I HOPE THESE ALTERATIONS MEET WITH YOUR APPROVAL, BUT SHOULD YOU HAVE ANY FURTHER QUERIES, PLEASE DO NOT HESITATE to CONTACT ME.

YOURS SINCERELY

P. Maisey.

P.J. MAISEY ACIOB.

CONSTRUCTION MONITORING
PARTY WALL MATTERS
SAP CALCULATIONS
CONDITION & MEASURED SURVEYS
PLANNING SUPERVISORS
COMPLETE MODEL DESIGNS
[illegible]

Partners
C D Keen ARICS MBEng M H Groom P J Maisey
Associate
N A Blunt BSc (Hons) ARICS
VAT no. 614 7583 30

constructionline
The Association of BUILDING ENGINEERS

Architectural design **Building surveyors** ***Project* managers** **Building engineers**

Tel. **(0118) 974 6463**

Date: 29 June 2000

Your Ref:

My Ref: **Joss Miller - F/2000/1798**

Alderkey Ltd
C/O Keen Partnership
Culham House
122 Castle Street
Reading
Berkshire
RG1 7RJ

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 Sir/Madam

Application Number: F/2000/1798

Site Address: Land Rear Of 552 & 554, Reading Road, Winnersh, Wokingham.

Proposal: Proposed erection of one detached dwelling and garage..

Thank you for the above application, which has now been accepted along with the sum of £190 in fees.

We aim to determine applications within 8 weeks, however it is not always possible to do so, particularly in the case of complex schemes, and those that require modification. If you have not received notification of the outcome of your application by **10/08/2000** you have the right to appeal to the Secretary of State for the Environment, Transport and the Regions. Appeals must be made within 6 months of this date, on a form, which is available from the Department of the Environment, Transport and the Regions.

If you have any queries concerning your application contact your case officer, **Joss Miller,** on **(0118) 974 6463** quoting reference number **F/2000/1798.**

Please note that approval under Building Regulations may be required for the proposed development, for which a separate application must be made. To obtain advice on this matter, you may contact the Building Control Section of the District Council on 0118 974 6375.

Yours faithfully,

John Mitchell

Development Control Manager

Tel: 0118 974 6322 (Direct Line) Fax. 0118 974 6313

Date: 18 May, 2000

Your Ref:

My Ref: SNA/DF/P14 (19505)

Environmental Services Department
Engineering Services
P.O. Box 153
Shute End, Wokingham
Berkshire RG40 1WL
Main Switchboard (0118) 974 6000
Minicom No: (0118) 974 6991
DX: 33506 – Wokingham

The Keen Partnership
Culham House
122 Castle Street
Reading
Berkshire
RG1 7RJ

For the attention of: Mr C D Keen

Dear Sirs

PROPOSED DWELLING AT DROME PATH, WINNERSH

I refer to your recent letter regarding your proposal for an additional property to be constructed off Drome Path.

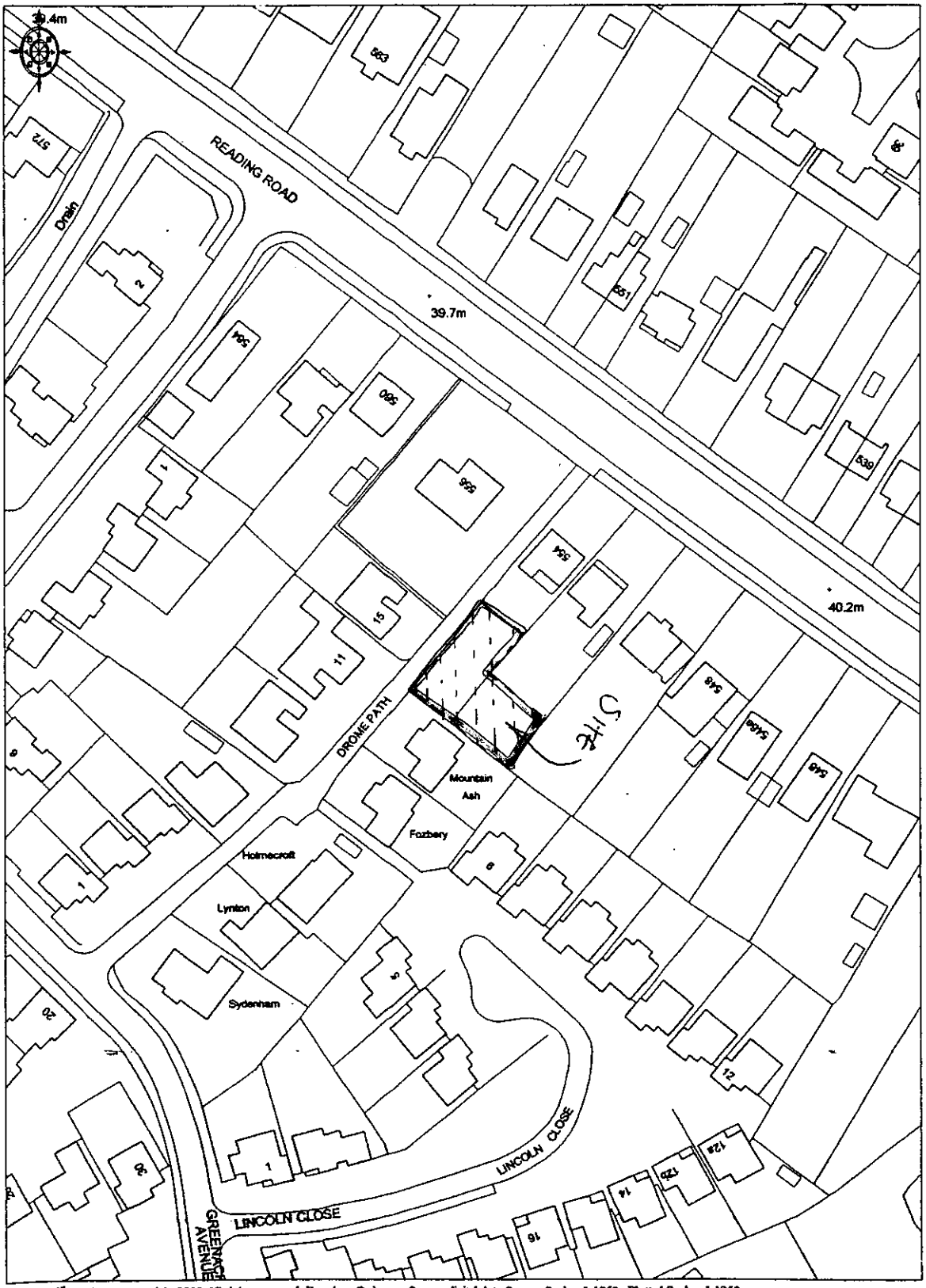
The Highway Authority would not look favourably on any increase in traffic using Drome Path in view of its sub-standard nature and the sub-standard junctions with the A329 and Greenacres Avenue and would not support this proposal.

Yours faithfully

S. N. Auton
Senior Assistant Engineer

RECEIVED
BY SA DATE 23/5

Site at
Drome Path, Winnersh



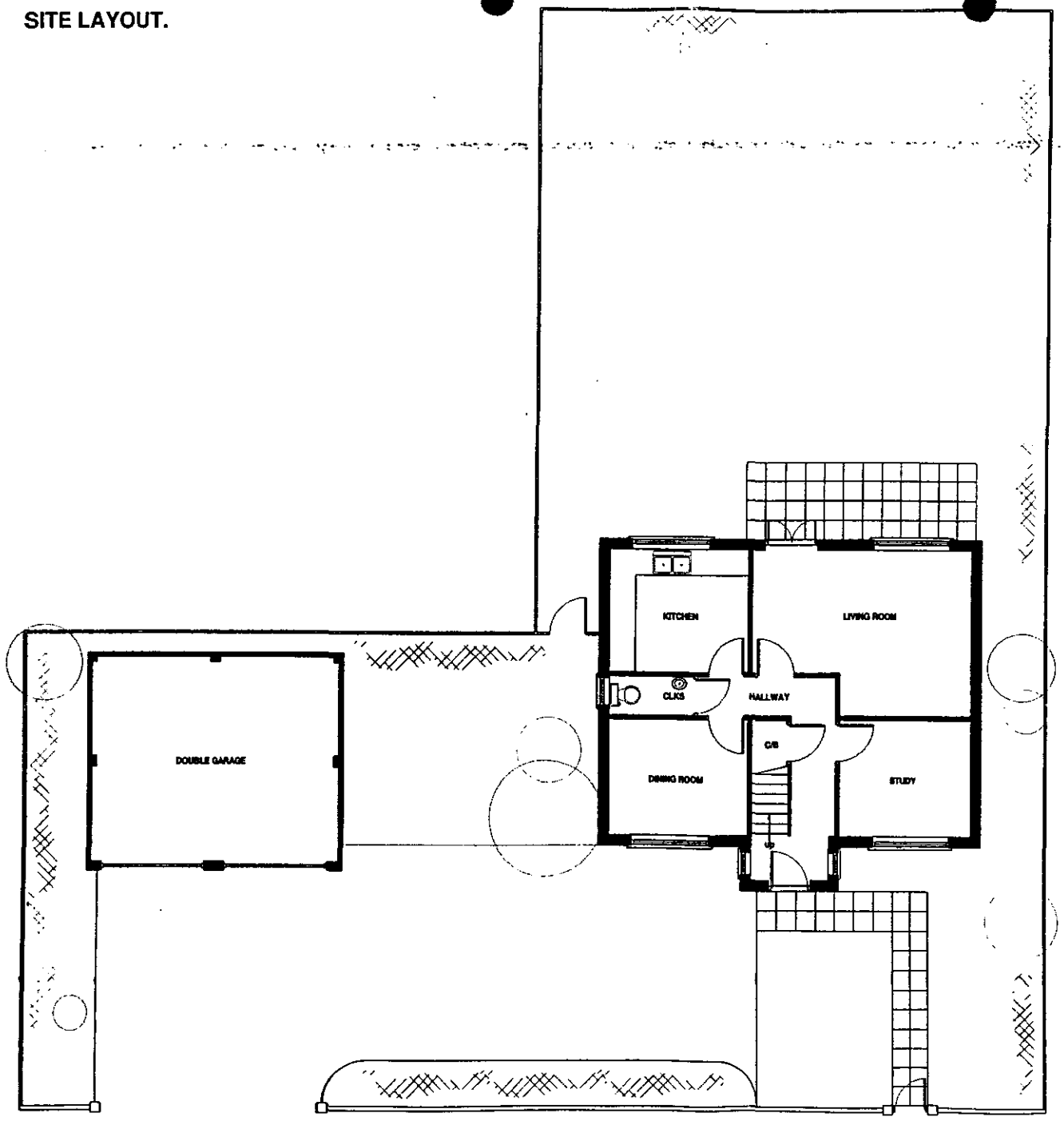
© Crown copyright 2000 All rights reserved. Based on Ordnance Survey digital data Survey Scale - 1:1250 Plotted Scale - 1:1250
(Scales other than at Survey Scale should not be used for accurate measurement). Business occupancy data ©2000 Thomson Directories Ltd.

Keen Partnership

Ordnance Survey
Value Added Reseller

SITE LAYOUT.

Revision: A Date: 21-11-00 Notes: Design Amended



The KEEN Partnership
Culham House, 122 Castle Street
Reading, Berks RG1 7RJ

Client:
Alderkey Limited.

Job Title:
New House at:
Drome Path,
Winnersh,
Berkshire.

Drawing Title:
SITE LAYOUT.

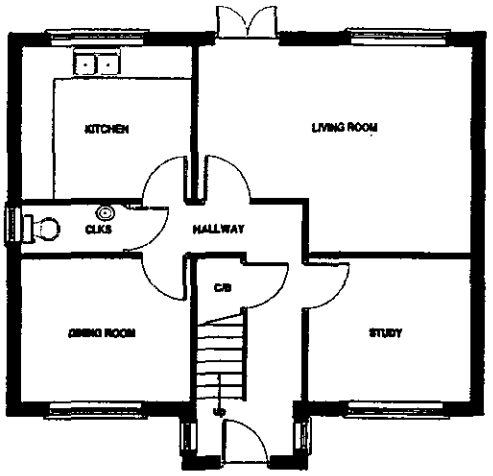
Scale: 1/100. A3

Date: April. 2000. Drawn By: P.J.M.

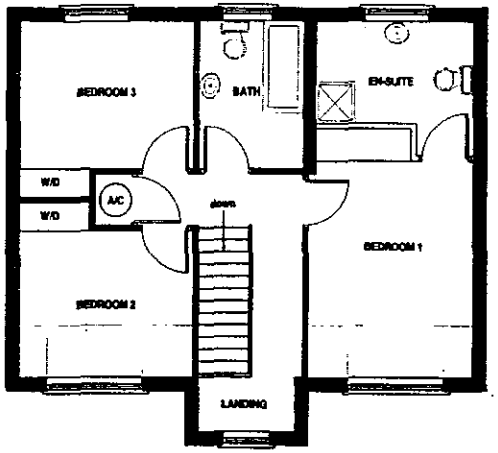
Drawing No.: 7191-00-02A.

Tel: 0118 9510855 Fax:0118 9510866
E-mail: info@keenpartnership.co.uk

Revision A Date: 21-11-00 Notes: Design Amended



GROUND FLOOR PLAN.



FIRST FLOOR PLAN.

The KEEN Partnership
Culham House, 122 Castle Street
Reading, Berks RG1 7RJ

Client:
Alderkey Limited.

Job Title:
New House at:
Drome Path,
Winnersh,
Berkshire.

Drawing Title:
PROP. FLOOR PLANS.

Scale: 1/100. A3

Date: April. 2000. Drawn By: P.J.M.

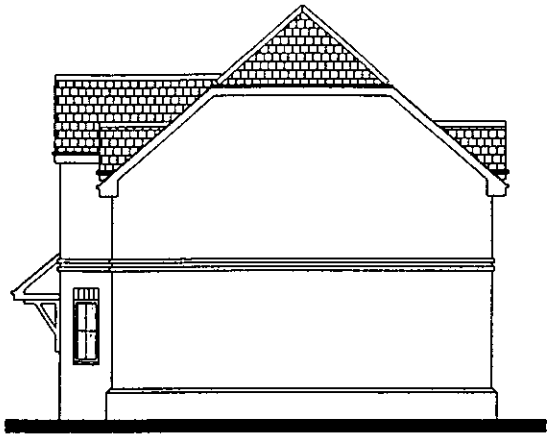
Drawing No.: 7191-00-04A.

Tel: 0118 9510855 Fax:0118 9510866
E-mail: info@keenpartnership.co.uk

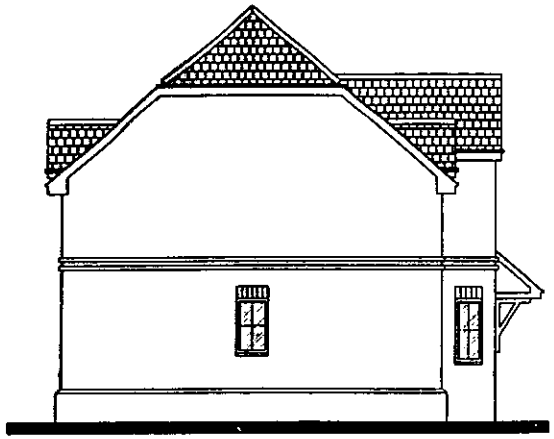
Revision A Date:21-11-00 Notes Design Amended



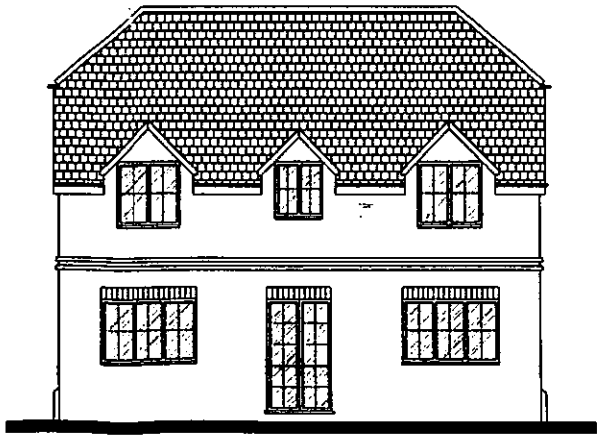
FRONT ELEVATION



SIDE ELEVATION



SIDE ELEVATION



REAR ELEVATION

The KEEN Partnership
Culham House, 122 Castle Street
Reading, Berks RG1 7RJ

Client:
Alderkey Limited.

Job Title:
New House at:
Drome Path,
Winnersh,
Berkshire.

Drawing Title:
PROP. ELEVATIONS.

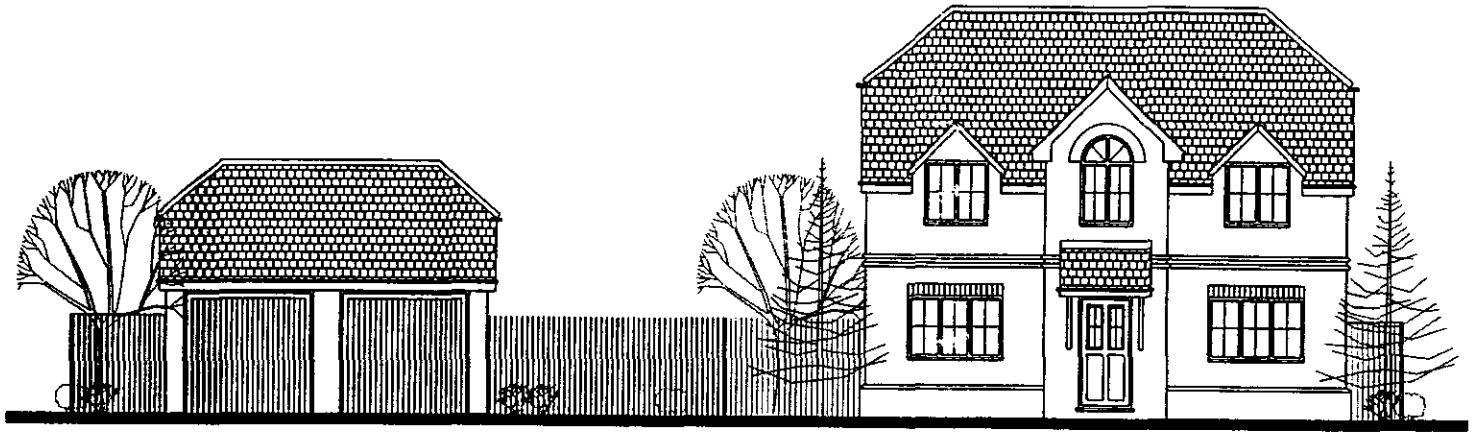
Scale:
1/100. A3

Date: Drawn By:
April. 2000. P.J.M.

Drawing No.:
7191-00-05A.

Tel: 0118 9510855 Fax:0118 9510866
E-mail: info@keenpartnership.co.uk

Revision: A Date: 21-11-00 Notes: Design Amended.



STREET SCENE

The KEEN Partnership

Culham House, 122 Castle Street
Reading, Berks RG1 7RJ

Client:
Alderkey Limited.

Job Title:
New House at:
Drome Path,
Winnersh,
Berkshire.

Drawing Title:
STREET SCENE.

Scale: 1/100. A3

Date: April. 2000. Drawn By: P.J.M.

Drawing No.:
7191-00-01A.

Tel: 0118 9510855 Fax:0118 9510866
E-mail: info@keenpartnership.co.uk



39.7m
2
564
560
556
554
551
548
1
15
11
DROME PATH
Mountain Ash
Fozbery
Holmecroft
Lynton
Sydenham
6
5
1
20
30
12
12a
12b
14
LINCOLN CLOSE
LINCOLN CLOSE

The Planning Inspectorate

For official use only
Date received

QUESTIONNAIRE

To be used for all appeals made on or after August 2000

PLANNING, LISTED BUILDING CONSENT OR CONSERVATION AREA CONSENT

APPEAL REF: APP/X0360/A/01/1061564 **GRID REF:** _____

APPEAL BY: ALDERKEY LTD

SITE: land at rear of 552 + 554 READING RD, WINNERSH

You must ensure that a copy of a completed questionnaire, together with any enclosures, is received by us and the appellant, within 2 weeks of the 'starting date' given in our letter. Please send our copy to the case officer. Their address is shown on our letter.

If notification or consultation under an Act, Order or Departmental Circular would have been necessary before granting permission and has not yet taken place, please inform the appropriate bodies of the appeal now and ask for any comments to be sent direct to us within 6 weeks of the 'starting date'.

NB: PLEASE TELL US OF ANY CHANGES TO THE INFORMATION YOU HAVE GIVEN ON THIS FORM.

1.	Do you agree to the written representations procedure?	YES / ~~NO~~
OR	Do the you wish to be heard by an Inspector at: a. a local inquiry?	~~YES~~ / NO
	or b. a hearing?	~~YES~~ / NO
2. a.	If the written procedure is agreed, could the Inspector see the whole site clearly from a road or other public land?	~~YES~~ / NO
b.	From your knowledge of the issues, would our Inspector need to enter the site for any reason e.g. to view/measure any dimensions from within it?	YES / ~~NO~~
3.	Does the appeal relate to an application for approval of reserved matters?	~~YES~~ / NO
4.	Was an Article 7 (Regulation 6 for listed building or conservation area consent) certificate submitted with the application?	~~YES / NO~~ / NA
5.	Was it necessary to advertise the proposals under Article 8 of the GDPO 1995 and/or Section 73 of the Planning (Listed Buildings and Conservation Areas) Act 1990?	~~YES~~ / NO

6. Is the appeal site within an approved Green Belt or AONB? Please specify which	YES / NO
7. Is there a known surface or underground mineral interest at or within 400 metres of the appeal site which is likely to be a material consideration in determining the appeal? (If YES, please attach details.)	YES / NO
8. a. Are there any other appeals or matters relating to the same site or area still being considered by us or the Secretary of State? If YES, please attach details and, where necessary, give our reference numbers.	YES / NO
b. Would the development require the stopping up or diverting of a public right of way? If YES, please provide an extract from the Definitive Map and Statement for the area, and any other details.	YES / NO
9. Is the site within a Conservation Area? If YES, please attach a plan of the Conservation Area. (If NO, go to Q11.)	YES / NO
10. Does the appeal relate to an application for conservation area consent?	YES / NO
11.a. Does the proposed development involve the demolition, alteration or extension of	YES / NO
a Grade I / II* / II listed building?	Grade I/II*/II
b. Would the proposed development affect the setting of a listed building?	YES / NO
If the answer to question 11a or b is YES, please attach a copy of the relevant listing description from the List of Buildings of Special Architectural or Historic Interest. (If NO, go to Q13.)	
12. Has a grant been made under Sections 3A or 4 of the Historic Buildings and Ancient Monuments Act 1953?	YES / NO
13.a. Would the proposals affect an Ancient Monument (whether scheduled or not)?	YES / NO
b. If YES, was English Heritage consulted ? Please attach a copy of any comments	YES / NO
14.a. Is the appeal site in or adjacent to or likely to affect an SSSI? If YES, please attach the comments of English Nature.	YES / NO
b. Are any protected species likely to be affected by the proposals? If YES, please give details.	YES / NO

15. Copies of the following documents must, if appropriate, be enclosed with this questionnaire:

a	Is the development in Schedule 1 or column one of Schedule2 of the Town & Country Planning (Environmental Impact Assessment)(England & Wales) Regulations 1999? If YES, please indicate which Schedule.	YES / NO Sch 1 Sch 2 col 1
b.	Is the development within a 'sensitive area' as defined by regulation 2 of the Town & Country Planning (Environmental Impact Assessment)(England & Wales) Regulations 1999?	YES / NO
c.	Has a screening opinion been placed on Part 1of the planning register? If YES, please send a copy to us.	YES / NO

		Number of Documents Enclosed	N/A
d.	Any comments or directions received from the Secretary of State, other Government Departments or statutory agencies / undertakers whether or not as a result of consultations under the GDPO;	2	
e.	Any representations received as a result of an Article 7 (or Regulation 6) notice;		✓
f.	A copy of any notice published under Article 8 of the GDPO 1995; and/or Section 73 of the Planning (Listed Buildings and Conservation Areas)Act 1990; and/or Regulation 5 of the Planning (Listed Buildings and Conservation Areas) Regulations 1990;		✓
g.	Any representations received as a result of a notice published under Article 8 and/or Section 73 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (or Regulation 5);		✓
h.	Details of any other applications or matters you are currently considering relating to the same site;		✓
i.	For all appeals, including those against non determination, you must provide details of all relevant development plan policies. *Each extract must include the front page, the title and date of approval or adoption. Where plans & policies have not been approved or adopted, please give the stage or status of the plan.*	3	
j.	Any supplementary planning guidance, together with its status, that you consider necessary.		✓
k.	A list of any conditions or limitations you would agree to if the appeal were to be allowed;	1	
l.	Any other relevant information or correspondence you consider we should be aware of.		✓

16.a.	What is the date you told those you notified about the appeal that we must receive any further comments by?	04/05/01
b.	Copies of the following documents must, if appropriate, be enclosed with this questionnaire.	
		Number of Documents Enclosed: N/A
i)	representations received from interested parties about the original application	8
ii)	the planning officer's report to committee	✓
iii)	any relevant committee minute	✓
17.	FOR APPEALS DEALT WITH BY WRITTEN REPRESENTATIONS ONLY	
	Do you intend to send another statement about this appeal? If NO, please send the following information:-	YES / ~~NO~~
a.	In non-determination cases:	
i)	what the decision notice would have said;	
ii)	how the relevant development plan policies relate to the issues of this appeal.	
b.	In all cases:	
i)	the relevant planning history;	
ii)	any supplementary reasons for the decision on the application;	
iii)	matters which you want our Inspector to note at the site visit.	
18.	THE MAYOR OF LONDON CASES ONLY	
a.	Was it necessary to notify the Mayor of London about the application? If YES please attach a copy of that notification.	YES / NO
a.	Did the Mayor of London issue a direction to refuse planning permission If YES, please attach a copy of that direction.	YES / NO

I confirm that a copy of this appeal questionnaire and any enclosures have been sent today to the appellant or agent.

Signature: Dlynell on behalf of WOKINGHAM DISTRICT Council

Date sent to us and the appellant 05/04/01 OUR REF: F/2000/1798

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Norwich NR3 1BQ

LIST OF APPENDICES

1. Location Plan

2. The Berkshire Structure Plan

3. Loddon Area Local Plan

4. Wokingham & District Local Plan

Appendix 1



Site Plan, Scale: 1 to 1250

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Date: 3 May 2001

Appendix 2

Royal County of BERKSHIRE



BERKSHIRE STRUCTURE PLAN 1991-2006

Incorporating Alterations adopted in August 1997





3.7 Sustainable levels, forms and locations for development are therefore sought which contribute towards meeting the needs and aspirations of today's society for homes, jobs and services, without compromising the ability of future generations to meet their own needs. This implies a greater reliance on the use of renewable resources at an acceptable level, coupled with the conservation of non-renewable resources and the reduction of land, water and air pollution. In addition, growth during the Plan period needs to be kept down to levels which can be accommodated within the environmental and other limits described in Chapter 2.

3.8 This approach is considered appropriate in view of :

- the limited capacity of the County to absorb further development;
- the need to husband land so that there is scope for development beyond 2006;
- the cumulative impact of development on existing communities, on the transport network and on pollution;
- the extent of existing commitments;
- uncertainties as to the timing and extent of recovery from the recent recession;
- changing economic factors which may affect people's aspirations and ability to form new households in separate accommodation;
- emphasis in the Regional Guidance on sustainable development, respecting environmental constraints and reducing rates of development in the west of the region.

3.9 Wthin this framework it is intended that scope and flexibility should be provided for helping to meet local housing needs, to secure and maintain a balanced local economy and to allow the provision of a wide range of job opportunities.

The Overall Strategy

Policy OS1 **The overall strategy of the Plan is to seek sustainable development and improvement to the quality of life in Berkshire by pursuing the following objectives :**

(i) to restrain development to levels that respect the limits set by environmental, infrastructure and other constraints upon the development of land;

(ii) to give priority within (i) to meeting Berkshire's economic and social needs, including the provision of low-cost housing and wider employment opportunities;

(iii) to protect and enhance the character and quality of Berkshire's landscape, environment and heritage;

(iv) to steer development to locations which minimise the need for travel and can be well served by public transport;

(v) **to conserve natural resources;**

(vi) **to minimise pollution;**

(vii) **to seek improvements to infrastructure, services and amenities;**

(viii) **to promote an appropriate balance between all forms of transport by continuing to develop an integrated transport strategy.**

MAIN THEMES OF THE STRATEGY

3.10 The main themes of the Structure Plan strategy are outlined below and developed in more detail in subsequent chapters. Environmental concerns are reflected in policies in all sections of the Plan. References to policies in the Plan of particular relevance are listed under each sub-heading.

Restraining Levels of Growth

3.11 The Plan seeks to keep growth down to levels which can be accommodated within the limits set by environmental, infrastructure and other considerations (Policies OS1; LD1, LD3, LD6, LD7; H1, H2; BU1; TC1; R1; M1, M3).

3.12 A restrained level of growth will generally take less open land for development, generate less traffic and waste and help towards reducing pollution, energy consumption, the depletion of water resources and the demand for minerals and aggregates. It will also allow more scope for catching up in the provision of social and physical infrastructure (subject to the environmental acceptability of proposals and availability of the necessary resources).

3.13 This approach is in line with key objectives in the regional planning guidance for the South East, in which it is suggested that levels of development should respect the region's valuable environmental features and avoid the wasteful use of land and other natural resources. The regional guidance also states that a reducing rate of growth is appropriate in the west of the region to enable infrastructure and services to catch up with rapid rates of development in the recent past.

3.14 The overall housing provision for the period 1991-2006 was increased by the County Council from 37,000 to 40,000 dwellings in response to a direction issued by the Secretary of State for the Environment on 29 June 1995. While the Council has welcomed the fact that the Secretary of State has not pressed it to accept the total of 48,000 dwellings recommended by the Panel which conducted the Examination in Public in 1993, it remains concerned that increasing the provision above 37,000 dwellings could have serious environmental consequences contrary to the overall objectives of the Structure Plan.

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.

Appendix 3

LODDON AREA LOCAL PLAN

Adopted 5 May 1995



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

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 LISTED 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

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.

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 ING, 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.

1.4.05 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

Appendix 4



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.

10.40 Although there has been opposition to traffic calming, the issue of excessive speed is a matter of great 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 FOR ALL ROAD USERS INCLUDING:

a) MONITORING OF ACCIDENT STATISTICS TO IDENTIFY BLACKSPOTS

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

c) ENSURING THAT ALL RELEVANT INVESTMENT CONFORMS TO BEST PRACTICE IN 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.

POLICY WOS3: DEVELOPMENT CONTROL PRINCIPLES

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

A) BE APPROPRIATE IN SCALE OF ACTIVITY AND CHARACTER TO THE AREA IN WHICH THEY ARE LOCATED AND BE INTEGRATED INTO THEIR LOCAL CONTEXT WITHOUT DETRIMENT TO THE AMENITIES OF ADJOINING LAND USES AND OCCUPIERS

B) ~~RETAIN~~ *HAVE NO SIGNIFICANT DETRIMENTAL IMPACT UPON* **(PA 1/6)** IMPORTANT MAN-MADE, LANDSCAPE AND NATURE CONSERVATION FEATURES AND PROVIDE FOR FURTHER LANDSCAPE TREATMENT WHERE RELEVANT TO THE TYPE OF 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.

LODDON AREA LOCAL PLAN

Adopted 5 May 1995

Published by: Wokingham District Council
Planning Department
Shute End
Wokingham
Berkshire
RG40 1WR

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.

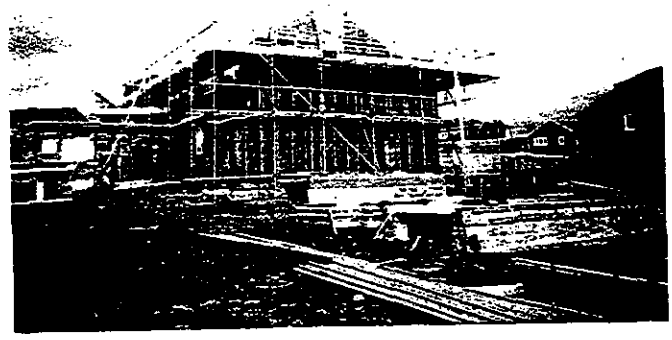
❖ LTV1 'IDENTIFIED SETTLEMENTS'

WITHIN THE IDENTIFIED SETTLEMENTS AS LISTED 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

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.

1.4.05 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.



BERKSHIRE STRUCTURE PLAN 1991 - 2006

Incorporating Alterations adopted in August 1991





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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.

3.7 Sustainable levels, forms and locations for development are therefore sought which contribute towards meeting the needs and aspirations of today's society for homes, jobs and services, without compromising the ability of future generations to meet their own needs. This implies a greater reliance on the use of renewable resources at an acceptable level, coupled with the conservation of non-renewable resources and the reduction of land, water and air pollution. In addition, growth during the Plan period needs to be kept down to levels which can be accommodated within the environmental and other limits described in Chapter 2.

3.8 This approach is considered appropriate in view of :

- the limited capacity of the County to absorb further development;
- the need to husband land so that there is scope for development beyond 2006;
- the cumulative impact of development on existing communities, on the transport network and on pollution;
- the extent of existing commitments;
- uncertainties as to the timing and extent of recovery from the recent recession;
- changing economic factors which may affect people's aspirations and ability to form new households in separate accommodation;
- emphasis in the Regional Guidance on sustainable development, respecting environmental constraints and reducing rates of development in the west of the region.

3.9 Wthin this framework it is intended that scope and flexibility should be provided for helping to meet local housing needs, to secure and maintain a balanced local economy and to allow the provision of a wide range of job opportunities.

The Overall Strategy

Policy OS1 **The overall strategy of the Plan is to seek sustainable development and improvement to the quality of life in Berkshire by pursuing the following objectives :**

(i) to restrain development to levels that respect the limits set by environmental, infrastructure and other constraints upon the development of land;

(ii) to give priority within (i) to meeting Berkshire's economic and social needs, including the provision of low-cost housing and wider employment opportunities;

(iii) to protect and enhance the character and quality of Berkshire's landscape, environment and heritage;

(iv) to steer development to locations which minimise the need for travel and can be well served by public transport;

(v) **to conserve natural resources;**

(vi) **to minimise pollution;**

(vii) **to seek improvements to infrastructure, services and amenities;**

(viii) **to promote an appropriate balance between all forms of transport by continuing to develop an integrated transport strategy.**

MAIN THEMES OF THE STRATEGY

3.10 The main themes of the Structure Plan strategy are outlined below and developed in more detail in subsequent chapters. Environmental concerns are reflected in policies in all sections of the Plan. References to policies in the Plan of particular relevance are listed under each sub-heading.

Restraining Levels of Growth

3.11 The Plan seeks to keep growth down to levels which can be accommodated within the limits set by environmental, infrastructure and other considerations (Policies OS1; LD1, LD3, LD6, LD7; H1, H2; BU1; TC1; R1; M1, M3).

3.12 A restrained level of growth will generally take less open land for development, generate less traffic and waste and help towards reducing pollution, energy consumption, the depletion of water resources and the demand for minerals and aggregates. It will also allow more scope for catching up in the provision of social and physical infrastructure (subject to the environmental acceptability of proposals and availability of the necessary resources).

3.13 This approach is in line with key objectives in the regional planning guidance for the South East, in which it is suggested that levels of development should respect the region's valuable environmental features and avoid the wasteful use of land and other natural resources. The regional guidance also states that a reducing rate of growth is appropriate in the west of the region to enable infrastructure and services to catch up with rapid rates of development in the recent past.

3.14 The overall housing provision for the period 1991-2006 was increased by the County Council from 37,000 to 40,000 dwellings in response to a direction issued by the Secretary of State for the Environment on 29 June 1995. While the Council has welcomed the fact that the Secretary of State has not pressed it to accept the total of 48,000 dwellings recommended by the Panel which conducted the Examination in Public in 1993, it remains concerned that increasing the provision above 37,000 dwellings could have serious environmental consequences contrary to the overall objectives of the Structure Plan.

Control of On-Street and Off-Street Parking

Policy T6 **The availability of on-street and off-street parking should be controlled both in existing and in new areas of development. In assessing the provision of additional public and private parking spaces, especially in town centres, consideration will be given, in accordance with the integrated transport strategy to meeting demand by alternative measures such as public transport, possibly in association with peripheral car parking. In appropriate circumstances parking provision may be limited to operational parking only and commuted payments in lieu of on-site parking provision will be sought.**

10.30 Commuted payments can assist the integrated approach to transport by the provision of off-street car parking, including peripheral sites in association with measures such as park and ride. They may also contribute to other public transport facilities. The County Council will also encourage district councils to allocate surplus income from the operation of off-street car parking for the same purposes.

TRAFFIC MANAGEMENT AND ROAD SAFETY

10.31 Traffic management, accident investigation and safety audits offer considerable scope within an integrated strategy to encourage the safer and more efficient use of the highway network for all users and provide environmental improvements.

Traffic Management Measures and Road Safety

Policy T7 **The County Council will seek, through appropriate traffic management measures, to improve the overall level of safety on the transport network, to control the use of existing and proposed highway infrastructure for the benefit of all users and where practical to provide environmental improvements and/or protection. Appropriate measures will be incorporated into new development.**

10.32 The County Council analyses and investigates road traffic accidents and will carry out safety audits of appropriate new development as well as infrastructure proposals in order to ensure that the safest possible result is achieved. The aim is that, by the year 2000, the number of road casualties will have been reduced by a third from the average experienced in the period 1981-85.

10.33 By regulating the efficient use of road space, traffic management provides benefits to users of private cars, public transport and commercial transport, and to pedestrians and cyclists. In sensitive neighbourhoods, the distress caused by inappropriate traffic flows can be reduced by directing traffic on to appropriate routes and by controlling speed and parking. In appropriate locations the County Council will support proposals for reducing speed in conjunction with area traffic calming schemes and will encourage and seek to participate in any Government initiatives which may be brought forward with regard to the control/reduction of speed in the vicinity of schools.

10.34 The County Council will control the use of heavy goods vehicles by traffic management measures so as to encourage the bulk of such traffic onto the strategic road network or other approved routes, thereby minimising the environmental impact. The need to introduce time controls to limit access for service vehicles will also be considered.

10.35 Wherever possible, traffic management measures will be self-enforcing. The County Council, in co-operation with the police and with the district councils, will seek ways to ensure that the effective enforcement of traffic regulatory measures is achieved for the overall benefit of all road users and local residents. In particular, physical traffic calming measures will be used to resolve persistent road safety problems or environmental concerns following area-wide traffic management studies.

FREIGHT

10.36 Freight transport, although potentially environmentally intrusive, is essential to the economic prosperity of the area.

Freight Transport

Policy T8 **Development which facilitates the transfer of freight from road transport to other modes, such as railway sidings, will be encouraged subject to environmental and wider transport considerations.**

10.37 The maximum use of rail for freight haulage will be encouraged, including the take up of grants for freight facilities under Section 8 of the Railways Act 1974, provided that any resulting road distribution operations can be satisfactorily accommodated on the highway network.

Provision of Facilities for Commercial Vehicles

Policy T9 **The provision of facilities for commercial vehicles, such as lorry parks and depots for the transfer of goods, will be encouraged where they are located on or are easily accessible to the strategic road network, subject to an assessment of the need for a proposed facility and environmental and wider transport considerations.**

10.38 District councils should consider, in preparing their local plans, the need for and location of :

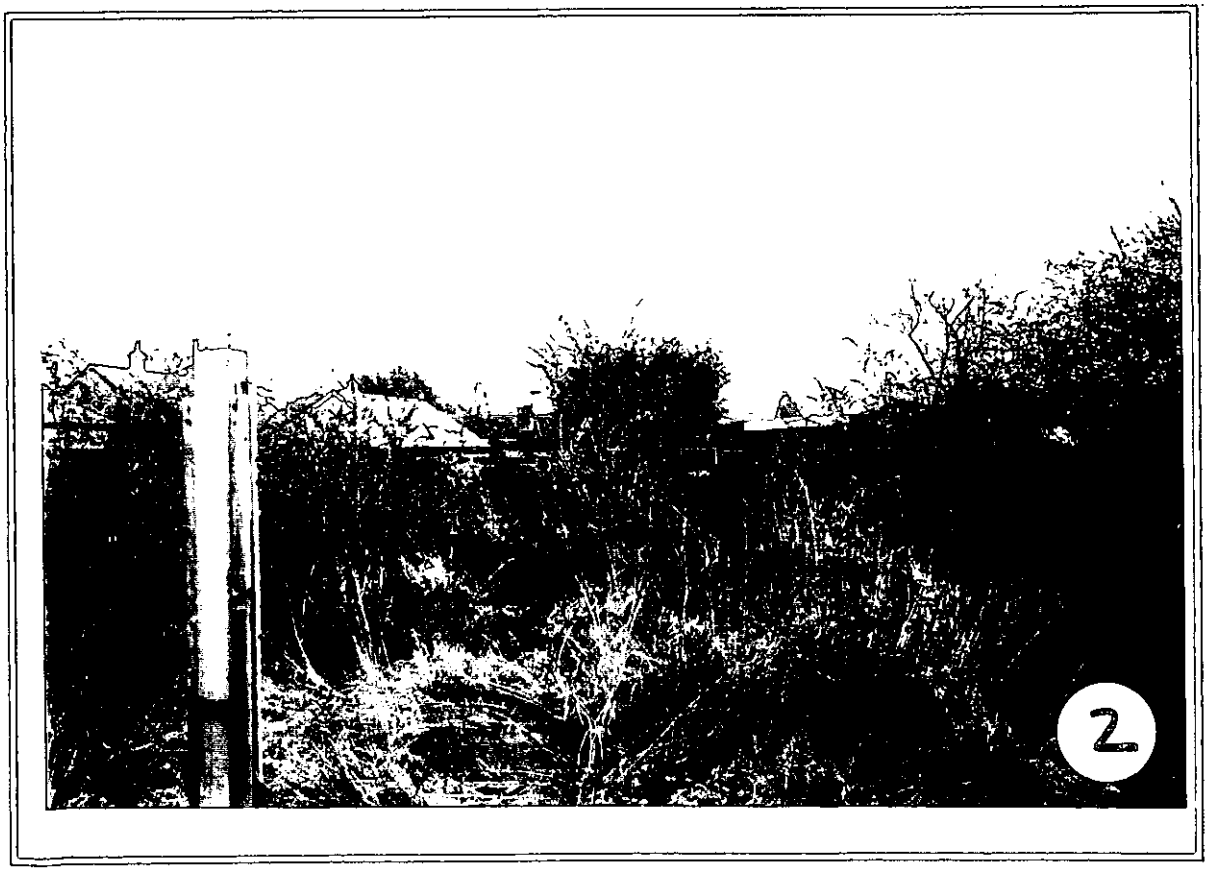
- facilities for the trans-shipment of goods to smaller vehicles for deliveries within sensitive areas;
- lorry parks and overnight facilities for lorries and drivers.

These facilities should be on or easily accessible to the strategic road network and should not prejudice countryside and environmental policies.

PHOTOGRAPHS

1. The site, looking towards "Mountain Ash"
2. The site
3. The site and Drome Path, looking SW
4. The site, looking towards 554 Reading Road
5. Reading Road, 2.5m visibility to NW
6. Reading Road, 2.5m visibility to SE
7. Reading Road, 4.0m visibility to NW
8. Reading Road, 4.0m visibility to SE
9. Drome Path, looking NE from "Holmecroft"
10. Drome Path, looking NE from "Mountain Ash"
11. Drome Path, looking NE from "Fozbery"
12. Greenacres Avenue/Drome Path junction looking N
13. Greenacres Avenue/Drome Path junction looking S
14. Junction of Greenacres Avenue and Reading Road looking SE.





DROME PATH, READING ROAD, WINNERSH
CLIFF WALSINGHAM & COMPANY, ON BEHALF OF
ALDERKEY LIMITED
MARCH 2001





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MARCH 2001





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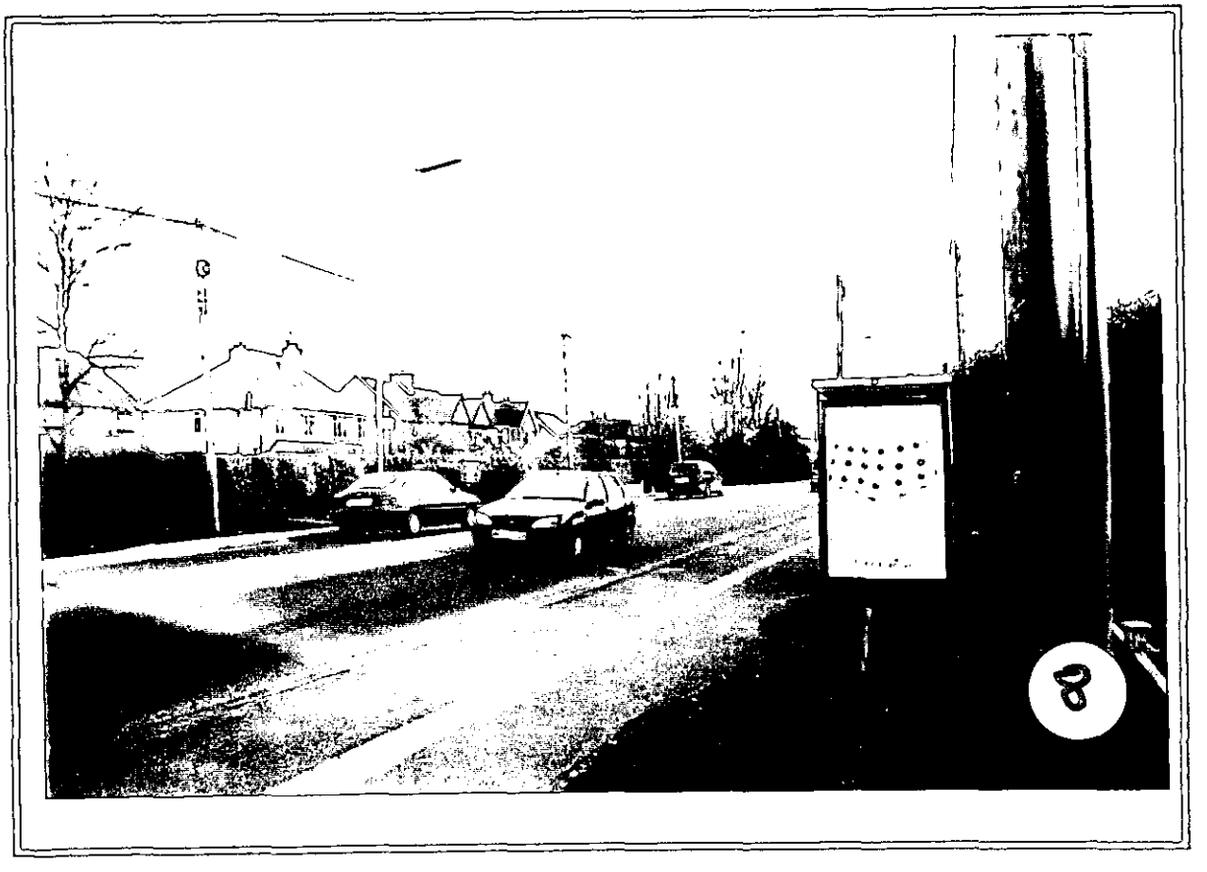
MARCH 2001





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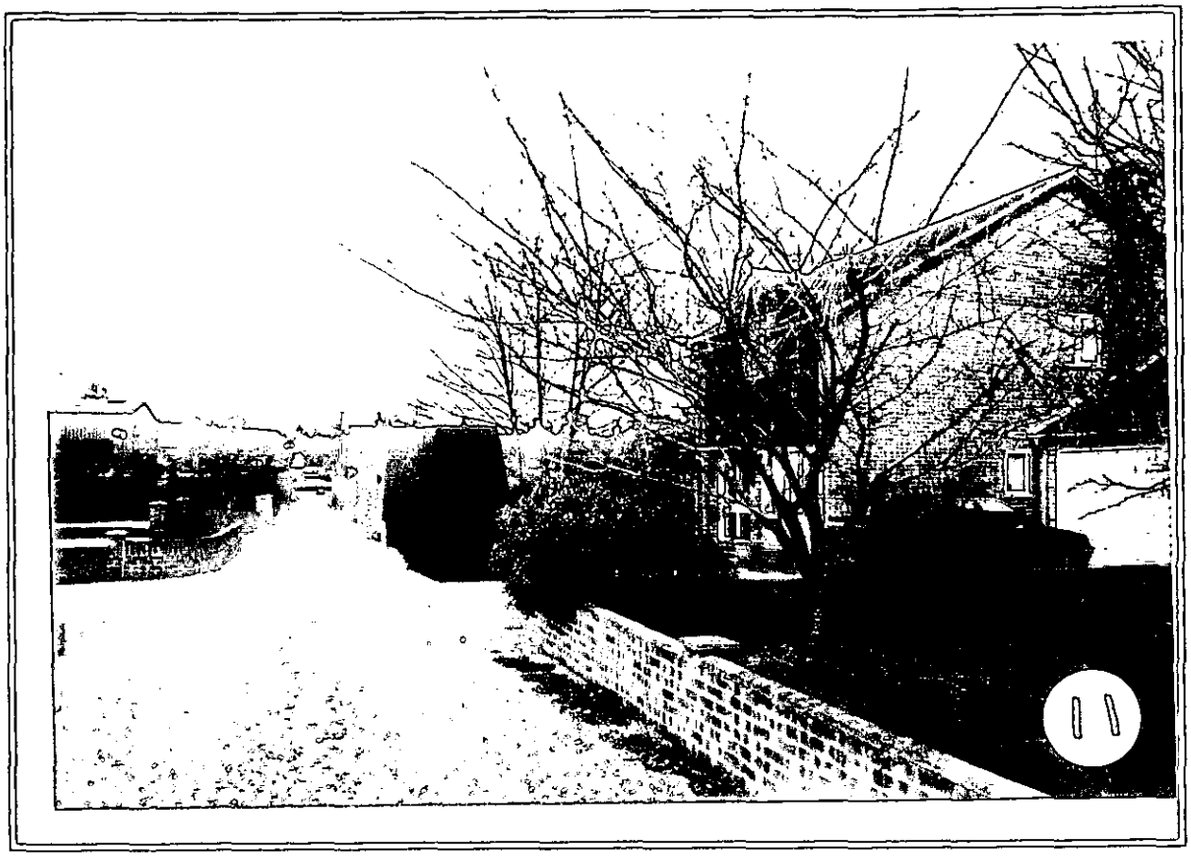
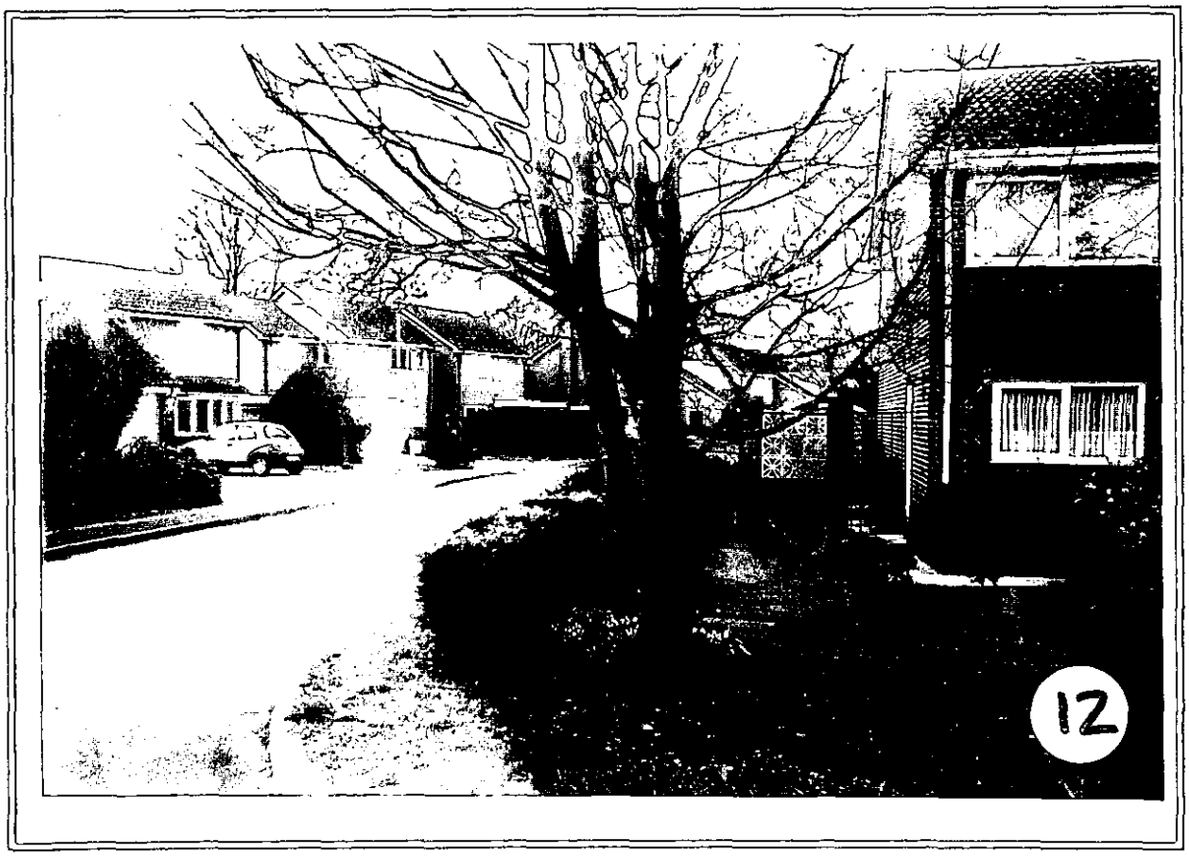
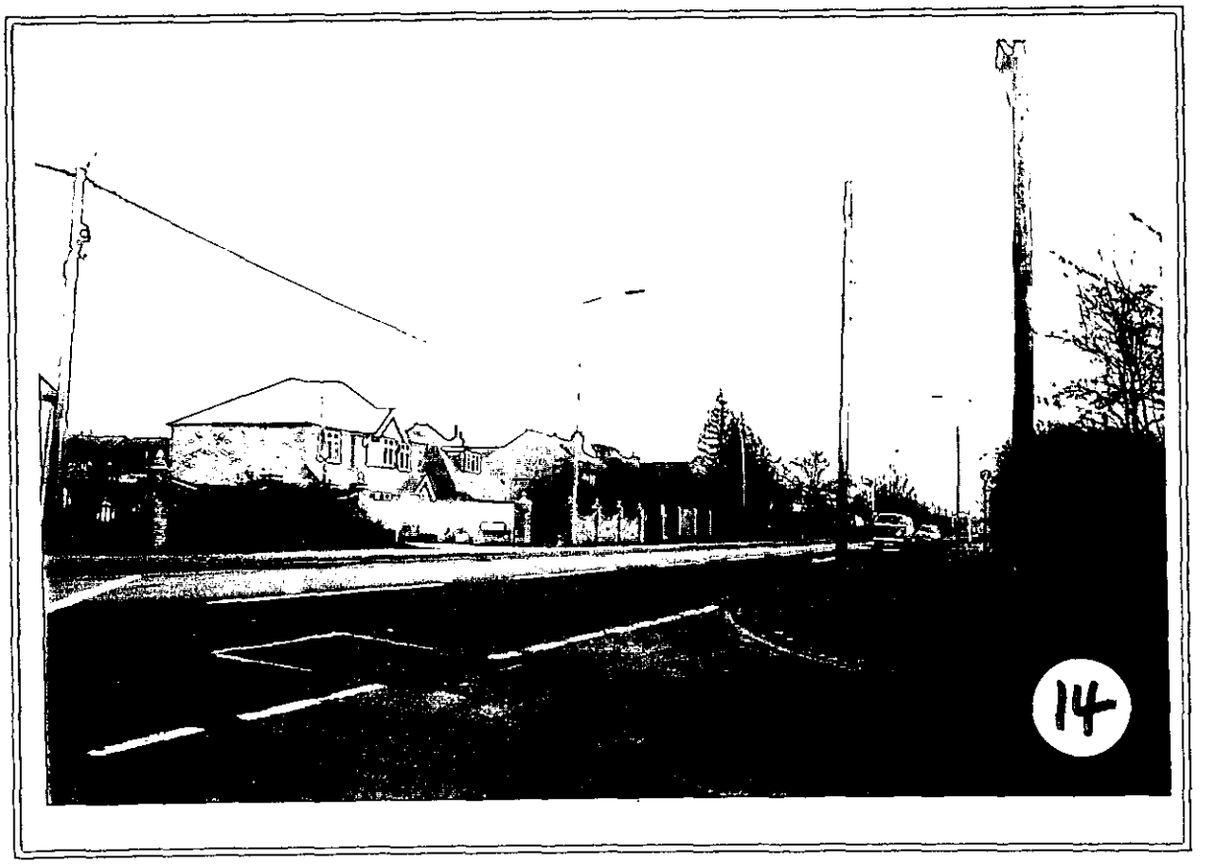
MARCH 2001





DROME PATH, READING ROAD, WINNERSH
CLIFF WALSINGHAM & COMPANY, ON BEHALF OF
ALDERKEY LIMITED
MARCH 2001





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