APPLICATION NO:
F/2001/3273

LOCATION:
Parker Plating Station Road, Earley Reading.

APPLICANT:
Kingfisher Housing Association C/O Active Property Services

PROPOSAL:
Proposed erection of 12 flats access and parking.

EARLIEST DATE FOR DECISION: **02/03/2001**

APPLICATION WILL HAVE EXPIRED ON:
28/03/2001

CASE OFFICER: **Nicola Lake**

REFUSED

Appeal Decision

Site visit made on 04 March 2002

by H W J Russon DipTP MRTPI

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

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

Date
20 MAR 2002

Appeal Ref: APP/X0360/A/01/1077725
Parker Plating Premises, Station Road, Earley, Reading

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
- The appeal is made by Kingfisher Housing Association against the decision of Wokingham District Council.
- The application (Ref: F/2001/3273), dated 22 January 2001, was refused by notice dated 27 September 2001.
- The development proposed is residential development to provide 8 two bedroom flats and 4 one bedroom flats.

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

Policy Background

1. This part of Reading is covered by the approved Berkshire Structure Plan, the adopted Loddon Area Local Plan and the emerging Draft Wokingham District Local Plan. All three plans generally seek to protect and enhance the environment of built up areas and require that new development achieve high standards of design and layout. I note in particular that the emerging District Local Plan contains a number of policies which seek to make the best use of land in built up areas and, on housing sites, that a mix and balance of dwellings are provided including the provision of affordable housing and smaller dwellings. This draft plan also allows for high density housing development especially on sites with good public transport connections and it indicates that parking standards are maxima and should be used to control the growth in the use of the private car.

2. Although the draft plan has yet to be formally adopted it has reached an advanced stage in its adoption process and the policies it contains seem to closely follow national guidance as set out in Planning Policy Guidance Notes 3 and 13. I shall therefore give this document considerable weight in this appeal.

Main Issues

3. Bearing this in mind and from my inspection of the site and its surroundings and the representations made I consider that there are three main issues in this appeal. First, the impact of these proposed flats on the character and appearance of the surrounding residential area. Second, whether the proposal would represent an over-development of the site particularly in terms of the number of units involved, the space about the buildings and the relationship of the flats to nearby dwellings. Third, whether the access arrangements for the development would result in any serious highway safety problems.

Inspector's Reasoning

Impact of Scheme on the Character of the Area

4. On the first issue, I note at the outset that the Council has made no objection in principle to the re-development of the appeal site for housing purposes. Nevertheless they are concerned about the intrinsic design of the flat block and its affect on the character of the surrounding area. During my visit I observed that the appeal site abuts to the south, east and west the gardens of semi-detached and terraced 2 storey houses and to the north the main railway line and platform of Earley station. Most of the houses have long back gardens and were built during the post war period of brick with pitched roofs (hipped at the gables) and they have little architectural merit. An exception to this rule is Amber Close a modern development of terraced properties again built in brick under a pitched roof.

5. The proposed flats have a long rectangular plan form and are sited close to the railway boundary and face due south towards the rear elevations of the houses in Crompton Close. Although this plan form is markedly different from the surrounding housing estate the proposed building nevertheless reflects the linear nature of the railway line and the Victorian railway buildings nearby. The flats are on three floors but because the top floor has been incorporated into the roof space the building is only effectively 2½ storeys and thus it would relate well to the scale and height of the surrounding houses.

6. There are two main entrances each under a portico and the main elevation of the building has a simple but pleasing pattern of windows that are similar in design and appearance to the recent development at Amber Close. Traditional building materials are to be used in the construction of the flats (facing brick and concrete tile) with white UPVC windows, fascias, bargeboards and soffits. It seems to me therefore that this block of flats has been carefully conceived and provided care was taken in the choice of brick type and colour I have no doubt that it would harmonise with other nearby buildings and have no adverse impact on the character and appearance of this area.

Density

7. Turing to the second issue, undoubtedly this is a high-density scheme. However bearing in mind that this is a brownfield site in a highly sustainable location I would expect that effective use be made of such land. Indeed local plan policies allow for high density housing on sites such as this with good public transport connections and this approach also closely follows the advice set out in Planning Policy Guidance Note 3 (paragraph 58).

Amenity Space

8. As to the space about the buildings I accept that there are no gardens as such for the occupiers of the flats but in a development of this type I would not expect to find such facilities. Some amenity open space is provided, although undoubtedly this is limited due to the physical constraints of the site. External facilities are to be provided for the storage of bicycles and other more bulky items and the layout provides for a number of areas where residents would be able to sit out and enjoy the fresh air. These areas could also be landscaped to make them more attractive. I would therefore make no criticism of the appellant's proposals in this respect.

Privacy

9. I note the concerns of some residents about the question of overlooking and loss of privacy. Dealing first with the relationship of the flats to the Amber Close development, the eastern gable end of the proposed building contains only two small bedroom windows at ground and first floor level and these would be separated from these modern dwellings by a distance of around 28 metres. Along this eastern boundary of the site there is also a considerable change in ground levels and this situation along with the presence of the existing 2 metre high fence provides for effective screening. It seems to me therefore that this distance and screening would adequately protect the living conditions of these nearby residents.

10. In the opposite direction towards Audley House, there would also be two bedroom windows in the gable end elevation of the building but these windows would be over 36 metres away and this distance should ensure satisfactory levels of privacy. Looking south from the proposed flats I accept that a large number of habitable room windows would look across the back gardens of the houses facing Compton Close. However these dwellings are much further away (around 38 metres) and again the existing 2 metres high fence provides effective screening. Planting as part of an overall landscaping scheme for the site could also reinforce the screening along this southern boundary. I am therefore satisfied that this development would not seriously harm the living conditions of these neighbouring residents.

The Proposed Access

11. I now turn to the concerns expressed about the access arrangements for the proposed development. During my site visit I observed the narrow driveway that gives access to this land and I accept that it only allows for one way traffic over its entire length. I am also aware of the very close proximity of Audley House, which has been converted into flats. However it seems to me that this access arrangement must be considered in the context of the previous use of the site as a plating works and the fact that this industrial activity would have generated a fairly high level of traffic movement, including many large delivery lorries and similar vehicles. Because of the appeal site's highly sustainable location, car parking spaces are to be provided on a ratio of 1 space per flat and it seems to me that the traffic generation from a small residential complex of this nature is likely to be comparatively light. It would certainly be an improvement on the previous use. Indeed, with the presence of the railway station on the doorstep I would anticipate that many residents are likely to use public transport rather than their private car and thus the normal pattern of car trips from this site could well be reduced.

12. I understand that no objection has been received from the Fire Authority about access for emergency vehicles and although the driveway is immediately adjacent to the pedestrian access to the station I do not consider that this arrangement is in any way dangerous. There is sufficient width at this point to enable persons emerging from this gate to walk in safety to the car park and Station Road. I fully accept that pedestrians visiting the site will have to walk along the driveway and that this will on occasions bring them into conflict with vehicles. However I do not regard this as a serious problem, bearing in mind the comparatively few vehicle movements involved and the fact that cars are likely to be travelling at very low speeds. I am moreover reinforced in these views by the fact that the Local Highway Authority has raised no objection to the appellant's proposals.

Construction Noise and Contaminated Land

13. Finally I am aware of the concerns about noise and disturbance during the construction of the proposed flats and the contaminated nature of the land. However it seems to me that these matters can be adequately dealt with by conditions attached to any planning permission.

Conclusions

14. In all the circumstances and having regard to all other matters raised, I conclude that the appeal should be allowed.

Conditions

15. Regarding conditions in the interests of visual amenity and in order to protect nearby residents I shall impose conditions concerning the submission of details of boundary treatments, buildings materials, detailed slab levels, the landscaping of the site, hours of work, noise protection and control of external lighting. Furthermore in order to prevent pollution I shall require details to be submitted about surface water drainage, and arrangements for the de-contamination of the land. Finally in the interests of the proper planning of the site I shall require the provision of the storage facilities, vehicle car parking, turning space and access road prior to the occupation of the flats together with precautions being taken against the deposit of mud on the highway.

Formal Decision

16. In exercise of the powers transferred to me, I allow the appeal and grant planning permission for residential development to provide 8 two bedroom flats and 4 one bedroom flats on land at the former Parker Plating Premises, Station Road, Earley, Reading, in accordance with the terms of the application [Ref: F/2001/3273] dated 22 January 2001, and the plans submitted therewith, subject to the following conditions:

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

    2) 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 0800 and 1700 Monday to Friday and 0800 to 1300 on Saturdays, nor at any time on Sundays or Bank Holidays.

    3) No external lighting shall be installed on the site or affixed to any building on site unless the Local Planning Authority has first approved in writing details of its position, height, design and intensity.

    4) Construction work shall not begin until a scheme for protecting the proposed flats and associated amenity space from noise has been submitted to and approved by the Local Planning Authority; all works which form part of the scheme shall be completed before any of the flats are occupied. The approved scheme shall be retained and maintained for the duration of the use.

    5) No flat shall be occupied until space has been laid out within the site for bicycles to be parked in accordance with the approved plans.

    6) No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. These details shall include indications of all existing trees

and hedgerows on the land and details of any to be retained. The details shall also include measures for screen planting along the southern boundary of the site. All hard and soft landscape works, with the exception of planting, seeding and turfing shall be carried out in accordance with the approved details and completed prior to the occupation of any of the flats or in accordance with a programme agreed with the Local Planning Authority.

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

8) No trees, hedgerows or shrubs within the curtilage of the site, except those shown on the approved plans shall be felled, lopped or pruned nor shall any roots be removed or pruned without the prior consent of the Local Planning Authority during the construction of the flats and for a period of five years after completion of the development. The branch structure and trunks of the trees to be retained and their root system shall be protected against damage during site works in accordance with a scheme to be submitted to and approved by the Local Planning Authority. Any trees hedgerows or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

9) No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the building is occupied. Development shall be carried out in accordance with the approved details.

10) Development shall not begin until a contaminated land assessment and associated remedial strategy has been submitted to and approved by the Local Planning Authority in writing. Except as otherwise agreed in writing by the Local Planning Authority all works comprised within the strategy which are not within buildings shall be carried out before the commencement of any development approved by this permission. All works within buildings shall be carried out before the occupation of any part of the building to which such internal works relate. If during any works contamination is encountered which has not previously been identified then the additional contamination shall be fully assessed and an appropriate remedial scheme shall be agreed in writing with the Local Planning Authority. Upon the completion of the works, this condition shall not be discharged until a closure report has been submitted to and approved by the Local Planning Authority.

11) No development shall take place until samples of the materials to be used in the construction of the external surfaces of the proposed flats hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

12) Before work commences on site details of the slab levels of the proposed flats shall be submitted to and approved by the Local Planning Authority in writing. The constructed development shall not vary from the approved levels.

13) None of the flats shall be occupied until vehicle parking and turning space as shown on the approved plans has been provided. This parking and turning space shall be permanently maintained and used for no other purpose.

14) The flats shall not be occupied until the means of vehicular access has been constructed in accordance with details to be submitted to and approved by the Local Planning Authority.

15) Prior to work commencing 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 a scheme to be agreed in writing with the Local Planning Authority.

16) Precautions shall be taken for the duration of the construction period to prevent the deposit of mud and similar debris (including blown litter) on the highway, in accordance with details to be agreed in writing with the Local Planning Authority prior to work commencing on site.

17) Before work commences on site, the construction of the surface water drainage system shall be carried out in accordance with details submitted to and approved in writing by the Local Planning Authority.

18) No soakaway shall be constructed in contaminated land.

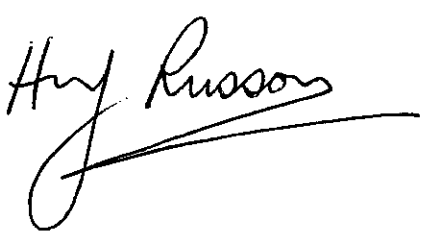
19) Surface water source control measures shall be carried out in accordance with details, which shall have been submitted to and approved in writing by the Local Planning Authority, before work commences on site.

Information

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

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

19. 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.



(NL)

WOKINGHAM DISTRICT COUNCIL

TOWN AND COUNTRY PLANNING ACTS

Notification of Refusal of Permission

Kingfisher Housing Association
C/O Active Property Services
Datum House
Roentgen Road
Basingstoke
Hants
RG24 8NG

Application Number: F/2001/3273

Parish: **EARLEY**

Location: **Parker Plating, Station Road, Earley, Reading.**

Proposal: **Proposed erection of 12 flats access and parking.**

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 subject to compliance with the following conditions, the reasons for which are specified hereunder.

Reason
1. The proposed development by reason of its poor quality design would result in the formation of an obtrusive feature to the detriment of the character and appearance of the surrounding area. As such the proposed development is contrary to policies OS1 and EN1 of the Berkshire Structure Plan, LH1, LBE1 and LBE2 of the Loddon Area Local Plan and WOS3, WBE1, and WH1 of the Wokingham District Local Plan (Deposit Draft).

Reason
2. The proposed development would result in the overdevelopment of the site leading to poor access arrangements, bring pedestrians into conflict with vehicles entering and exiting the application site, as well as a lack of amenity open space provision. As such the proposed development is contrary to policies EN1 of the BerkshireStructure Plan, LBE, LBE2 and LH1 of the Loddon Area Local Plan and WOS3 and WBE1 of the Wokingham District Local Plan (Deposit Draft).

Informative
1. You are invited to discuss with Officers a revised residential scheme that would overcome the reasons for refusal.

Informative
2. 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 OS1 and EN1.
Loddon Area Local Plan Policies LH1, LBE1 and LBE2.
Deposit Draft Wokingham District Local Plan Policies WOS3, WBE1 and WH1.

A Cronin

Anna Cronin
Head of Planning & Transportation
Date: 27/09/2001

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.

Parker Plating
Station Road
Earlby

F/2001/3273

Officer's Notes

~~Date~~ Committee - aim for 21st March 2001

Fire ~~Brigade~~ Authority - Concerned over access
Environmental Health - No objection subject to conditions
Earlby Town Council - Recommend refusal
Railtrack - Concerned over access and Covenant
Crime prevention - Concerned over lack of surveillance over the Driveway
Landscaping - No objection subject to conditions
Policy and plans - Development encourage subject to contamination, overlooking and play space.

March 2001

Spoke to Mr Gallop who informed me that his clients were entering into negotiations with the owners of Asplay House He says that he thinks the whole thing is likely to take some time and he will keep me informed

17 May 2001

Spoke to Mr Gallop, He says his clients are currently negotiating with Railtrack to increase the width of the access by buying some land along the boundary He asked me to send him some new certificates and notices

Tel: (0118) 974 6481

Date:

My ref: F/2001/3273

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 C Smith
7 Northam Close
Lower Earley
RG6 3AJ

Dear Councillor

Application Number: F/2001/3273
Parker Plating, Station Road, Earley, Reading.
Proposed erection of 12 flats access and parking..

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 **Nicola Lake** on **(0118) 974 6481**. If you then feel the application needs to be transferred to the next available Development Control Committee for decision please contact the Councillor for your area responsible for planning matters as soon as possible

Yours faithfully

John Mitchell
Development Control Manager

Tel: (0118) 974 6481

Date:

My ref: F/2001/3273

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 D Carpenter
8 Stanton Close
Earley
Reading
RG6 7DX

Dear Councillor

Application Number: F/2001/3273
Parker Plating, Station Road, Earley, Reading.
Proposed erection of 12 flats access and parking.

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 **Nicola Lake** on **(0118) 974 6481**. If you then feel the application needs to be transferred to the next available Development Control Committee for decision please fill in the form below.
This form must be received no later than _____

Yours faithfully

John Mitchell
Development Control Manager

LISTING FORM

Case officer: **Nicola Lake** Application Number: **F/2001/3273**
Parker Plating, Station Road, Earley, Reading.
Proposed erection of 12 flats access and parking.

Transfer: Yes ☐ No ☐
Reason for Transfer:

_____

_____

Signed: _____ Date: _____

Councillor D Carpenter

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 6481

Date:

My ref: F/2001/3273

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 D Swindells
12 Culford Close
Lower Earley
RG6 3AS

Dear Councillor

Application Number: F/2001/3273
Parker Plating, Station Road, Earley, Reading.
Proposed erection of 12 flats access and parking..

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 **Nicola Lake** on **(0118) 974 6481**. If you then feel the application needs to be transferred to the next available Development Control Committee for decision please contact the Councillor for your area responsible for planning matters as soon as possible

Yours faithfully

John Mitchell
Development Control Manager

CONFIDENTIAL.

S.A.I PANEL BRIEFING NOTE.

Application No.: F/2001/3273.

Address: Parker Plating, Station Road, Earley.

Planning Officer.: Nicola Lake.

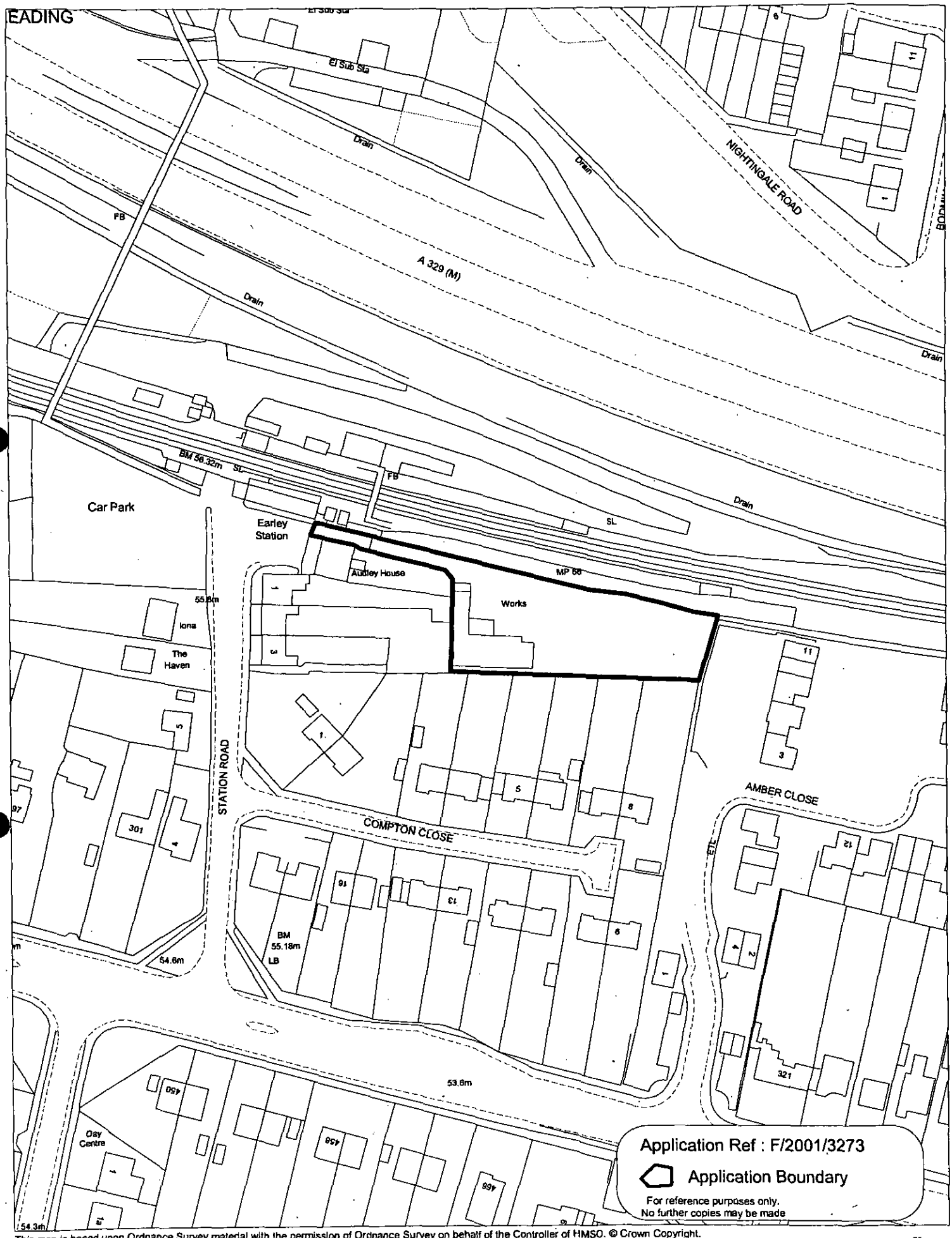
The site is located within the identified settlement of Earley. The proposed development is for the erection of two semi-detached blocks of 6 flats, making a total of 12 new dwellings, with associated parking and access. The site would be entered via the existing access off Station Road. There would be 8 Two- bedroomed flats and 4 one-bedroomed flats.

The applicants are Kingfisher Housing Association. There has been one previous application (F/2000/2246) for the erection of two detached block of flat creating a total of 10 residential dwellings. There were no contributions required on this application.

Main Issues.

- Is there a requirement for contributions towards education facilities.
- The level of off site recreation contributions required. (if any)
- The level Of contributions towards library facilities (if any).
- Is there a requirement towards local road network improvements, infrastructure or safety measures.

23.02.01



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Development Control Section, Environmental Services, Wokingham District Council.

27 February 2001

Scale: 1 : 1250

N W E S

Parker Plating.

Telephone call 28.02.01.

Mr Mark Fuller - Fire Service.

He had a meeting with Mr Keith Gallop on the site yesterday. He has told Mr Gallop that they need to investigate possibly increasing the width of the access, through negotiations with the railway company and to board the far end of the drive with the owners of Asprey House. To see about the rear wall again, he said he would confirm this in writing with us.

Mr Keith Gallop. abo 28.02.01.

He said he would contact the owners of Asprey House and would contact me with the results.



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Development Control Section, Environmental Services, Wokingham District Council.

29 January 2001

Scale: 1 : 1250

N W E S

Our Ref: 3748/KG/149
March 22, 2001

3748WDC.doc

PROPERTY SERVICES

Datum House, Roentgen Road,
Basingstoke, RG24 8NG
Telephone: 01256 356629
Fax: 01256 356708
E-mail:
Surveyors@activesol.co.uk

Mrs N Lake
Wokingham District Council
Planning Services
PO Box No 157
Council Offices
Shute End
WOKINGHAM
RG40 1WR

Dear Mrs Lake

FORMER PARKER PLATING PREMISES, STATION ROAD, EARLEY
YOUR REF: F/2001/3273

As suggested in your letter dated January 11, 2001, we have had a vibration assessment carried out by WS Atkins Noise and Vibration, and I enclose a copy of their report for your consideration.

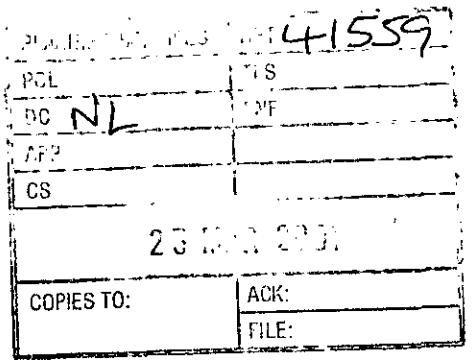
Yours faithfully
For ACTIVE *Property Services*

K. Gallop

Keith Gallop, FRICS
Director of Professional Services

Enc.

Cc: John Newman – Kingfisher Housing Association.



- Sent down to Environmental Health
3 April 2001.

Certificate No 964/95

ACTIVE Solutions Europe Ltd
Registered in England
no. 2374757
Registered office as above

TOWN AND COUNTRY PLANNING ACT 1990

SECTION 78 APPEAL

APPELLANT :	Kingfisher Housing Association.
APPEAL SITE :	Former Parker Plating Premises, Station Road, Earley.
REASON FOR APPEAL :	Refusal of planning permission for the erection of 12 flats, access and parking.

LOCAL PLANNING AUTHORITY REFERENCE: F/2001/3273

DEPARTMENT OF THE ENVIRONMENT
TRANSPORT & THE REGIONS REFERENCE: APP/X0360/A/01/1077725

1.00 LOCATION AND SITE DESCRIPTION

1.01 The site is located to the rear of the dwellings in on the north side of Crompton Close and to the south of the Reading/Waterloo railway line. To the east of the application site is a terrace row of dwellings which are accessed off Amber Close and to the west is a terrace of three dwelling and Audley House which are accessed off Station Road.

1.02 The site itself is accessed via a private driveway which runs along the northern flank of Audley House. Audley House is a dwelling which has been sub-divided into three flats and uses part of the driveway to the appeal site, to access a parking area to the rear of the dwelling. The side elevation of Audley House

1.03 There is also a pedestrian access from the railway platform which exits onto the initial part of the accessway to the site.

1.04 Also to the north of the appeal site and the railway line is the A3290 which is one of the main routes into Reading city centre and to the M4 Motorway at junction 10.

1.05 The site is currently vacant and has been for approximately 3 years. However the site was previously used by Parker Plating for Industrial Metal Plating. Most of the building have now been removed, with just the main structure still remaining within the western portion of the site. Due to its pervious general industrial use, the site had been contaminated. Much of this contamination has been removed by the Council's Environmental Health department. However some level of contamination still remains on the site.

2.00 RELEVANT PLANNING HISTORY.

2.01 There have been a number of planning applications on the appeal site.

APPLICATION	DESCRIPTION	DECISION	DATE.
F/15/59	Lassatory accommodation	Approval	12.01.60
F/4/62	Factory extension	Approval	22.02.62

F/9/62	Electroplating shop and shed	Conditional Approval	29.11.62
F/12/64	Extension	Conditional Approval	06.08.64
16/71	Extension	Approval	21.01.71
1933/72	Raise roof & extend plating shop to two storey	Conditional Approval	23.11.72
22223	Outline Office development and car parking	Conditional Approval	15.11.84
29886	Renewal of office development 22223	Conditional Approval	16.03.88
37596	Renewal of office development 29886	Conditional Approval	29.05.91
42854	Renewal of office development 37596	Conditional Approval	05.07.94
97/65910/O	Renewal of office development 42884	Conditional Approval	17.12.97
97/66228/F		Withdrawn	
F/2000/2246	Erection of 10 flats, access and parking.	Withdrawn	
F/2001/3273	Erection of 12 flats, access and parking	Refused (subject of this appeal.)	27.09.01

3.00 RELEVANT PLANNING POLICY.

3.01 The appeal needs to be considered in the context of Policies OS1 – 'Overall Strategy' and EN1 – 'protection and Enhancement of the Environment of Built-up Area' of the Berkshire Structure Plan, which was adopted by the Berkshire County Council in November 1995.

3.02 Policies LBE1 – 'Design of New Development', LBE2 – 'Inappropriate Design', and LH1 – 'Housing development on unidentified sites' of the Loddon Area Local Plan, which was adopted on the 5 May 1995.

3.03 Material Consideration must also be given to the emerging Wokingham District Local Plan (Deposit Draft October 1997) and as amended in

April 1999. The County Council issued a statement of general conformity with the structure plan in May 1997 and the document has formed the basis of development control decisions since the 21 October 1997. The Public Inquiry for the plan commenced on the 6 October 1998 and was closed on the 29 November 2000. The inspector's report on part 2 of the local plan inquiry has now been received and was published on the 22 November 2001.

3.04 The relevant policies of the Wokingham District Local Plan are policies WOS3 – 'Development control Principles', WBE1 – 'Development in its Context' and WH1 – 'Housing Development – Unidentified Sites'. The inspector's recommendations are a material consideration in the determination of this appeal.

3.05 The inspector's recommendations are as follows:

Policy WOS3 – That the policy is amended in accordance with PA 1/6 and the inclusion of PA 1/5 to create paragraph 1.12A

Policy WBE1 – That the policy is deleted and replaced as follows:
"Policy WBE1: Design and new development.
New development will be expected to achieve high standards of design and layout, which makes efficient use of land and buildings. A scheme should create its own identity, whilst taking account of the wider locality, including the surrounding townscape and landscape. In addition, development proposals will be expected to have regard to the following principles:

A) A reduction in the level of car parking below maximum standards wherever possible in order to promote sustainable transport choices;

B) Encouragement of measures that promote accessibility to services and facilities by public transport, cycling and walking;

C) Incorporation of features that maximise the safety and security of people living in or using the development;

D) Creation of easily accessible and attractive open spaces".

Policy WH1 – That policy WH1 and PA 5/3 and 5/4 be deleted and replaced by the wording in paragraph 5.118. and the following policy to be renumbered policy WH1(A).

"Policy WH1
The Council will identified new housing allocations based on a sequential approach starting with the re-use of previously development land and buildings within urban areas. If insufficient land is available from that source, then sites that form urban extensions and then new developments around centres which are served by good public transport corridors will be selected. All allocations will be subject to the Council's objective of creating sustainable forms of development and an assessment based on highway, infrastructure and environmental criteria".

"Policy WH1(A)
Within Identified settlements proposals for using land and buildings for housing will be determined in accordance with the following sustainable development criteria:

1) Development proposals will make the most efficient use of land and buildings, having regard to the need to maximise densities, a proper mix of housing and adequate levels of affordable housing;

2) The extent that future residents would be car dependent or have good access to alternative means of transport;

3) How successful the design and layout of the proposals would be in minimising any adverse impact upon the character of adjoining buildings and/or the landscape and ecology of open areas;

4) The extent to which the proposals would make more efficient use of existing social and physical infrastructure, having regard to the cumulative impact of development."

4.00 THE APPLICATION.

4.01 The planning application which is the subject of this appeal was registered by the Council on the 31 January 2001.

4.02 The application was determined by the Development Control Committee and was refused planning permission on the 27 September 2001. The reasons for refusal were stated as follows:

1. The proposed development by reason of its poor quality design would result in the formation of an obtrusive feature to the detriment of the character and appearance of the surrounding area. As such the proposed development is contrary to policies OS1 and EN1 of the Berkshire Structure Plan, LH1, LBE1, and LBE2 of the Loddon Area Local Plan and WOS3, WBE1 and WH1 of the Wokingham District Local Plan (Deposit Draft).

2. The proposed development would result in the overdevelopment of the site leading to poor access arrangements, bring pedestrians into conflict with vehicles entering and existing the application site, as well as a lack of amenity open space provision. As such the proposed development is contrary to policies EN1 of the Berkshire Structure Plan, policies LBE1. LBE2 and LH1 of the Loddon Area Local Plan and WOS3 and WBE1 of the Wokingham District Local Plan (Deposit Draft).

5.00 THE CASE FOR THE LOCAL PLANNING AUTHORITY.

5.01 The proposed development is for the erection of 12 flats. The block of flats would be located parallel to the rear boundary of the site, with the railway station. The block of flats would have 8 two-bedroomed flats and 4 one-bedroomed flats. The building would have a width of 35.4m, a depth of 8.6m and a maximum height of 9.7m. The proposal would also included 12 parking spaces, 2 external storage buildings and a refuse store.

5.02 It is the view of the Local Planning Authority that the main issues in the consideration of this appeal are the impact upon the character and appearance of the surrounding area and

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5.02 It is the view of the Local Planning Authority that the main issues in the consideration of this appeal are

a) the impact upon the character and appearance of the surrounding area and

b) overdevelopment of the site leading to poor access arrangements, bringing pedestrians into conflict with vehicles entering the exiting the appeal site, as well as a lack of open space provision.

5.03 The Local Planning Authority considers that in principle the site is suitable for residential development, but the appeal scheme does not represent an acceptable form of development of the site.

IMPACT UPON THE CHARACTER AND APPEARANCE OF THE SURROUNDING AREA

5.04 The appeal building would result in the creation of a single block, with a width of 35.4m, and a maximum height of 9.7m. In its local context, it would create a monolithic-type structure, with insufficient design detail and articulation to relieve its monotony. It would produce a building that fails to reflect or relate to the existing character of the area. The proposed building itself is without architectural merit, and so would fail to introduce architectural interest or quality as a compensation for failing to respect the existing character of the area.

5.05 In summary, the proposal would produce an obtrusive ugly building which would be readily visible from the railway station to the north, and from residential properties to the south. As such the proposed development would be contrary to local planning policies as well as the design advice contained with Planning Policy Guidance Note No.1.

OVERDEVELOPMENT

5.06 The proposed development would result in a housing density of about 80 dwellings per hectare (dph). Government Guidance as set out in PPG3 advises that minimum densities should not be lower than 30 dph, and higher densities should be encouraged in appropriate cases. It is the view of the Local Planning Authority that the site is capable of accommodating residential development at a density higher than 30 dph, but the appeal proposal is over 2.5 times this minimum density, and demonstrates unacceptable characteristics, which are the consequence of seeking such a high density on the site.

5.07 One of the major site constraints is the access to the site, which alongside Audley House is only about 3 metres wide. Not only does this width of access have to provide both pedestrian and vehicular access to the site, it also provides vehicular access to Audley House. Furthermore, there is a pedestrian entrance and egress from Earley Station, which also uses the access way at this location. The main hazard would occur after the arrival of a rush-hour train at Earley Station, with passengers streaming home. In winter this would correspond with hours of darkness.

5.08 To have such a conflict between passengers and vehicles using a access way only 3 metres wide, would result in an unacceptable safety hazard. For any such hazard to be acceptable, it would be necessary for the proposal to reduce risks to a minimum practical level. The appeal proposal includes no strategy to minimise the risks.

5.09 The obvious way to do so would be to relocate the station secondary exit away from the appeal access way. However, given the current status of Railtrack, it is agreed that this is unlikely to happen in the short term. Nevertheless, in the absence of this the appellant has failed to produce an alternative safety risk minimisation strategy.

5.10 The other illustration of overdevelopment of the site is the absence of any significant amenity open space that the residents could use to relax. It is accepted that there are landscaped patches within the development, but there is no open area within which they could relax

and enjoy the open air. The proposal would therefore condemn future residents to a second rate existence, as the flats would not even have the benefit of balconies in which to enjoy the open air. This deficit could easily be overcome in a better designed scheme of lower density. Thus the appeal proposal would fail to satisfy contemporary standards regarding provision of amenity open space.

BOLD, not underlined

CONCLUSION

6.01 The appeal proposal would result in an unacceptably poor quality of development, due to:

- the proposed ugly obtrusive residential block, which would be readily visible by both the public and neighbouring residents;
- overdevelopment at an exceptionally high density of 80 dwellings per hectare;
- unacceptable safety hazard resulting from a failure to minimise risks resulting from pedestrian / vehicular conflict at the entrance to the appeal site; and
- the absence of amenity open space or even balconies condemning future residents to a second rate quality of residential environment that fails to meet contemporary standards.

As such the proposal fails to comply with local planning policies and national planning guidance.

6.02 Whilst the site itself does impose constraints, it would be feasible to design an alternative residential scheme incorporating features that would overcome the reasons for refusal, and mitigate the safety risk to an acceptable level.

6.03 The Inspector is therefore invited to dismiss the appeal.

NL 0BS

Nos 2, 3, 5, 6, 7 + 8
Compton Close
Earley, Reading
RG6. 7EA.

PLANNING
PO:
BP:
22 AUG 2001
COPIES TO:
ACK:
FILE:

Dear Sirs,

RE F/2001/3273.

The above people are objecting to the building of 12 Flats. which they did on the last application + the same reasons

1. Overlooking.
2. Traffic difficulties.
3. Station Car Park mostly full daily.
4. no proper access for emergency vehicles.

Yours faithfully.
R. A Collett No 8.
(R A COLLETT)

P.S. if other signatures are needed will have to have more time.

Application No	Received	Earley
F/2001/3273	31.01.01	

Applicant: **Kingfisher Housing Association.**
Location : **Parker Plating, Station Road, Earley.**
Proposal : **Proposed erection of 12 flats, access and parking.**

1. **Planning History** - The site is located to the rear of dwellings along Compton Close, Amber Close and Station Road. The site is currently vacant and has been so for around the past two and half years. It was previously used by Parker Plating, which was an industrial metal plating company. The site is accessed off Station Road, via a driveway which runs between the boundaries of the Railway Station's platform and Audley House.

   The previous use had grown over time and had a number of planning permissions for various extensions and ancillary facilities. Most of the site has now been cleared with the exception of one of the buildings which remains in the western portion of the site. Outline planning permission was granted in 1984 for the erection of 499m² of B1(a) office floorspace within a two storey building with ancillary car parking. This application lapsed permission on the 17 December 2000.

   An application for permission to erect two blocks of flat each holding 5 dwellings was recommended for refusal within the agenda for the Development Control Committee on the 20 December 2000, however the application was withdrawn prior to the meeting. The reasons for the recommended refusal were 'The proposed development by reason of its location, design and massing would form an obtrusive feature, which would be overbearing and dominant to the detriment of the residential amenity of the adjacent dwellings in Amber Close.

2. **Proposal** – The proposed development is for the erection of two blocks of flats each holding 4 two-bedroomed flats and 2 one-bedroomed flats, creating a total of 12 dwellings. The flats would be accessed via the driveway, which runs between Audley House and the railway station. The proposed location of the blocks of flats have been amended, from that of the previous scheme. Each of the blocks would have a length of 17.7m, a width of 8.6m and a maximum height of 9.7m.

3. **Consultations** -
   - ***Earley Town Council:*** Object to the proposed development (See attached comments).
   - ***Highways:*** No objection subject to conditions.
   - ***Environmental Health:*** No objection subject to conditions.
   - ***Railtrack:*** No objection.
   - ***Landscaping:*** No objection subject to conditions.
   - ***Crime Prevention Officer:*** Suggests that windows are inserted in the elevation overlooking the accessway.
   - ***Environment Agency:*** No objection subject to conditions.
   - ***Fire and Rescue Service:*** No objection.

- ***Letters:*** There have been 13 letters of objections from local residents. These objections can be summarised as follows:
  - Overlooking and loss of privacy.
  - Overshadowing and overbearing.
  - Overdevelopment.
  - Noise and disturbance during construction works.
  - Damage to Audley House.
  - Security to the existing dwellings.
  - Out of character with the area.
  - Highway safety.
  - Access for emergency vehicles.

4. **Appraisal** - Main issues:

   A. Principle of Development. (Policy H5 of the Berkshire Structure Plan; Policy LH1 of the Loddon Area Local Plan; Policy WH6 and Housing Density Policy of the Wokingham District Local Plan.)
   B. Housing Mix and Density. (Policies H5 and H9 of the Berkshire Structure Plan; Policies LH1, LH8 and LBE5 of the Loddon Area Local Plan; WH6 and Housing Density Policy of the Wokingham District Local Plan.)
   C. Impact upon the residential amenity of the neighbouring dwellings. (Policies LBE1, LBE2, LBE5 of the Loddon Area Local Plan; Policies WOS3 and WBE1 of the Wokingham District Local Plan.)
   D. Impact upon the character and appearance of the surrounding area. (Policies LBE1, LBE2, LBE5 of the Loddon Area Local Plan; Policies WOS3 and WBE1 of the Wokingham District Local Plan.)
   E. Impact upon Highway Safety. (Policies LT5 and LT6 of the Loddon Area Local Plan; Policies WT6 and WT7 of the Wokingham District Local Plan).
   F. Concerns of Town Councils and Local Residents.

A. Principle of Development.

The site is located within the identified Settlement, where development is usually acceptable in principle, subject to meeting the other policies within the District's development plans. The site is a Brownfield land, having previously been developed and used for industry. Therefore, the principle of development would also be in accordance with guidance as outlined in PPG3 – Housing.

B. Housing Mix and Density.

The proposed development is for the erection of 8 two-bed flats and 4 one-bed flats. The site is approximately 0.15 hectare, which would give a housing density of around 80 dwellings per hectare. The site is located adjacent to a railway station and there is an existing bus corridor, which runs along Wokingham Road, with regular services to Wokingham and Reading. There is also an existing cycle route along Wokingham Road. Therefore the existing transport network would support a proposed housing density of this level.

The proposed dwellings would all be one or two bed housing association flats, which would help to meet the district's affordable housing need.

C. Impact upon the Residential Amenity of the Neighbouring Dwellings.
The proposed development would take the format of two separate blocks of flats, which are attached by their side elevations. Both blocks would be identical with a length of 17.7m, a width of 8.6m and a height of 9.7m. The site is a rectangle shape, with its access in the west. The site runs in a west to east direction, and narrows from the south as it progresses. The site has a width of 29.5m in the west and 17.5m in the east. The development would be located a minimum of 2m from the northern boundary with the railway station. On the opposite side of the railway line is the A329(M).

The front elevation of the blocks of flats would face south towards the rear of the dwellings along Compton Close. The minimum distance from the front of the blocks of flats to the southern boundary of the site would be approximately 9.5m. However the dwellings along Crompton Close run in a line parallel to the northern boundary of the site. So while the site narrows in the east the garden areas to the dwellings in this part of the close increase in length. As such, while the site narrows in the east, the minimum distance from the proposed flats to the existing dwellings would remain around 38m, at ground and first floor, rising to 39m at second storey level.

Block 1 is shown to have two side facing windows in the west elevation, both windows would serve bedrooms and would be located over 36m from the rear of Audley House. There are no side facing windows at second storey level. There would also be two side facing, bedroom windows in the east facing elevation of the flats. There would be one at ground level and one at first floor level. These windows would be located a minimum of 20.5m to the rear boundary of the dwellings in Amber Close. There is an approximate 2m change in ground levels on this boundary, with the dwellings in this part of Amber Close having the equivalent of a 4m high rear boundary fence at the end of their rear garden area. The rear gardens of these dwellings are approximately 17m in length. The proposed side facing windows would be located around 28m from the rear elevation of the existing dwellings. It is therefore considered that due to the distances between the dwellings and the application site, the proposed flats would not result in significant overlooking of the private amenity areas of the existing dwellings.

As stated above there is a significant change in ground levels between the application site and the existing dwellings in Amber Close. The terrace row of 5 dwellings which back on to the eastern boundary of the application site were built in 1999. Most of this change in levels occurs at the boundary between the two sites. The Amber Close site is a fairly level, as is largely the application site, (with the exception of the south west corner, which has a shallow slope) However there is an approximate 1m gap between the application site boundary and the Amber Close boundary wall, it is within this area that the change in levels occurs This has resulted in the formation of an approximately 4m high rear boundary fence to the dwellings in this part of Amber Close. The approximate 2m change in site level would mean that the proposed block of flats would have a perceived greater height than the proposed 9.7m when viewed from the rear of dwellings in Amber Close. However due to the distance between the proposed development and the existing dwellings, the flats would not impinge on the daylight to these dwellings. The amendment to the proposed layout would mean that not only would the proposed flats be

further way from the properties in Amber Close, the span of development along this boundary would be reduced from the previous 18m, down to the proposed 8.6m.

The proposed parking areas for the flats are located in two groups, one with 5 spaces would be located along the access road to the south of the flats and a second larger area with the remaining 7 spaces would be located off the site's turning head. It is considered that due to the distance to the neighbouring dwellings and the number of spaces in each of these areas, there would be no significant adverse impact upon the residential amenity of the adjacent dwellings due to the noise, disturbance and fumes from these areas.

D. Impact upon the Character and Amenity of the Surrounding Area.
The proposed development would be accessed off a narrow driveway which is approximately 36m long before entering the main development site. Hence there would be no open views of the site from the surrounding residential area. While views of the site would be seen from the railway platforms and possibly from the A329(M), the proposed development would not appear out of keeping with its surroundings and therefore would have no detrimental impact upon the character or appearance of the surrounding area.

The proposed development would help the District in the provision of affordable housing, while also further decontaminating the site. The site would also have its own designated off-street parking. It is therefore considered that the proposed development would have no adverse impact upon the existing services and infrastructure of the surrounding area.

E. Impact upon the Highway Safety.
The proposed development would provide 12 parking space for the flats. This would result in one parking space per unit. This would be below the district's parking standard of 1.75 un-allocated spaces per unit. However there are good public transport links within the immediate area, and that the units would be under the control and overall management of a housing association. In these circumstances the highway authority are satisfied that the proposed development would have no detrimental impact upon the safety of the surrounding highway network.

The Fire and Rescue Service have been consulted on the application. While the access to a development site by the Fire and Rescue Services is a matter that is usually controlled by Building Regulations, it was considered that given the specific access arrangements for this site, access for the emergency services was an issue, which affacted the acceptability of the site for this type of residential development. The Fire and Rescue services have stated that 'Whilst the road width for the 15metre section is less than that required by Approved Document 'B' (Building Regulations), it is not considered to pose a problem to attending fire appliances. As detailed in the supplied plan the roadway widens prior to the point at which crews would be required to dismount from the fire appliances and a hammer head is provided to facilitate fire engines maneuvering.' Therefore, the proposed development could be serviced by emergency service in the event of an emergency.

F. Concerns of Town Council and Local Residents.
The concerns of the local residents and the Town Council have been noted and considered in the above appraisal. Some of the local residents have raised the issue of noise and disturbance from the construction work. Some noise and disturbance is inevitable during construction work. However, a condition could be imposed to limit the hours of construction to normal working hours, which would help to protect the residential amenity of the neighbouring dwellings. A local resident has also raised the issue of potential damage to Audley House during the work on the site. This however is a civil issue between the developers and the owner of any property that suffers damage.

The Town Council has also raised the issue of the cost of any further decontamination works that may be required on the site. A condition has been suggested which would require a full survey of the site and a report of the mitigation measures, which maybe required to bring the site to a standard suitable for residential use. The developers would have to carry out this survey and get written approval of the mitigation measures prior to the start of development. The cost of these works would be met by the developer.

5. **Conclusion** - The proposed development would provide 12 affordable dwellings in an area with excellent links to public transport. The proposal would have no significant detrimental impact upon the residential amenity of the neighbouring dwellings and would be in keeping with the character and appearance of the surrounding area. It would also assist in meeting the District's need for affordable housing. As such the proposed development would be in accordance with the policies of the District's development plans.

6. **Recommendation** - To GRANT planning permission subject to the following conditions:

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

2. 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.

3. 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.

4. No external lighting shall be installed on the site or affixed to any buildings on the site unless the Local Planning Authority has first approved in writing details of the position, height, design and intensity.

5. 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 7 pm Monday to Friday and 8

am to 1.30 pm Saturdays and at no time on Sundays or Bank or National Holidays

6. 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. The constructed development shall not vary from the approved levels.

7. No part of any building(s) 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.

8. No building shall be occupied until space for parking bicycles has been provided in accordance with the approved drawing(s)/details(s).

9. 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.

10. Precautions shall be taken for the duration of the construction period to prevent the deposit of mud and similar debris (including blown litter) 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 development.

11. No building shall be occupied until the access has been constructed in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

12. 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 any of the building(s) hereby approved and retained.

13. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 5 years from the completion of the 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.

14. No trees, hedgerows or shrubs within the curtilage of the site, except those shown on the approved plan(s) or otherwise clearly indicated in the approved details as being removed, shall be felled, lopped or pruned, nor shall any roots be removed or pruned without the prior consent of the Local Planning Authority

during development and for a period of five years after completion of the development hereby approved. The branch structure and trunks of the trees to be retained and their root systems shall be protected from any damage during site works, in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. Any trees, hedgerows or shrubs removed or which die or become dangerous, damaged or diseased before the end of a period of five years after completion of the development hereby approved shall be replaced with new trees, hedging or shrub species (of such size species and in such number and position as maybe agreed in writing), before the end of the first available planting season (1st November to 31st March) following their loss or removal.

15. No development shall be commenced until a scheme for protecting the proposed dwellings and garden/amenity space from noise has been submitted to and approved in writing by the Local Planning Authority. All works that form part of the approved scheme shall be completed before any dwelling hereby approved is occupied. The approved scheme shall be retained and maintained for the duration of the use.

16. No development approved by this permission shall be commenced prior to a contaminated land assessment and associated remedial strategy being submitted to and approved in writing by the Local Planning Authority. Except as other wise agreed in writing by the Local Planning Authority, all works comprised within the strategy which are not within buildings shall be carried out before the commencement of any development approved by this permission. All works within buildings shall be carried out before the occupation of any part of the building to which such internal works relate. If during any works, contamination is encountered which has not been previously been identified then the additional contamination shall be fully assessed and an appropriate remediation scheme agreed in writing with the Local Planning Authority. Upon completion of the works, this condition shall not be discharged until a closure report has been submitted to and approved by the Local Planning Authority.

17. The construction of the surface drainage system shall be carried out in accordance with details submitted to and approved in writing by the Local Planning Authority before the development commences.

18. No soakaway shall be constructed in contaminated land.

19. Surface water source control measures shall be carried out in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority before development commences.

Reasons.

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

2. To ensure that the external appearance of the building is satisfactory.

3. To safeguard the visual amenities of neighbouring properties and the locality.

4. In the interests of visual amenity.

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

6. In order to ensure a satisfactory form of development relative to surrounding buildings and landscape.

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

8. In order to ensure bicycle parking facilities are provided and encourage use of sustainable modes of travel.

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

10. In the interests of highway safety and convenience.

11. In the interests of highway safety and convenience.

12. In the interests of visual amenity.

13. In the interests of visual amenity.

14. The existing trees/hedgerows/shrubs represent an important public visual amenity in the area.

15. To ensure that the occupants do not suffer from unacceptable high noise levels within the proposed dwellings and garden areas.

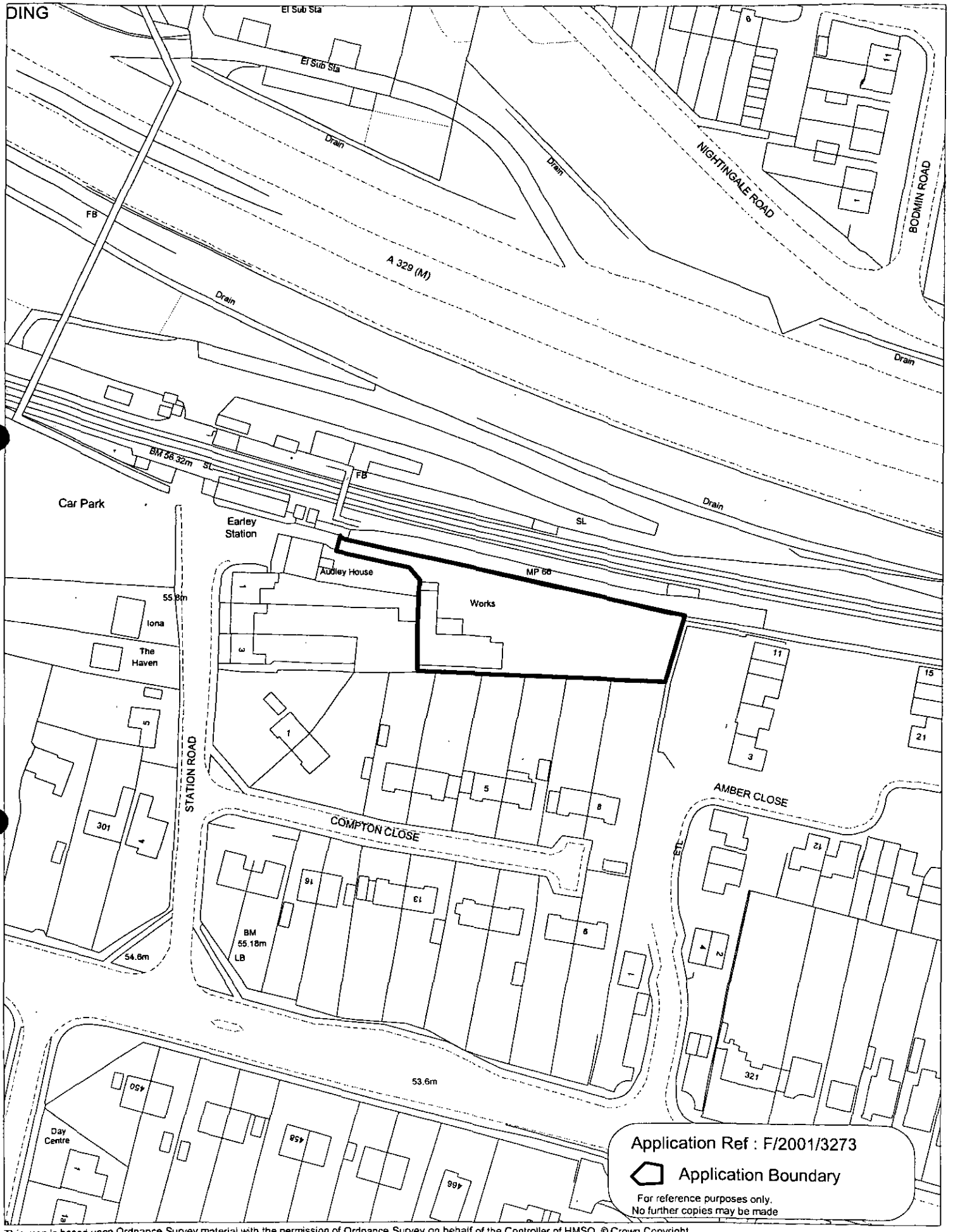
16. To ensure any soil, gas or water contamination on the site is remedied to protect the existing/proposed occupants of the site.

17. To prevent pollution of the water environment.

18. To prevent pollution of ground water.

19. To prevent the increased risk of flooding and to improve water quality.

Nicola Lake.



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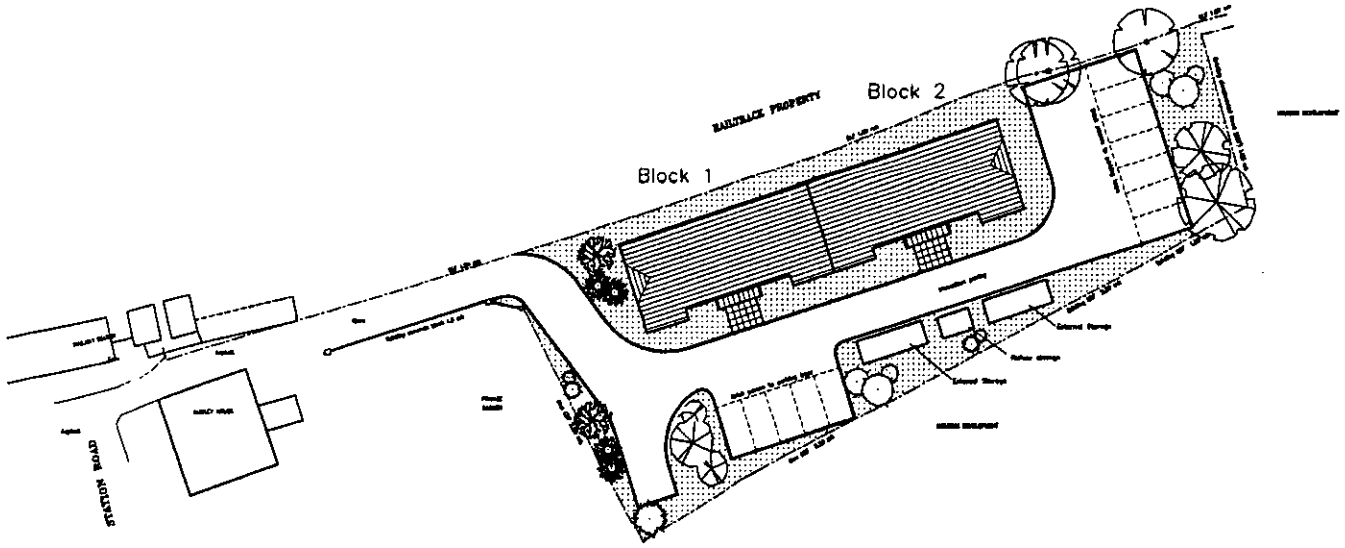
Development Control Section, Environmental Services, Wokingham District Council.

22 August 2001 Scale: 1 : 1250

N W E S

NOTE

BLOCKS 1 & 2 TO BE NOT LESS THAN 2M FROM RAILWAY BOUNDARY.



31.JAN.2001* 3275

E	23/1/01	LAYOUT ADJUSTED TO SUIT THAMES PLUMBING SYSTEM DRAWINGS.	KG	
D	08/12/00	LAYOUT ADJUSTED TO SUIT PIPE & PLUMBING SYSTEM DRAWINGS.	KG	SL
C	06/12/00	LAYOUT ADJUSTED TO SUIT THAMES DRAWING.	KG	SL
B	19/9/00	EXTERNAL & DRAINS DRAWINGS ADDED.	KG	SL
No.	DATE	DESCRIPTION	DRN	CHK

ACTIVE Property Services
OXFORD HOUSE, ROBINSON ROAD, BASINGSTOKE, RG24 8HG
Tel 01256 330000
Fax 01256 330000

Project.
FORMER PARKER PLATING PREMISES, STATION ROAD, EARLEY.

Title.
SITE PLAN - AS PROPOSED.

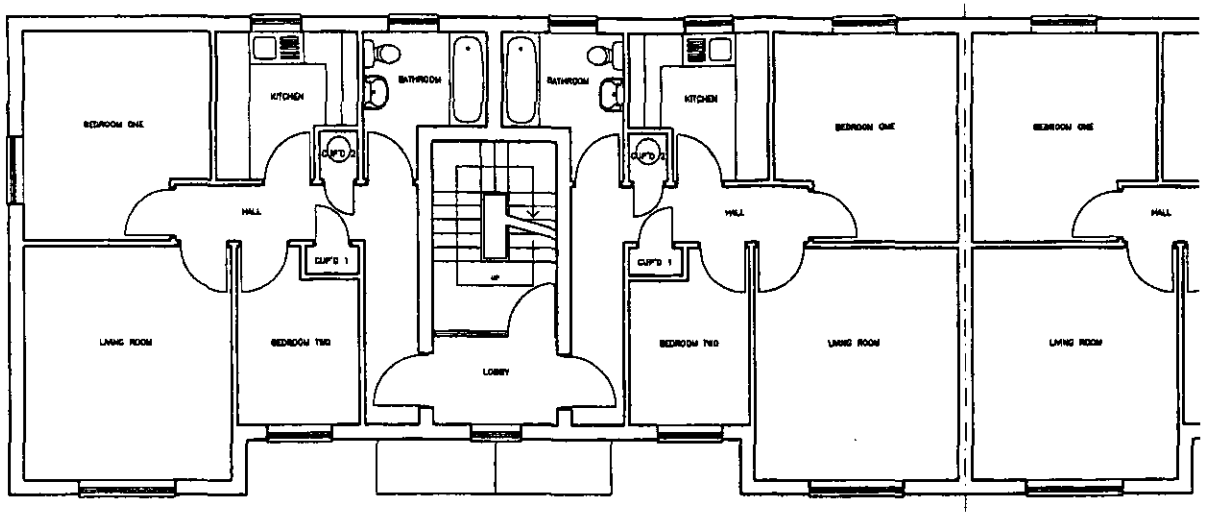
Client.
KINGFISHER HOUSING ASSOCIATION.

Scale	Date
1:500	JULY 2000

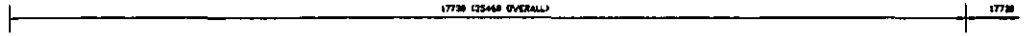
Dwg no.	Rev
3748-11	D

Drawn by	Checked
KG	SL

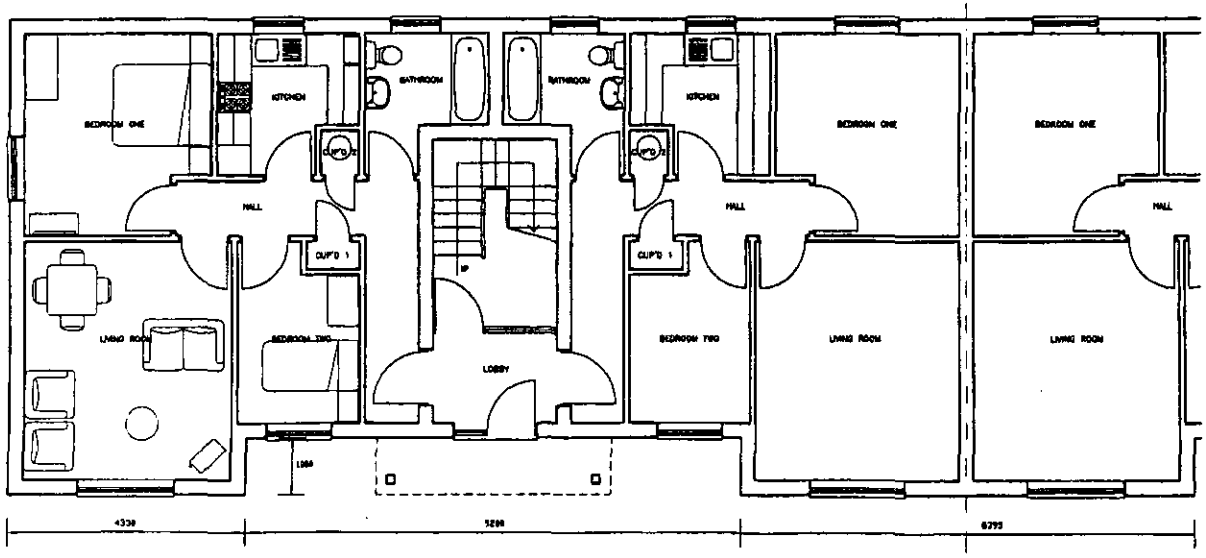
BLOCK 1 BLOCK 2 (MIRRORED)



FIRST FLOOR PLAN



BLOCK 1 BLOCK 2 (MIRRORED)



GROUND FLOOR PLAN

All dimensions are stated in metres.

No responsibility can be accepted by ACTIVE Property Services where reliance is placed upon dimensions scaled from these drawings.

All dimensions and angles must be checked on site before work commences.

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SCHEDULE OF ACCOMMODATION

Living Room	16.13m2
Bedroom One	12.07m2
Bedroom Two	6.64m2
Kitchen	6.14m2
Bathroom	4.85m2
Hall	7.80m2
Cupboard 1	0.50m2
Cupboard 2	0.61m2
TOTAL (NET)	54.74m2

GROSS INTERNAL AREA (per flat)

Ground Floor	57.42m2
First Floor	57.42m2

GROSS EXTERNAL AREA (BOTH BLOCKS)

Ground Floor	287.40m2
First Floor	287.40m2
Second Floor	267.70m2
TOTAL	842.50m2

31.JAN.2001* 3273

Rev	Date	Description	Drn	Ch'd
B	12/01	AMENDED TO SHOW BLOCKS 1 AND 2 ADJOINED.	KG	
A	08/00	UPDATE MADE.	KG	WL

ACTIVE Property Services
DATUM HOUSE, ROENTGEN ROAD, BASINGSTOKE RG24 8NG
TEL: (01256) 338400
FAX: (01256) 338700
Email: @active.co.uk

Project
FORMER PARKER PLATING PREMISES, STATION ROAD, EARLEY.

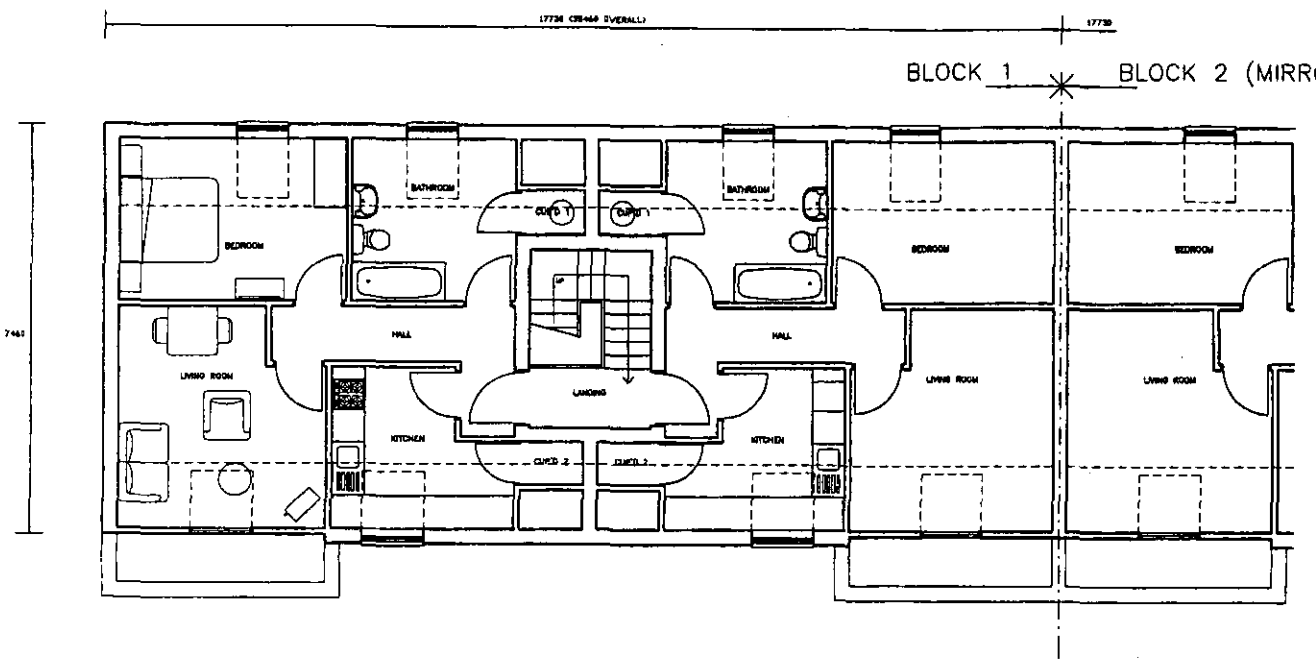
Title
PROPOSED DEVELOPMENT – GENERAL ARRANGEMENT FLOOR PLANS.

Client
KINGFISHER HOUSING ASSOCIATION.

Scale	Date
1:100	JULY 2000

Dwg no	Rev
3748-12	B

Drawn by	Checked
KG	



SECOND FLOOR PLAN

All dimensions are stated in metres.

No responsibility can be accepted by ACTIVE Property Services where reliance is placed upon dimensions scaled from these drawings.

All dimensions and angles must be checked on site before work commences.

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SCHEDULE OF ACCOMMODATION

Living Room	14.37m2
Bedroom	12.01m2
Kitchen	8.54m2
Bathroom	8.70m2
Hall	5.84m2
Cupboard 1	0.95m2
Cupboard 2	0.95m2
TOTAL (NET)	51.36m2

GROSS INTERNAL AREA (per flat)

Second Floor	53.53m2

GROSS EXTERNAL AREA (BOTH BLOCKS)

Ground Floor	287.40m2
First Floor	287.40m2
Second Floor	267.70m2
TOTAL	842.50m2

31.JAN.2001* 3273

REV	DATE	DESCRIPTION	DRN	CHD
B	12/01	LAYOUTS CHANGED + BLOCK 1 AND 2 REVERSED.	KG	
A	09/00	LAYOUTS AMENDED.	KG	

ACTIVE Property Services
DATUM HOUSE, ROENTGEN ROAD,
BASINGSTOKE
RG24 8NG

Project
FORMER PARKER PLATING PREMISES,
STATION ROAD,
EARLEY.

Title
PROPOSED DEVELOPMENT – GENERAL ARRANGEMENT FLOOR PLANS.

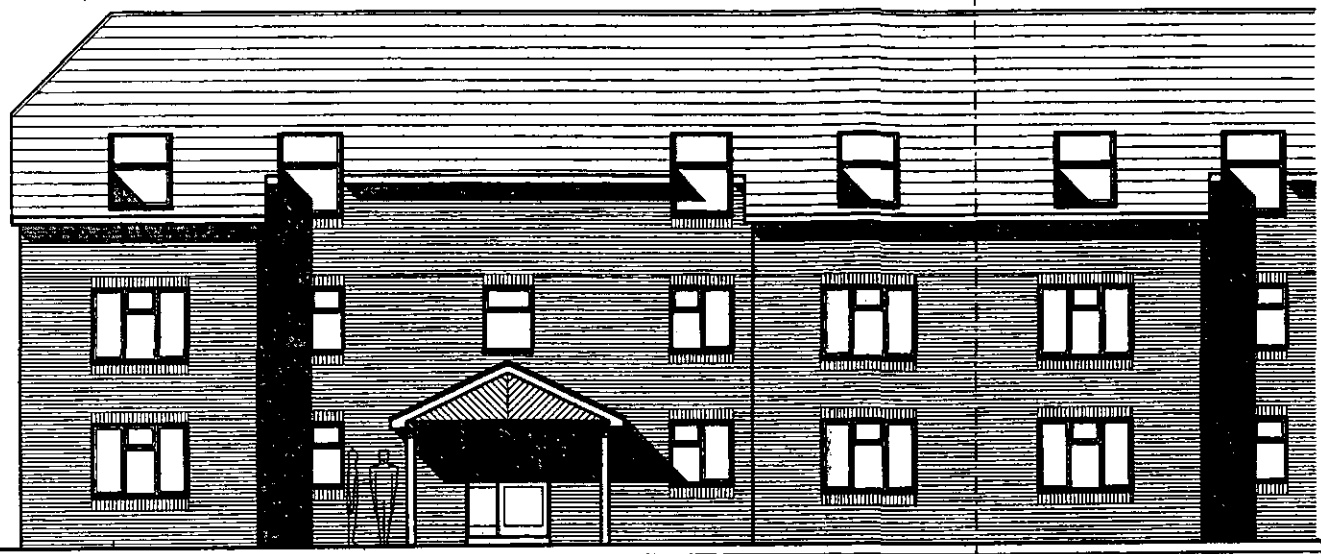
Client
KINGFISHER HOUSING ASSOCIATION.

Scale	Date
1:100	JULY 2000

Dwg no	Rev
3748–13	B

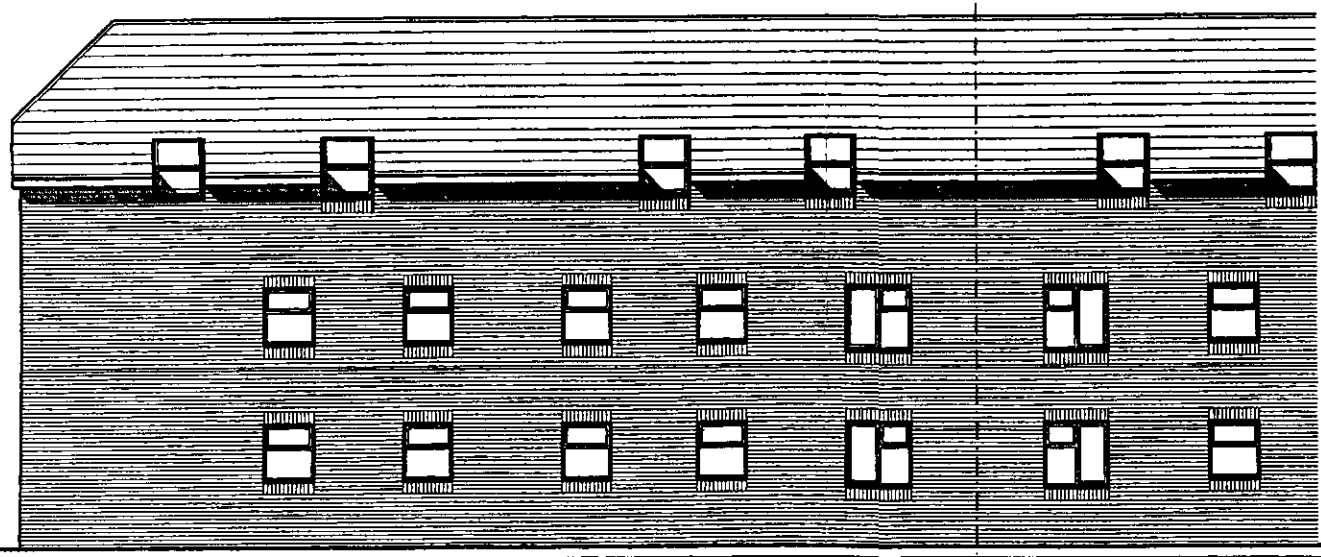
Drawn by	Checked
KG	

BLOCK 1 | BLOCK 2 (MIRRORED)



SOUTH ELEVATION

BLOCK 2 | BLOCK 1 (MIRRORED)



NORTH ELEVATION

All dimensions are stated in metres.

No responsibility can be accepted by ACTIVE Property Services where reliance is placed upon dimensions scaled from these drawings.

All dimensions and angles must be checked on site before work commences.

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EXTERNAL MATERIALS

ROOF

MARLEY MODERN ROOF TILES - SMOOTH GREY.

UPVC FASCIAS, BARGEBOARDS & SOFFITS - WHITE.

SQUARE SECTION UPVC RAINWATER GOODS - BLACK.

EXTERNAL WALLS

BUFF MULTI FACING BRICKS.

DOUBLE GLAZED UPVC CASEMENT WINDOWS - WHITE.

VELUX OR SIMILAR VERTICAL WINDOWS & ROOF WINDOWS WITH UMBER-GREY ALUMINIUM FINISH EXTERNALLY.

GABLES

AS MAIN ROOF, WITH DIAGONAL UPVC CLADDING TO GABLE.

31 JAN 2001 3273

REV	DATE	DESCRIPTION	DRN	CHD
C	30/01	SOUTH ELEVATION CORRECTED.	KG	
B	22/09	BLOCKS 1 & 2 REVERSED.	KG	GL
A	20/09	MINOR ELEVATIONAL CHANGES.	KG	GL

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TEL: (01256) 338008
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South Surveyors@active.co.uk

Project
FORMER PARKER PLATING PREMISES,
STATION ROAD,
EARLEY.

Title
PROPOSED DEVELOPMENT - ELEVATIONS.

Client
KINGFISHER HOUSING ASSOCIATION.

Scale	Date
1:100	JULY 2000

Dwg no	Rev
3748-14	C

Drawn by	Checked
KG	

Mike

You asked me to write the initial parts of the appeal on Parker Plating and you said that you would write the last paragraph referring to the Council's case.

- I have e-mailed you the initial report and a hard copy is attached to the file.
- My password is Season 33 and it is saved on - Nicholas (H drive) under Text for Appeals.
- The Statement must be sent on the 3 January 2001.

Nicky.

DEVELOPMENT CONTROL COMMITTEE 22.08.01
MEMBERS UPDATE

FOREST LODGE OLD, FOREST ROAD, WINNERSH.
Application No. F/2001/3401 Pages 567-610.

Three letters of objection have been received since the agenda was compiled. The writers do not consider that the revised scheme overcomes their previous concerns and mention that the additional traffic generated will add to existing congestion; that there are enough apartments in the area already; comparison of the exiting and proposed roofline is misleading as the roof of the proposed building would be more bulky than that of the existing house, which has a steeply pitched roof and chimney; the flats would become part of Lenham Close and would not fit in with its character; parking will not be adequate which would result in parking in the street; the consultation period is not over.

The 21 day consultation on the revised scheme ended on the 21 August but the 7 day consultation on the revised parking layout, which was received subsequently, will not end until 23 August. Hence, the recommendation is revised as follows:

Recommendation: to resolve to direct the Head of Planning and Transportation to approve the application under delegated powers, provided that no further objections, which raise new issues, are received on 23 August 2001.

PARKER PLATING, STATION ROAD, EARLEY.
Application No. F/2001/3273 - Pages 611-629.

A further letter of objection has been received from a resident in Station Road, who is concerned about the impact the proposed development will have upon the highway safety of the surrounding area during exceptions times, when trains are terminated at Earley or if emergency vehicles require access to the station and railway lines. The Highways Authority, RailTrack and Royal Berkshire Fire & Rescue Service have all been consulted and have no objection subject to conditions to the proposed development.

CROSFIELDS SCHOOL, SHINFIELD ROAD, SHINFIELD.
Application Number: F/2001/3847 – Pages 654-664.

Neighbour comments on revised scheme:

Since the report has been written 2 neighbours have commented on the revised scheme. These comments reiterate earlier concerns regarding the bulk of the proposed building and the overshadowing impact that this will have especially upon the dwelling, 'The End' on Crosfields Close. Neighbours are also concerned about the impact upon their outlook and the issue of traffic generation and congestion along Crosfields Close.

Additional conditions:

9. No additional windows or similar openings shall be constructed in the side north east elevation of the building hereby permitted.

10. 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.

11. 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

12. Prior to the development being occupied, the applicant shall prepare and submit for approval by the LPA which shall detail measures to increase the amount of travel to and from the school by pupils, parents and staff by means other than the private car. The plan shall be thereafter implemented and permanently maintained.

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

10,11 &12 In the interests of highway safety

CASTLE END FARM, CASTLE END, RUSCOMBE.
Application Number: F/2001/4166 – Pages 681-692.
Due to an administrative error, page 2 of a previous appeal statement submitted as part of this committee report, has been left out. This page is now attached to the update.

HOMESIDE, CRAZIES HILL, WARGRAVE.
Application Number: F/2001/3945 – Pages 705-711.
Wargrave Parish Council: The parish council supports this application as there is a genuine need for this property to be upgraded. The complimentary design will improve the appearance of the property and will be in keeping with the locality.

LENHAM, CRAIZES HILL, WARGRAVE.
Application Number: F/2001/3946 – Pages 712-718.

Wargrave Parish Council: The parish council supports this application as there is a genuine need for this property to be upgraded. The complimentary design will improve the appearance of the property and will be in keeping with the locality.

F/2001/4166 - Castle End Farm, Castle End, Ruscombe.

4. The proposed new tower is intended to take the place of the telecommunications installation at MSF Mill, the site of which is to be redeveloped. It is not disputed that a replacement installation is required to enable the appellants to maintain their telecommunications service to the area in accordance with the terms of their operating licence. That leads me to the conclusion that there is a need for the facility to be provided somewhere in the general area.

5. Since the surrounding area forms part of the Metropolitan Green Belt it appears that the siting of the proposed tower is of necessity in the Green Belt. While telecommunication installations do not fall within any of the categories of development identified in PPG2 as appropriate in the Green Belt the special needs of telecommunications development are set out in PPG8 and this is recognised in Policy 16 of the Green Belt Local Plan.

6. Since there is clearly conflict between the proposal and environmental objectives it is necessary to consider the proposal with regard to the criteria for the assessment of proposals for telecommunications development set out in Policy TC1 which I find it convenient to address in reverse order.

(i) It is not disputed that there are no other high buildings in the area where antennae could be erected to obviate the need for a tower.

(ii) The possibility of sharing facilities on the site of the railway mast adjacent to the railway line south east of Castle End Farm was suggested. I accept the appellants submission that this would not provide the required replacement coverage even if the mast was substantially increased in height and consequential reconfiguration of the network could lead to a requirement for an additional mast elsewhere. The railway mast is on lower ground than the appeal site but in my opinion it is more exposed to view than the Castle End Farm site.

(iii) A number of alternative sites have been examined. However for technical and/or environmental reasons the alternative sites have been rejected as less suitable than the appeal site.

(iv) Castle End Farm occupies an elevated position and the upper part of the tower would be visible over a wide area. However the compound is sited well off the road, well screened from houses fronting Castle End Road to the west, by farm buildings and an area of tall dense trees. From the south, the compound and lower part of the tower would be screened by farm buildings, while from the north and east, they would be backgrounded against buildings and trees.

7. The existing temporary tower a short distance to the south east is clearly visible over a wide area. This reinforces my view that a 25 m high tower on the appeal site would inevitably have an adverse visual impact over a wide area of countryside in the Green Belt. However, most views from public vantage points are from a distance, and the compound and lower part of the tower would be screened or backgrounded by buildings and trees, all of which would contribute to reducing their visual impact.

BRIEF NOTES OF SAI MEETING – 5th March 2001

Present : Colin Lawley
John Mitchell
Sharon Graham
Tom Callaghan
Lisa Jarvis
Helen Rowlay
Marc Sartorio

Apologies : Jim Dunning
Suzanne McLaughlin

Briefing Reports from Development Control were considered by the Group and the following recommendations made :-

1. Redevelopment of Western Site, Headley Park, Woodley

- This site and the related application (i.e. QTR site) were considered together.
- Highways (TC) had a meeting with the Developer's Agents who are claiming there is no increase in traffic over the two schemes. However, it was agreed that the Green Traffic Plan including transport subsidies should be pursued and a S106 Agreement completed, both for the contribution and to minute the traffic generation.
- If the schemes are not looked at together, then Highways are seeking improvements to the roundabout at the end of Headley Road and Butts Hill Road.
- A small contribution to be sought for enhancement of local open space area, i.e. Vauxhall Park, and LJ will consult the Town Council in this regard.
- A small contribution to be made to the enhancement of Crockhamwell Road Shopping Centre and identified by the Town Centre Management Group (Kathy Davies)
- The Developer to be asked for "seed bed" units within the scheme on the QTR site (contacts Liz Gibbons/Andrew Spicer).
- Finally, a contribution towards the upgrading works required at Bulmershe Leisure facility and Pool (n.b. a request only).

2. Redevelopment of Building 66 (QTR site) - *included in the above requirements*

3. Redevelopment of Parker Plating site, Earley – No contributions required

- The background to this site was considered, namely the relocation of the non-conforming users (site now vacant), and the Council's charge over the site for the large decontamination costs.

- The group agreed the main objective was to see the site developed out for affordable housing, and to recover the Council's clean-up costs.

- The main issue for Highways was on-street parking but this scheme would have its own dedicated parking spaces.

- Sharon Graham confirmed that Kingfisher Housing Association were to exchange contracts on the site, but the group recommended that in addition there should be a planning condition restricting the use to affordable housing.

- It was further agreed that no other contributions be sought in order to meet the main objective (including contributions to Education and Library facilities).

4. Outline application for residential development south of Blagrove Lane

- It was noted by the group that this site had been to the Planning Inquiry, where the Council had objected to it becoming a housing site on Highway and Planning Policy terms, and a number of other grounds for objections.

  The application would almost certainly be refused and the Appeal would be fought on the same grounds as the Local Plan Inquiry (which could be heard before the Inspector reports at the end of this year).

  However, as a precaution, major planning contributions would be sought and, given the size of the scheme, an Appeals Team that includes all the relevant service departments would be brought together, in accordance with the latest protocol.

- The major issues for contributions were touched upon, namely :-

  Education - local primary and secondary schools would have difficulty expanding. Feasibility schemes and cost plan needed to support Appeal,

  Open Space - major areas of open space adjoining the site in public ownership and if on-site requirement reduced accordingly, the Council should look for equalisation of contributions.

  Housing - the Council will be looking for affordable housing contributions (20%) but with a mixture of shared ownership, rented and key worker accommodation.

  Highways - capacity on Barkham Ride would be a major problem and the Council would permit sustainable travel, including cycleways, and public transport links into the Town Centre and the Station.

  Contributions would also be required for Highways/Station scheme.

5. Proposed residential development on land adjacent to Winnersh Prima[illegible]

   - Possible contribution towards the enhancement of the neares[illegible] (if requires upgrading)
   - Standard contribution towards places at Winnersh Primary School a[illegible] Secondary School
   - Contribution to book stock of new Public Library at Forest School
   - Possibly no highway contribution required but TC may consider safe route to schools in this context.
   - No contribution towards affordable housing.

6. Redevelopment of old Fluidrive site in Molly Millars Lane

   - The proposed scheme was similar to the redevelopment of the nearby C F Taylor site
   - Highway contributions towards sustainable transport and local traffic schemes based on that received for C F Taylor site
   - Contribution toward the proposed Pavilion at Barkham Recreation Ground (based on Oak Tree Works)
   - Contribution towards Library book stock.

7. Redevelopment of Bonhomie Court, Hurst

   - Pre-application discussions with Highways and developer contributions being sought for improvements to local foot and cycle ways. Additionally, passing bay/s on Broadcommon Road.
   - No requirement for on-site open space or a contribution
   - Contribution towards off-site Social Housing based on TIC
   - Possible contribution toward extra accommodation proposed for St Nicholas Primary School at Hurst.

.... 0 ....

Marc Sartorio

02.04.01

Nicola Lake

From: Helen Rowlay
Sent: 02 March 2001 18:08
To: Nicola Lake
Cc: Hilary Wardale
Subject: F/2001/3273

Importance: High

Nicola - as this development comprises of 12 flats, 4 of which are 1 bedroomed and for education contributions we don't request anything for 1 bed flats this takes us below the minimum threshold for contributions. We therefore won't be requesting education contributions on this development. Would also have problems justifying if an appeal was lodged.

Apologies for late response and lack of grammar - I've been on my own for the last 3 weeks and I'm trying to plough through everything as quickly as poss. to catch up.

Any problems give me a shout

Helen

Hilary - to log and file asap.

MINUTES OF A MEETING OF THE DEVELOPMENT CONTROL COMMITTEE HELD ON WEDNESDAY 20 DECEMBER 2000 FROM 7.00 PM TO 9.40 PM

Present: Mr KA Malvern (Chairman), Mrs JA Lissaman (Vice-Chairman), Mrs DC Beatty Mr MJ Bryant, Mr SR Conway, Mr JL Earnshaw, Mr RFN Eke, Fiona Rolls, Mrs MA Long, Mr BJS Patman, and Mrs M Robertson.

Also present under Standing Order 39: Mr FD Browne, Mr GA Cockroft, Mrs ANMC Drake and Mrs T Marinos.

186. MINUTES

The Minutes of the meeting of the Committee held on 29 November 2000 were confirmed as a correct record and signed by the Chairman.

187. APOLOGIES FOR ABSENCE

An apology for absence was received from Mr. T Dredge.

192. APPLICATION NO: 2000/2246, PROPOSED ERECTION OF TEN FLATS WITH ACCESS AND PARKING, PARKER PLATING STATION ROAD EARLEY, FOR KINGFISHER HOUSING ASSOCIATION

The Head of Planning and Transportation informed Members that the applicant had withdrawn the above application.

Application No	Received	Earley
F/2000/2246	16.08.00	

Applicant: **Kingfisher Housing Association.**
Location : **Parker Plating, Station Road, Earley.**
Proposal : **Proposed erection of 10 flats with access and parking.**

1. **Planning History** – The site is located to the rear of dwellings along Compton Close, Amber Close and Station Road. The site is currently vacant and has been so for around the past 2 years. It was previously used by Parker Plating, which was an industrial metal plating company. The site is accessed off Station Road, via a driveway which runs between the boundaries of the Railway Station's platform and Audley House.

   The previous use had grown over time and had had a number of planning permissions for various extensions and ancillary facilities. Most of the site has now been cleared with the exception of one of the buildings which remains in the western portion of the site. Outline planning permission was granted in 1984 for the erection of 499m² of B1(a) office floorspace within a two storey building with ancillary car parking. This application has been renewed four times and reserved matters for the latest renewal or a further application to renew the outline permission is due before the 17 December 2000, or the permission will lapse.

2. **Proposal** – The proposed development is for the erection of two blocks of flats. Each block would create 5 flats over three floors, giving a total of 8 two-bed flats and 2 one-bed flats. These 10 new flats would be accessed via the existing accessway off station road, between the station and Audley House. The proposed buildings would both be 18m wide with a depth of 8.5m and a height to the ridge of 9.7m.

   A small storage building measuring 5m wide with a depth of 4.8m and a height of 4.3m would also be constructed on the site, together with 7 car parking spaces.

3. **Consultations** -
   - ***Earley Town Council:*** Recommending refusal. (See attached comments).
   - ***Environmental health:*** No objection subject to conditions.
   - ***Woodley Town Council:*** Noted concerns about proximity to the railway, the provision of adequate screening and noise attenuation, that the site seems to be an ideal opportunity to create a 'car free' development.
   - ***Landscaping:*** No objection subject to conditions.
   - ***Housing:*** Supports the provision of affordable housing.
   - ***Police Liaison Officer:*** No objection subject to conditions.
   - ***Railtrack:*** No objection subject to conditions.
   - ***Highways:*** No objection subject to conditions.
   - ***Fire and Rescue Service:***
   - ***Letters of Objection:*** 16 letters of objection have been received from local residents, with 3 further letters of objection to the revised plans. A petition with 18 signatures has also been received. The objections can be summarised as follows:
     - Concerned over the differences in height on the land.

- Impact upon light and air space.
- Impact upon character and appearance of the surrounding area.
- Impact upon highway safety.
- Impact upon the value of the property.
- Loss of privacy from overlooking.
- Lack of amenity space for the flats,
- Concern over the contamination on the site.
- Unattractive design.
- The accessway is too narrow.
- Under provision of parking spaces.

4. **Appraisal** – Main issues:

   A. Principle of Development. (Policy H5 of the Berkshire Structure Plan; Policy LH1 of the Loddon Area Local Plan; Policy WH6 and Housing Density Policy of the Wokingham District Local Plan.)
   B. Housing Mix and Density. (Policies H5 and H9 of the Berkshire Structure Plan; Policies LH1, LH8 and LBE5 of the Loddon Area Local Plan; WH6 and Housing Density Policy of the Wokingham District Local Plan.)
   C. Impact upon the residential amenity of the neighbouring dwellings. (Policies LBE1, LBE2, LBE5 of the Loddon Area Local Plan; Policies WOS3 and WBE1 of the Wokingham District Local Plan.)
   D. Impact upon the character and appearance of the surrounding area. (Policies LBE1, LBE2, LBE5 of the Loddon Area Local Plan; Policies WOS3 and WBE1 of the Wokingham District Local Plan.)
   E. Impact upon Highway Safety. (Policies LT5 and LT6 of the Loddon Area Local Plan; Policies WT6 and WT7 of the Wokingham District Local Plan).
   F. Concerns of Town Councils and Local Residents.

A. Principle of Development.

The site is located within the identified Settlement, where development is usually acceptable in principle, subject to meeting the other policies within the District's development plans. The site could be described as a Brownfield land, having previously been developed and used for industry. Therefore, the principle of development would be in accordance with guidance as outlined in PPG3 – Housing.

B. Housing Mix and Density.

The proposed development is for the erection of 8 two-bed flats and 2 one-bed flats. The site is approximately 0.15 hectare, which would give a housing density of around 66 per hectare. The site is located adjacent to a railway station and there is an existing bus corridor which runs along Wokingham Road, with regular services to Wokingham and Reading. There is also an existing cycle route along Wokingham Road. Therefore the existing transport network would support a proposed housing density of this level.

The proposed dwellings would all be one or two bed housing association flats, which would help to meet the district's affordable housing need.

C. Impact upon the Residential Amenity of the Neighbouring Dwellings.

The proposed development would take the format of two separate blocks of flats. Block 1 would be located 2m from the northern boundary with the railway station. On the opposite side of the railway line is the A329(M). The front elevation of this block would face south towards the rear of the dwelling along Compton Close. The minimum distance from the front of this block to the southern boundary of the site would be approximately 12.5m. However the distance to the rear of the dwellings along Compton Close would be approximately 30m. Block 1 would also have side facing windows to one of the bedrooms, these windows would be located over 37m from the rear of Audley House. The bedroom windows on the eastern side elevation of this block would face towards the living room windows in the front elevation of the proposed block 2. The distance between these windows would be 12.5m. However the proposed storage unit would be located between the two blocks and would have a height of 4.3m and would provide some screening to these windows. Therefore there would be no overlooking, overshadowing or overbearing created by the erection of block 1.

Block 2 is of a similar size and design to that of block 1. It would located in the east section of the site and would run north to south, compared to the east to west positioning of block 1. Block 2 would also be located at least 2m from the boundary with the railway station. However, the southern side elevation would be located only 50cm from the southern boundary of the site, but would be at least 30m from the rear of the dwellings along Compton Close. There are also no proposed side facing windows in this elevation. Instead of side facing windows, block 2 would have only a front and rear aspect. The front windows in the west elevation would look out over the rest of the application site.

The windows in the rear/east elevation would look out towards the dwellings in Amber Close. Amber Close is a development of 37 houses that was constructed in 1999. A terrace row of 5 dwellings would back on the eastern boundary of the application site. The distance from the rear of block 2 to the boundary would be approximately 16m, while the distance to the rear of the Amber Close dwellings would be approximately 35m. However, there is a significant difference in the ground levels between the two sites. Amber Close is approximately 2m lower than ground level of the application site at approximately the location of block 2. The Amber Close site is a fairly level site, as is largely the application site, (with the exception of the south west corner, which has a shallow slope) However there is an approximate 1m gap between the application site boundary and the Amber Close boundary wall, it is within this area that the change in levels occurs. While the distance between the development and the existing dwellings is considered to be too great to result in direct overlooking, the residents of the existing dwellings in Amber Close would have the perception of overlooking to their properties.

Similarly, the difference in the ground levels would mean that block 2 would appear 2m higher than shown on the submitted drawings, when viewed from the rear of the Amber Close properties. The proposed block would have a height of 9.7m, but this would appear closer to 11.7m from the existing dwellings. The proposed development would also extend across the full span of the site, and would have only a half hipped roof. Therefore the rear outlook from number 7, 9 and 11 would be largely blocked by the proposed flats. Therefore the proposed development would form an obtrusive feature which

would have an overbearing and dominating impact, to the detriment of the residential amenity of the adjacent dwellings.

D. Impact upon the Character and Amenity of the Surrounding Area.
The proposed development would be accessed off a narrow driveway which is approximately 36m long before entering the main development site. Hence there would be no open views of the site from the surrounding residential area. While views of the site would be seen from the railway platforms and possibly from the A329(M), the proposed development would not appear out of keeping with its surroundings and therefore would have no detrimental impact upon the character or appearance of the surrounding area.

E. Impact upon the Highway Safety.
The highway authority are satisfied that the proposed development would have no detrimental impact upon the safety of the surrounding highway network. The Fire and Rescue Service have been consulted and their response will be reported verbally to committee.

F. Concerns of Town Council and Local Residents.
The concerns of the Town Council and local residents have been noted and considered in the above appraisal. However, some of the neighbouring residents have raised the issue of the past contamination of the site. The site has had a history of contamination. The Environmental Health Section is satisfied that any further contamination on this site can be dealt with via the imposition of conditions. The issue of 'loss of value' to the existing dwellings within the area, has also been raised. This is not a valid planning consideration.

5. **Conclusion** – The development of this 'brownfield' site for housing association flats would be welcomed. The proposed development would have no significant detrimental impact upon the character or appearance of the surrounding area. However, due to the changes in ground level between the application site and Amber Close, the proposed development would result in the formation of an obtrusive feature, which would have an overbearing and dominant impact, to the detriment of the residential amenity of the adjacent dwellings.

6. **Recommendation** – to REFUSE planning permission on the following ground:

1. The proposed development by reason of its location, design and massing would form an obtrusive feature, which would be overbearing and dominant to the detriment of the residential amenity of the adjacent dwellings. Therefore the proposal is contrary to Policy EN1 of the Berkshire Structure Plan, Policies LBE1 and LBE2 of the Loddon Area Local Plan and policies WOS3 and WBE1 of the Wokingham District Local Plan (Deposit Draft) as modified.

Informative.
1. The council would welcome further negotiation to help to bring about the acceptable redevelopment of this site for affordable residential development.

Nicola Lake.

FROM: Nicola Lake

DATE: 01 September 2000

PLANNING SERVICES	HPT 3 4 5 8 7
POL	TLS
DC	ENF
APP	
CS	
25 SEP 2000	
COPIES TO:	ACK:
	FILE:

EARLEY TOWN CONSULTATION SHEET

Application Number: F/2000/2246

Proposal: Proposed erection of 10 flats with access and parking

Site Address: Parker Plating, Station Road, Earley, Reading.

Applicant: Kingfisher Housing Association C/O Active Property Services.

Your observations are required in respect of this application **by 25/09/2000** .

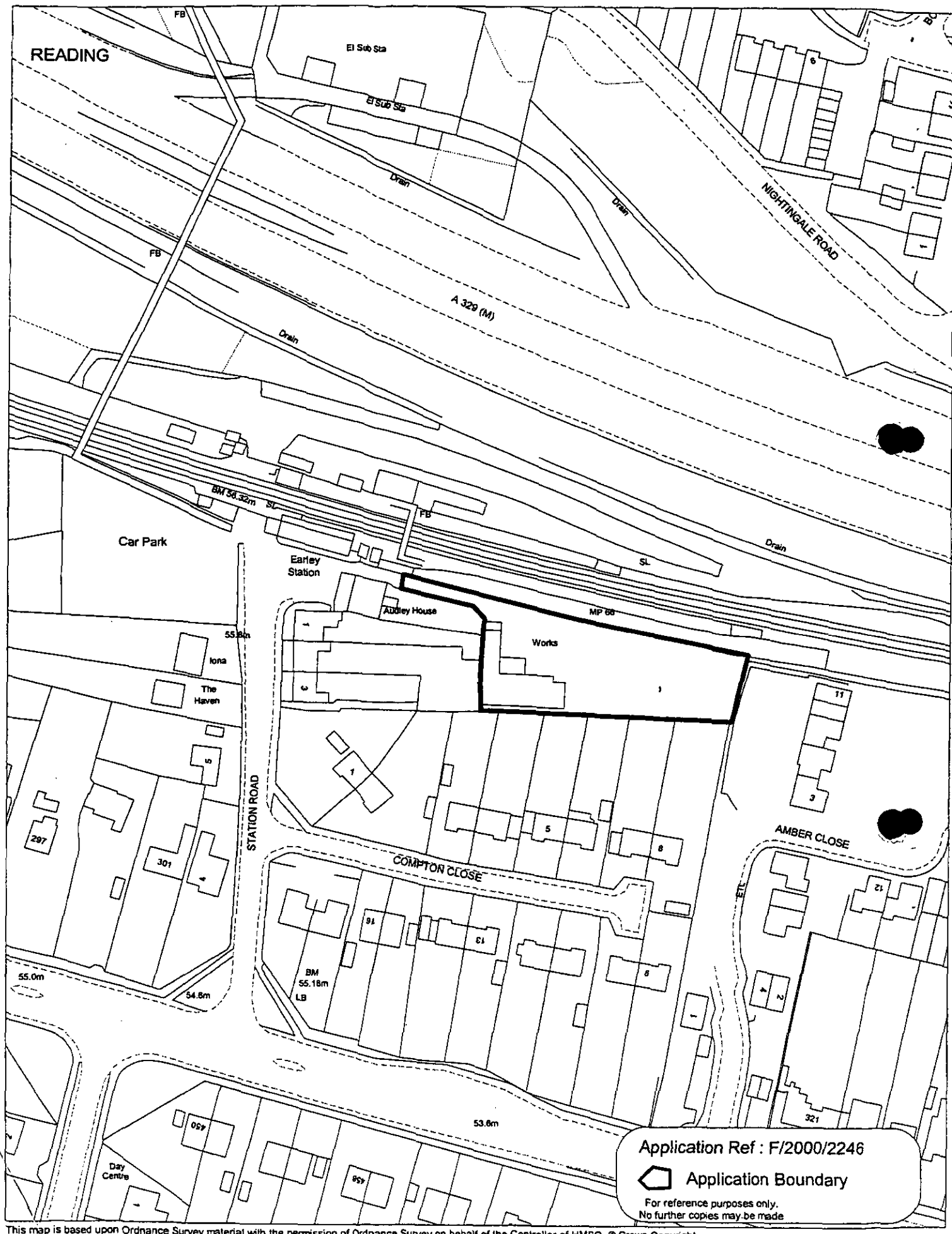
Councillors felt that this application should be refused. It was considered that the plans submitted gave insufficient information on the impact that this proposal would have on properties in Amber Close. It is understood that the level of land in Amber Close is considerably lower than that at the proposal site, and the flats proposed, would, therefore, have an overbearing effect, would be visually intrusive, would cause a loss of privacy, would be unneighbourly and would cause an unacceptable loss of light.

Members of the Planning Committee were also concerned about the lack of adequate parking provision on the site, and about the proposed access, which is extremely narrow. Furthermore, there was concern for the safety of pedestrians exiting the nearby railway station in view of the extra traffic this proposal would generate.

Should the Planning Officer be mindful to approve this application, in view of the previous use of this site, Councillors requested that a condition be imposed on any approval which would ensure that the developers would be liable to meeting the full costs of any necessary decontamination works required, either now or in the future.

SIGNED: _____ DATE: 21 SEP 2000

Clerk To Earley Parish/Town Council.



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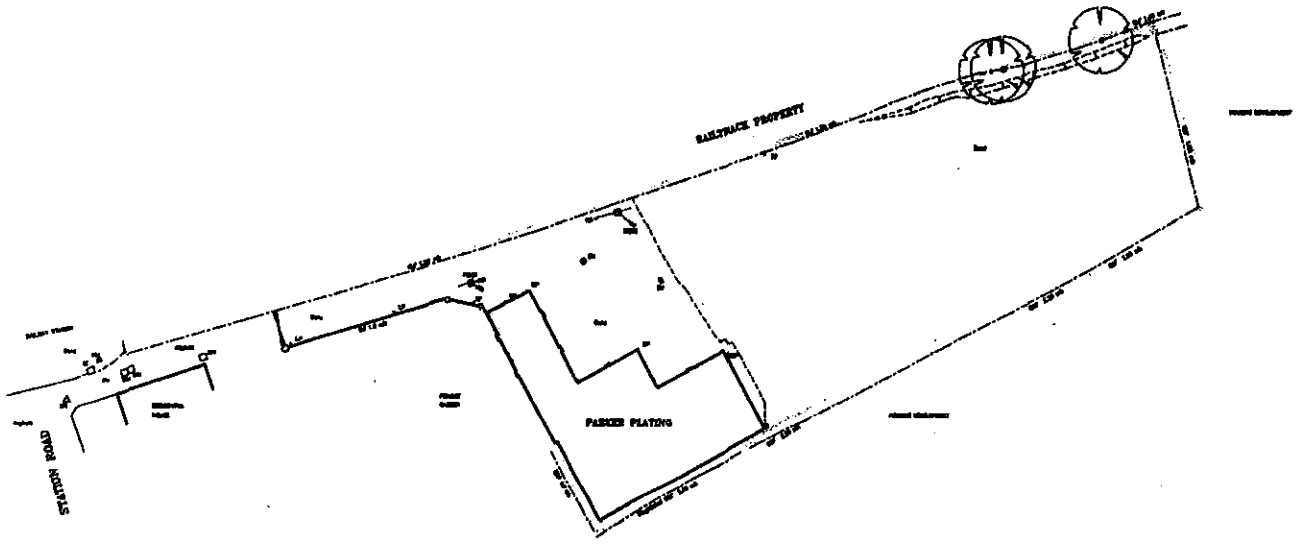
Development Control Section, Environmental Services, Wokingham District Council.
20 December 2000

Scale: 1 : 1250



1812

ACTIVE Property Services

Project
FORMER PARKER PLATING PREMISES,
STATION ROAD,
EARLEY.

Title
SITE PLAN - AS EXISTING.

Client
KINGFISHER HOUSING ASSOCIATION.

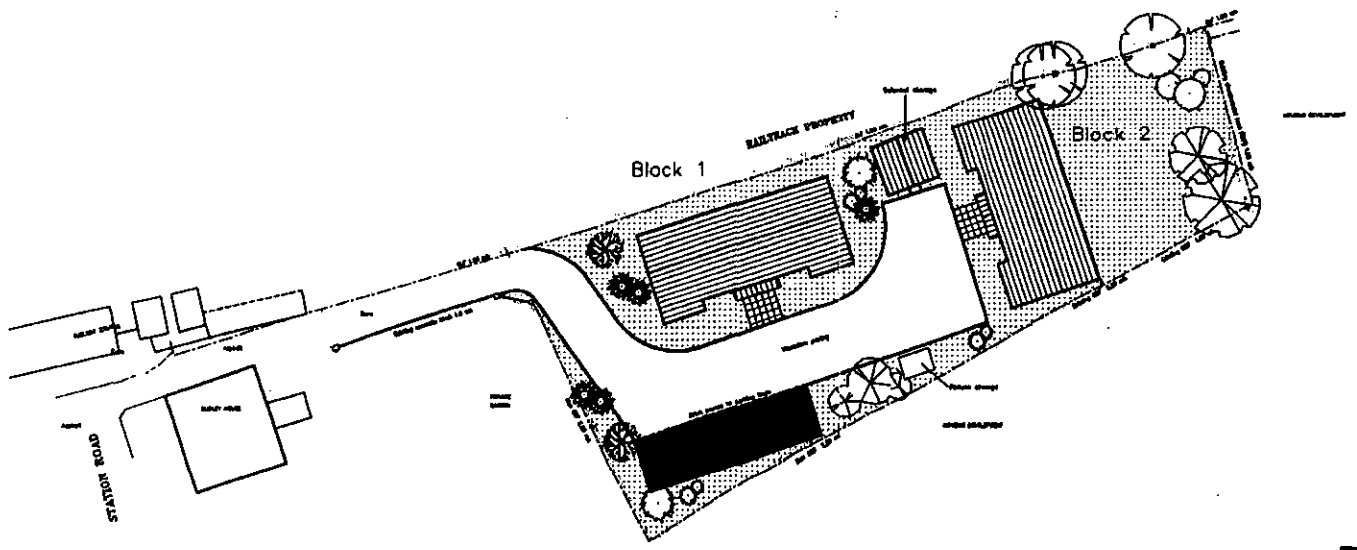
Scale 1:500 Date JULY 2000

Dwg No. 3748-10 Rev

NOTE

BLOCKS 1 & 2 TO BE NOT LESS THAN 2M FROM RAILWAY BOUNDARY.

STORAGE BUILDING TO BE NOT LESS THAN 1M FROM RAILWAY BOUNDARY.



1343

2246

REVISED PLAN

25 OCT 2000

COPIES TO:

ACK:

FILE:

ACTIVE Property Services

Project
FORMER PARKER PLATING PREMISES, STATION ROAD, EARLEY.

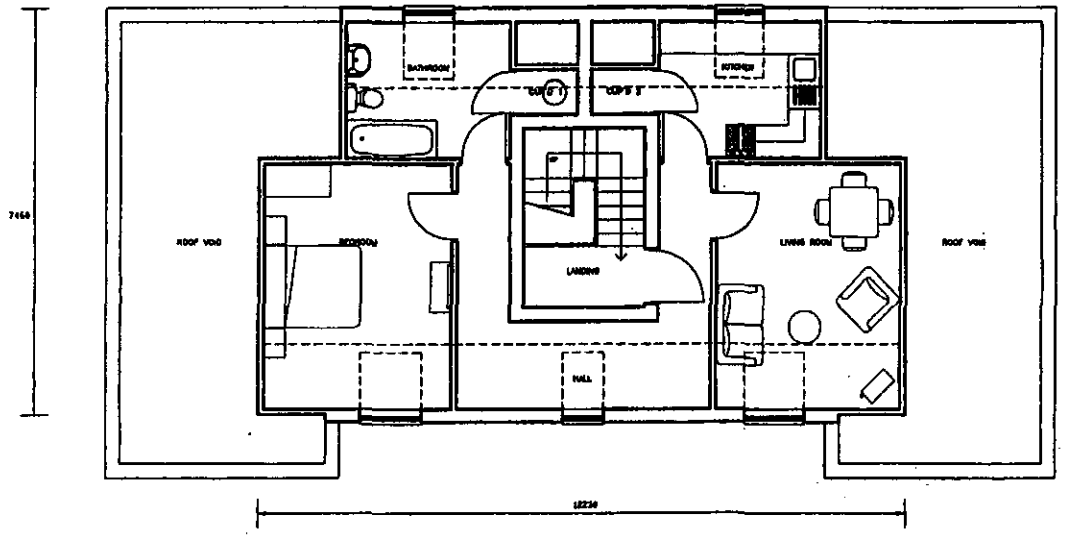
Title
SITE PLAN - AS PROPOSED.

Client
KINGFISHER HOUSING ASSOCIATION.

Scale 1:500 Date JULY 2000

Drg no 3748-11 Rev B

Drawn by KG Checked RL



SECOND FLOOR PLAN

T.C.P. 4

All dimensions are stated in metres.

No responsibility can be accepted by ACTIVE Property Services where reliance is placed upon dimensions scaled from these drawings.

All dimensions and angles must be checked on site before work commences.

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SCHEDULE OF ACCOMMODATION

Living Room	15.73m2
Bedroom	15.73m2
Kitchen	7.73m2
Bathroom	7.73m2
Hall	13.56m2
Cupboard 1	0.95m2
Cupboard 2	0.95m2
TOTAL (NET)	62.38m2

GROSS INTERNAL AREA (per flat)

Second Floor	64.08m2

GROSS EXTERNAL AREA

Ground Floor	144.84m2
First Floor	144.84m2
Second Floor	84.50m2
TOTAL	374.18m2

REV	DATE	DESCRIPTION	CHK	DES
A	26/09	LAYOUT AMENDED.	KG	

ACTIVE Property Services
DATUM HOUSE, ROBERTSON ROAD,
BASINGSTOKE
RG24 8NQ
Tel: [illegible] Station
Fax: [illegible] Station
Email: [illegible]

Project
FORMER PARKER PLATING PREMISES;
STATION ROAD,
EARLEY.

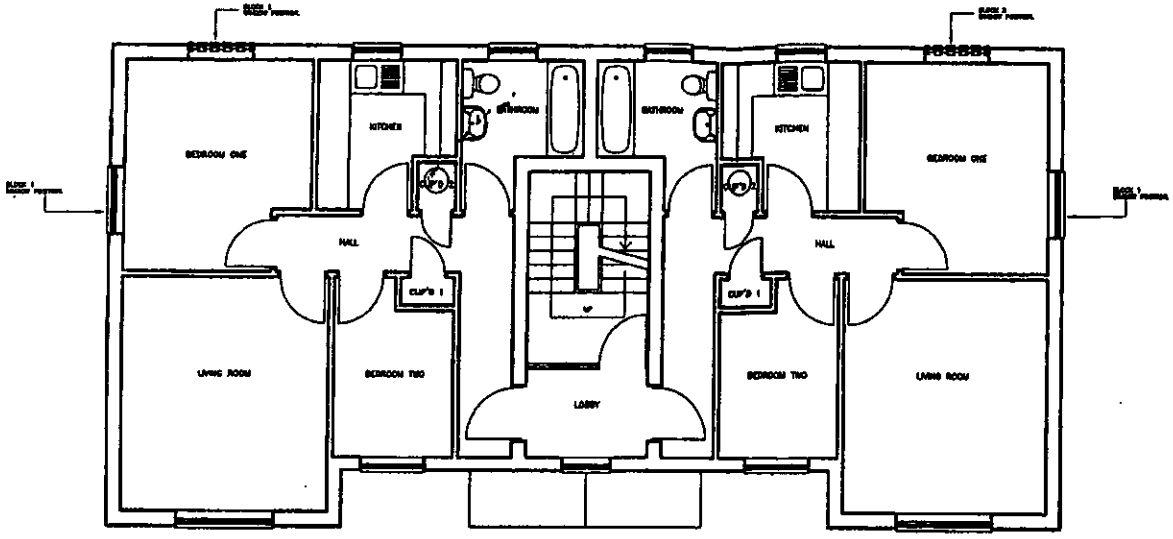
Title
PROPOSED DEVELOPMENT – GENERAL ARRANGEMENT FLOOR PLANS.

Client
KINGFISHER HOUSING ASSOCIATION.

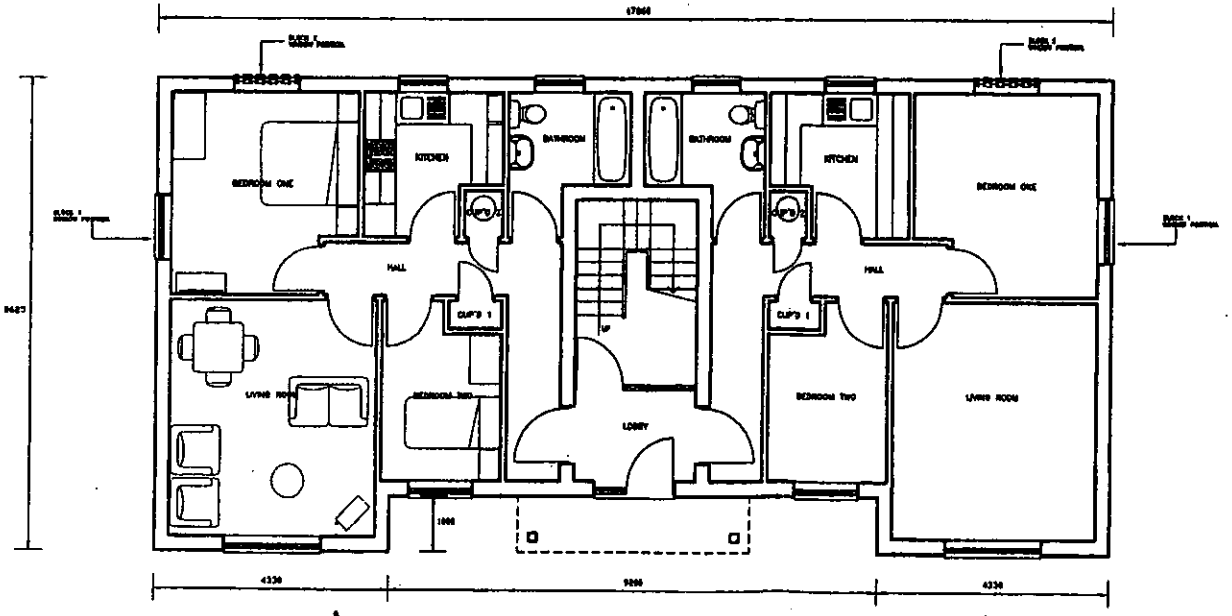
Scale	Date
1:100	JULY 2000

Dwg no	Rev
3748–13	A

Drawn by	Checked
KG	



FIRST FLOOR PLAN



GROUND FLOOR PLAN

All dimensions are stated in metres.

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All dimensions and angles must be checked on site before work commences.

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SCHEDULE OF ACCOMMODATION

Living Room	16.13m2
Bedroom One	12.07m2
Bedroom Two	8.64m2
Kitchen	8.14m2
Bathroom	4.65m2
Hall	7.80m2
Cupboard 1	0.50m2
Cupboard 2	0.61m2
TOTAL (NET)	54.74m2

GROSS INTERNAL AREA (per flat)

Ground Floor	57.42m2
First Floor	57.42m2

GROSS EXTERNAL AREA

Ground Floor	144.84m2
First Floor	144.84m2
Second Floor	84.50m2
TOTAL	374.18m2

REV	DATE	DESCRIPTION	DRN	CHD
A	08/08	LAYOUTS AMENDED	EB	

ACTIVE Property Services
DATUM HOUSE, ROBERTSON ROAD, BASINGSTOKE RG24 8NE
Tel: [redacted]
Email: [redacted]

Project
FORMER PARKER PLATING PREMISES, STATION ROAD, EARLEY.

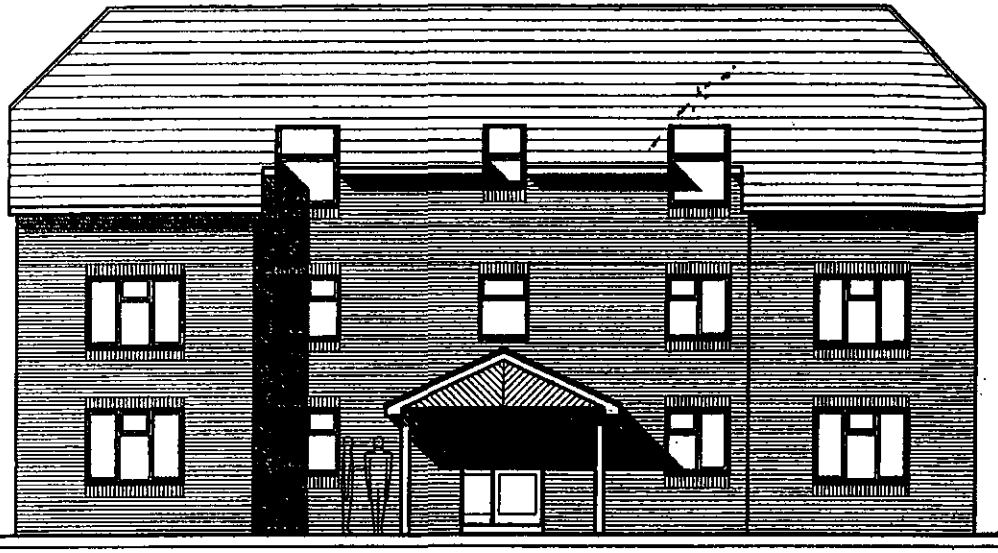
Title
PROPOSED DEVELOPMENT – GENERAL ARRANGEMENT FLOOR PLANS.

Client
KINGFISHER HOUSING ASSOCIATION.

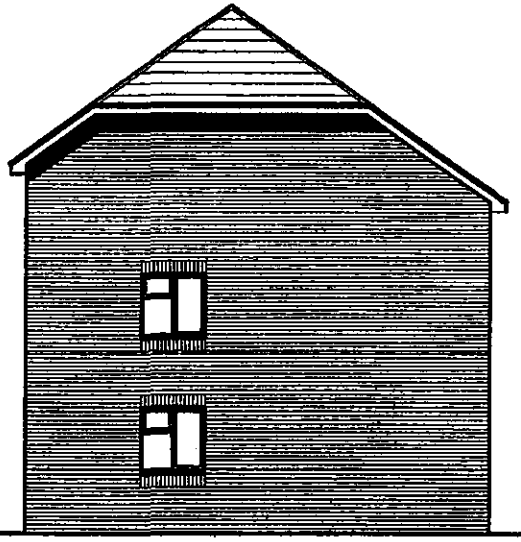
Scale	Date
1:100	JULY 2000

Dwg no	Rev
3748-12	A

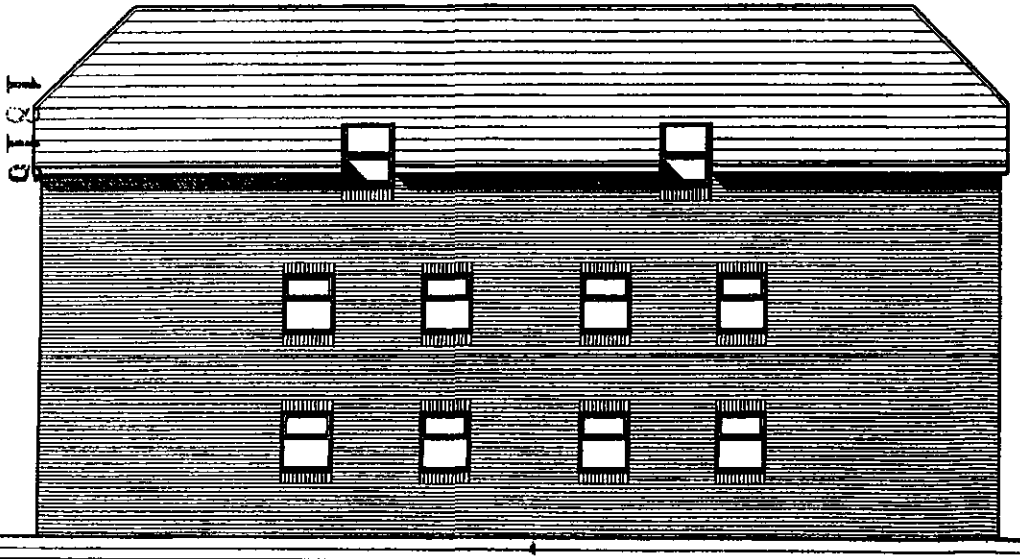
Drawn by	Checked
KG	



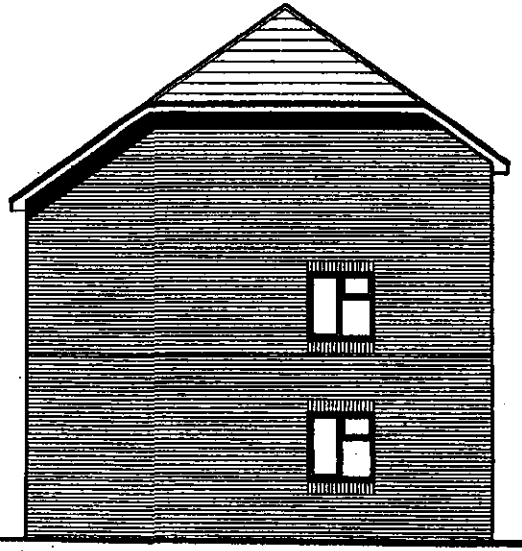
SOUTH ELEVATION



WEST ELEVATION



NORTH ELEVATION



EAST ELEVATION

All dimensions are stated in metres.

No responsibility can be accepted by ACTIVE Property Services where reliance is placed upon dimensions scaled from these drawings.

All dimensions and angles must be checked on site before work commences.

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EXTERNAL MATERIALS

ROOF

MARLEY MODERN ROOF TILES - SMOOTH GREY.

UPVC FASCIAS, BARGEBOARDS & SOFFITS - WHITE.

SQUARE SECTION UPVC RAINWATER GOODS - BLACK.

EXTERNAL WALLS

BUFF MULTI FACING BRICKS.

DOUBLE GLAZED UPVC CASEMENT WINDOWS - WHITE.

VELUX OR SIMILAR VERTICAL WINDOWS & ROOF WINDOWS WITH UMBER-GREY ALUMINIUM FINISH EXTERNALLY.

CANOPIES

AS MAIN ROOF, WITH DIAGONAL UPVC CLADDING TO GABLE.

REV	DATE	DESCRIPTION	DRN	CHD
A	04/08/00	ELEVATIONS CHANGED.	KG	

ACTIVE Property Services
DATUM HOUSE, ROBERTSON ROAD,
BASINGSTOKE
RG24 8NW
TEL: 01256 [illegible]
FAX: 01256 [illegible]
[illegible]@active.co.uk

Project.
FORMER PARKER PLATING PREMISES,
STATION ROAD,
EARLEY.

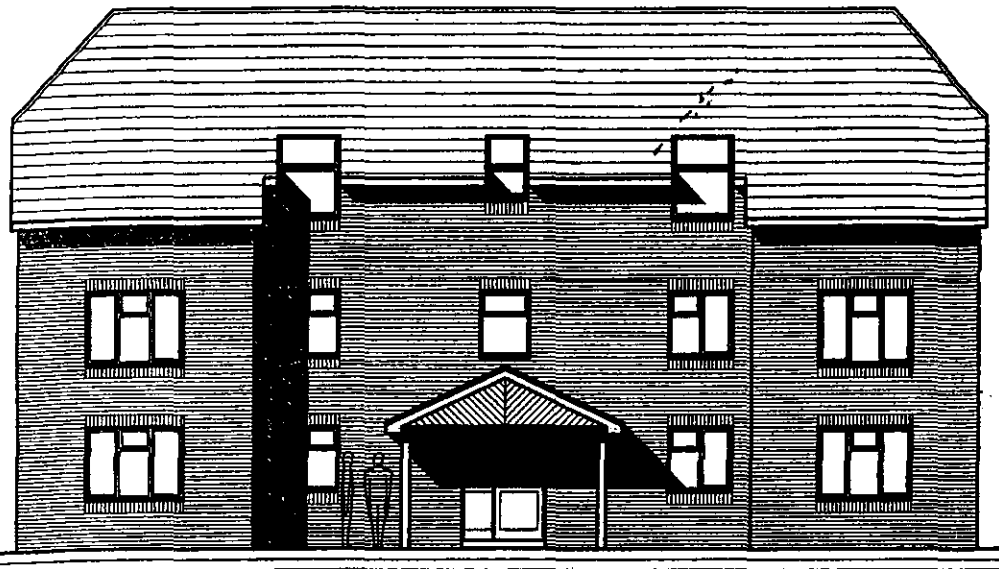
Title.
PROPOSED DEVELOPMENT - BLOCK 1
ELEVATIONS.

Client.
KINGFISHER HOUSING ASSOCIATION.

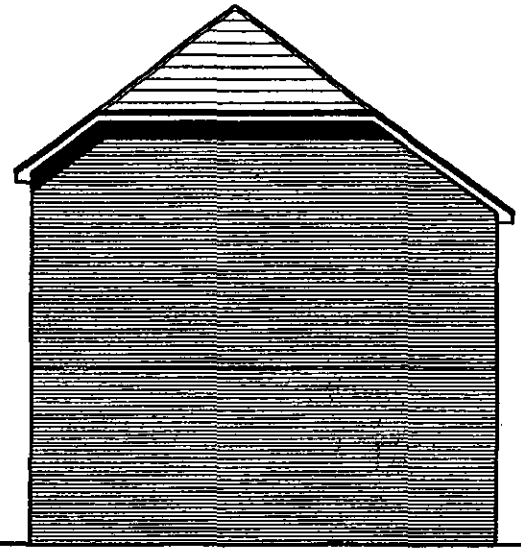
Scale.	Date.
1:100	JULY 2000

Dwg no.	Rev
3748-14	A

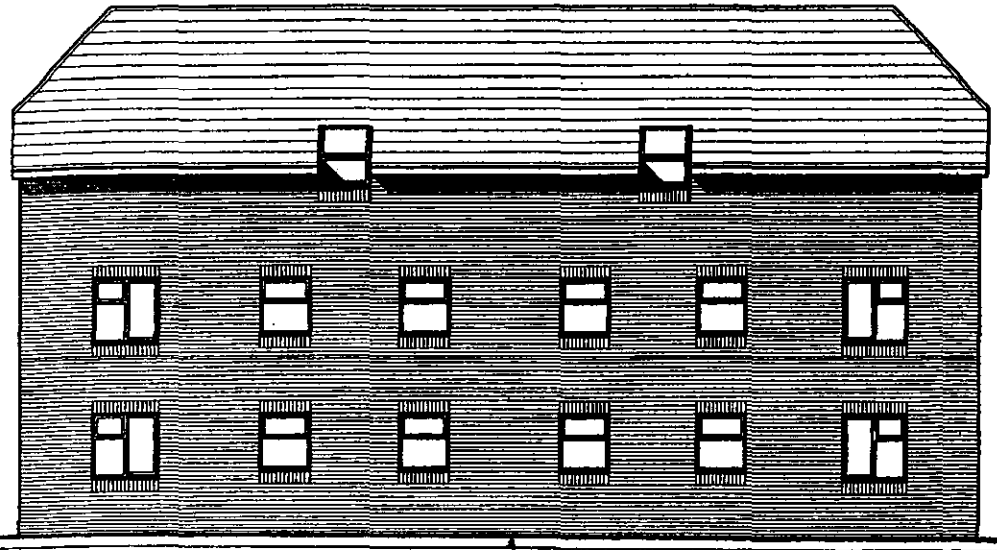
Drawn by	Checked
KG	



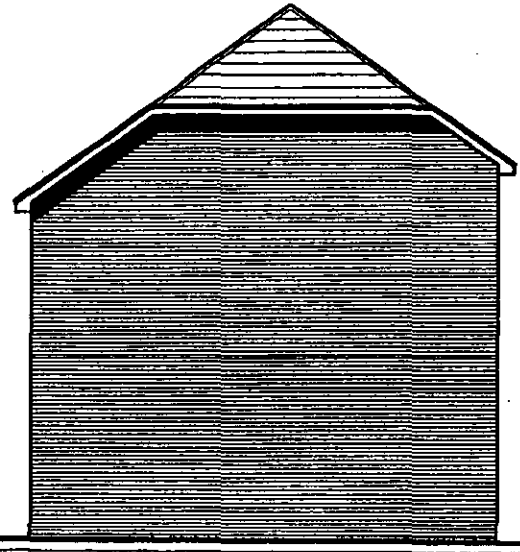
WEST ELEVATION



NORTH ELEVATION



EAST ELEVATION



SOUTH ELEVATION

1817

All dimensions are stated in metres.

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All dimensions and angles must be checked on site before work commences.

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EXTERNAL MATERIALS

ROOF

MARLEY MODERN ROOF TILES - SMOOTH GREY.

UPVC FASCIAS, BARGEBOARDS & SOFFITS - WHITE.

SQUARE SECTION UPVC RAINWATER GOODS - BLACK.

EXTERNAL WALLS

BUFF MULTI FACING BRICKS.

DOUBLE GLAZED UPVC CASEMENT WINDOWS - WHITE.

VELUX OR SIMILAR VERTICAL WINDOWS & ROOF WINDOWS WITH DARK-GREY ALUMINIUM FINISH EXTERNALLY.

CANOPIES

AS MAIN ROOF, WITH DIAGONAL UPVC CLADDING TO GABLE.

REV	DATE	DESCRIPTION	DRN	CHD
A	30/08/00	ADDED ELEVATIONAL CHANGES.	MS	

ACTIVE Property Services
DATUM HOUSE, ROBINSON ROAD, BASINGSTOKE RG24 8NB
Tel: [redacted]
Fax: [redacted]

Project
FORMER PARKER PLATING PREMISES, STATION ROAD, EARLEY.

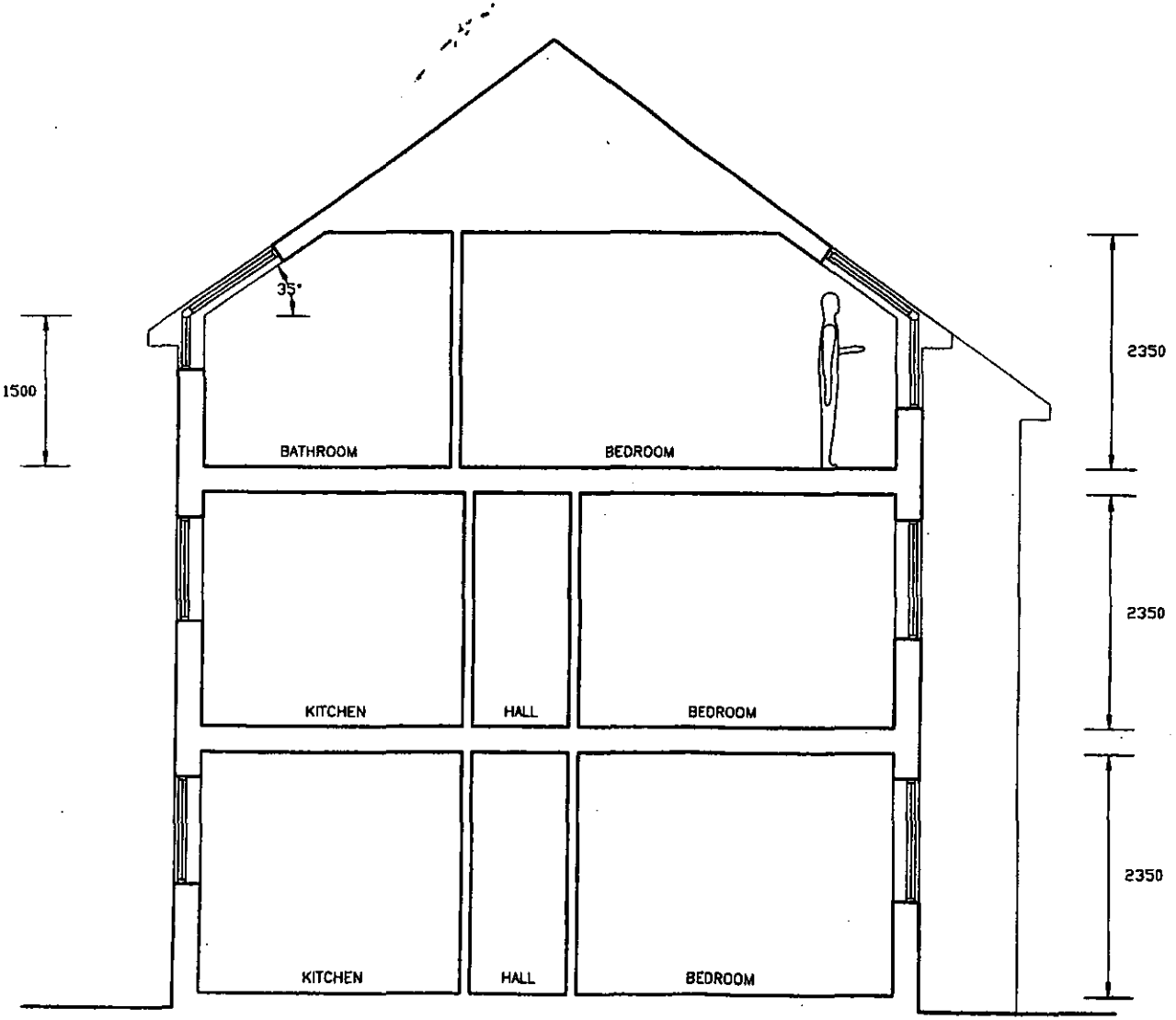
Title
PROPOSED DEVELOPMENT - BLOCK 2 ELEVATIONS.

Client
KINGFISHER HOUSING ASSOCIATION.

Scale	Date
1:100	JULY 2000

Dwg no	Rev
3748-15	A

Drawn by	Checked
KG	



All dimensions are stated in metres.

No responsibility can be accepted by ACTIVE Property Services where reliance is placed upon dimensions scaled from these drawings.

All dimensions and angles must be checked on site before work commences.

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REV	DATE	DESCRIPTION	DRN	CHD
A	06/07/00	AFTER CHANGES TO SLAP CHANGES IN PLAY LANDING.	KG	

ACTIVE Property Services
DATUM HOUSE, RIDGEWAY ROAD,
BASINGSTOKE
RG24 8NG
TEL: (01256) 329999
FAX: (01256) 329700

Project
FORMER PARKER PLATING PREMISES,
STATION ROAD,
EARLEY.

Title
PROPOSED DEVELOPMENT - GENERAL SECTION (BLOCKS 1 & 2).

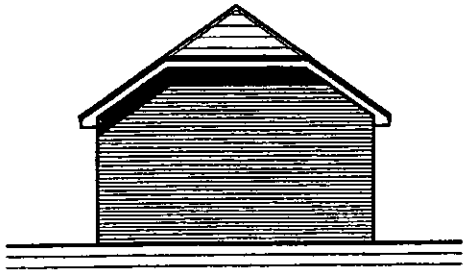
Client
KINGFISHER HOUSING ASSOCIATION.

Scale	Date
1:50	JULY 2000

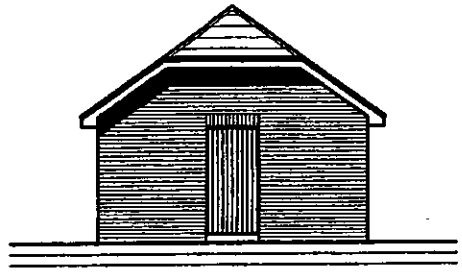
Dwg no	Rev
3748-16	A

Drawn by	Checked
KG	

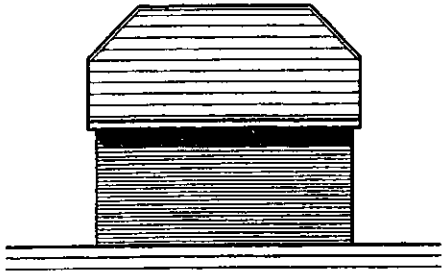
08 NOV 2000
COPIES TO:
ACK:
FILE:
DNF
AFP
CS



NORTH ELEVATION (TO RAILWAY)



SOUTH ELEVATION



EAST & WEST ELEVATIONS

1619

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EXTERNAL MATERIALS

ROOF

MARLEY MODERN ROOF TILES - SMOOTH GREY.

UPVC FASCIAS, BARGEBOARDS & SOFFITS - WHITE.

SQUARE SECTION UPVC RAINWATER GOODS - BLACK.

EXTERNAL WALLS

BUFF MULTI FACING BRICKS.

TIMBER PANELLED DOOR - WHITE.

REV	DATE	DESCRIPTION	DRN	CHD

ACTIVE Property Services
DATUM HOUSE, ROBERTSON ROAD,
BASINGSTOKE
RG24 0NG
TEL [redacted]
FAX [redacted]
[redacted]

Project
FORMER PARKER PLATING PREMISES,
STATION ROAD,
EARLEY.

Title.
PROPOSED DEVELOPMENT – EXTERNAL STORAGE BUILDING (FOR TENANTS).

Client
KINGFISHER HOUSING ASSOCIATION.

Scale	Date
1:100	NOV 2000

Dwg no	Rev
3748-17	

Drawn by	Checked
KG	

Mrs Michta SDS

NL

Bryony Cottage
5 Station Road
Earley Reading
RG6 7DY

21.8.01

WDC
Planning Dept
Shute End
Wokingham

Dear Sir

PROPOSED ERECTION 12 FLATS, ACCESS, & PARKING, PARKER PLATING, STATION RD EARLEY. F/2001/3273 & any update to this application

I strongly oppose the above development for the following reasons.

Station Road is built to a small hamlet scale & is already inadequate for the scale & size of traffic that frequents the station. There ~~are~~ is inadequate parking & turning area, large lorries & coaches are dangerous, & commuters continually spill out onto the road in a most dangerous fashion.

Cars already have to que to turn onto the Wokingham Road, & due to

PLANNING SERVICES	HPT 40083
POL	TLS
	ENF
APP	
CS	
19 FEB 2001	
COPIES TO: JPE/PP	ACK:
	FILE:

WOKINGHAM DISTRICT COUNCIL

MEMORANDUM

From: Joanne Ellis, Environmental Health

To: Nicola Lake, Development Control

My Ref:

Your Ref: F/20002302

Date: 18 September 2000

PROPOSED ERECTION OF 10 FLATS WITH ACCESS AND PARKING
PARKER PLATING, STATION ROAD, EARLEY

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

Noise and Vibration
I have reviewed the new proposals for the above site and the acoustic assessment submitted and have the following comments: -

- The site falls within noise exposure category B as defined in PPG 24, and hence will be suitable for the proposed development with the imposition of a noise condition to ensure that adequate protection measures are installed.
- I recommend that the internal layout of the 2nd floor is amended so that the kitchen is closest to the railway and the bedroom is at the front of the property.
- The mitigation measures recommended in the acoustic report supplied will be required for all the bedrooms located on the railway side of the property.
- A noise barrier will need to be constructed along the boundary with the railway in order to protect the external noise environment (this will need to extend beyond the boundary of the site or have a return a long the side.) It may be necessary to obtain permission from railtrack. An assessment will need to be carried out in order to determine the height of barrier required.
- The acoustic report does not assess the impact of vibration from the railway line, this will need to be assessed and a suitable scheme for protecting the dwellings should be submitted.

Contaminated land
I have reviewed the contamination assessment and generally the proposed remediation works are acceptable but I have the following comments: -

- In the western corner of the site the soil should be excavated to a minimum depth of 0.5m and then replaced with clean topsoil to provide a minimum cover of 0.5m and 1m where deep-rooted trees are planted.
- I recommend that the buffer zone on the northern boundary is covered with hard standing rather than landscaped.
- A condition should be imposed on the consent to ensure remediation is carried out to an acceptable standard.

I have no environmental health objections to this proposal with the imposition of the following conditions: -

1 No development shall be commenced until a scheme for protecting the proposed dwellings and gardens/private amenity open space from (INSERT) has been submitted to and approved in writing by the Local Planning Authority. All works that form part of the approved scheme shall be completed before any dwelling hereby approved is occupied. The approved scheme shall be retained and maintained for the duration of the use.
Reason - To ensure that the occupants do not suffer from unacceptable high noise levels within the proposed dwellings and garden areas.

2. No development approved by this permission shall be commenced prior to a contaminated land assessment and associated remedial strategy being submitted to and approved in writing by the Local Planning Authority. Except as otherwise agreed in writing by the Local Planning Authority, all works comprised within the strategy which are not within buildings shall be carried out before the commencement of any development approved by this permission. All works within buildings shall be carried out before the occupation of any part of the building to which such internal works relate. If during any works contamination is encountered which has not previously been identified then the additional contamination shall be fully assessed and an appropriate remediation scheme agreed in writing with the Local Planning Authority. Upon completion of the works, this condition shall not be discharged until a closure report has been submitted to and approved by the Local Planning Authority.
Reason - To ensure any soil, gas or water contamination on the site is remedied to protect the existing/proposed occupants of the application site and/or adjacent land.

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

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.



MINUTES OF A MEETING OF THE DEVELOPMENT CONTROL COMMITTEE HELD ON WEDNESDAY 22 AUGUST 2001 FROM 7.00 PM TO 10.05 PM

Present: Mr KA Malvern (Chairman), Mrs DC Beatty, Mr MJ Bryant, Mr RH Cundy, Mr TP Dredge, Mr JL Earnshaw, Mrs MA Long, Mrs M Robertson, Mr ND Rose and Mr AJ Ross.

Also present under Standing Order 39:- Frank Browne, Mrs DF Carpenter, Mr G Cockroft, Mrs P Graddon, Mrs C Smith and Mr D Swindells

PART I

53. MINUTES

The Minutes of the meeting of the Committee held on 1 August 2001 were confirmed as a correct record and signed by the Chairman.

54. APOLOGIES

Apologies for absence were submitted from Mr SR Conway, Mrs J Lissaman and Mrs DC Beatty and Mr AJ Ross for late arrival.

56. APPLICATION NO.2001/3273, PROPOSED ERECTION OF 12 FLATS, ACCESS AND PARKING, PARKER PLATING, STATION ROAD, EARLEY FOR KINGFISHER HOUSING ASSOCIATION.

The Committee considered a report about this application set out on Agenda pages 611 to 629.

Members noted that since the Agenda had been despatched, a further letter of objection had been received from a local resident.

Members were informed that the Highway Authority, Railtrack and the Fire and Rescue Service had all been consulted and, subject to the imposition of various

conditions, had no objections to the proposed development.

Mr Czakowski, a local resident, attended the meeting and spoke in opposition to the proposal.

Mr Newman, on behalf of the applicant, attended the meeting and spoke in support of the proposal.

Mrs DF Carpenter, Mrs C Smith and Mr D Swindells, local Members, attended the meeting and spoke in opposition to the proposal.

Members expressed concerns about the poor design of the proposed development, its density and the unsatisfactory arrangements for access to the site.

In the circumstances it was

RESOLVED: 1) That Application No. 2001/3273 be refused on the grounds of its poor design which was unworthy of the area, overdevelopment and poor access leading to pedestrian/vehicular conflict and lack of amenity open space;

2) That an informative be added indicating that the Council would wish to see a revised scheme based upon a residential use.

Application No	Received	Earley
F/2001/3273	31.01.01	

Applicant: **Kingfisher Housing Association.**
Location : **Parker Plating, Station Road, Earley.**
Proposal : **Proposed erection of 12 flats, access and parking.**

1. **Planning History** - The site is located to the rear of dwellings along Compton Close, Amber Close and Station Road. The site is currently vacant and has been so for around the past two and half years. It was previously used by Parker Plating, which was an industrial metal plating company. The site is accessed off Station Road, via a driveway which runs between the boundaries of the Railway Station's platform and Audley House.

   The previous use had grown over time and had a number of planning permissions for various extensions and ancillary facilities. Most of the site has now been cleared with the exception of one of the buildings which remains in the western portion of the site. Outline planning permission was granted in 1984 for the erection of 499m² of B1(a) office floorspace within a two storey building with ancillary car parking. This application lapsed permission on the 17 December 2000.

   An application for permission to erect two blocks of flat each holding 5 dwellings was recommended for refusal within the agenda for the Development Control Committee on the 20 December 2000, however the application was withdrawn prior to the meeting. The reasons for the recommended refusal were 'The proposed development by reason of its location, design and massing would form an obtrusive feature, which would be overbearing and dominant to the detriment of the residential amenity of the adjacent dwellings in Amber Close.

2. **Proposal** – The proposed development is for the erection of two blocks of flats each holding 4 two-bedroomed flats and 2 one-bedroomed flats, creating a total of 12 dwellings. The flats would be accessed via the driveway, which runs between Audley House and the railway station. The proposed location of the blocks of flats have been amended, from that of the previous scheme. Each of the blocks would have a length of 17.7m, a width of 8.6m and a maximum height of 9.7m.

3. **Consultations** -
   - ***Earley Town Council:*** Object to the proposed development (See attached comments).
   - ***Highways:*** No objection subject to conditions.
   - ***Environmental Health:*** No objection subject to conditions.
   - ***Railtrack:*** No objection.
   - ***Landscaping:*** No objection subject to conditions.
   - ***Crime Prevention Officer:*** Suggests that windows are inserted in the elevation overlooking the accessway.
   - ***Environment Agency:*** No objection subject to conditions.
   - ***Fire and Rescue Service:*** No objection.

- ***Letters:*** There have been 13 letters of objections from local residents. These objections can be summarised as follows:
  - *Overlooking and loss of privacy.*
  - Overshadowing and overbearing.
  - Overdevelopment.
  - Noise and disturbance during construction works.
  - Damage to Audley House.
  - Security to the existing dwellings.
  - Out of character with the area.
  - Highway safety.
  - Access for emergency vehicles.

4. **Appraisal** - Main issues:

   A. Principle of Development. (Policy H5 of the Berkshire Structure Plan; Policy LH1 of the Loddon Area Local Plan; Policy WH6 and Housing Density Policy of the Wokingham District Local Plan.)
   B. Housing Mix and Density. (Policies H5 and H9 of the Berkshire Structure Plan; Policies LH1, LH8 and LBE5 of the Loddon Area Local Plan; WH6 and Housing Density Policy of the Wokingham District Local Plan.)
   C. Impact upon the residential amenity of the neighbouring dwellings. (Policies LBE1, LBE2, LBE5 of the Loddon Area Local Plan; Policies WOS3 and WBE1 of the Wokingham District Local Plan.)
   D. Impact upon the character and appearance of the surrounding area. (Policies LBE1, LBE2, LBE5 of the Loddon Area Local Plan; Policies WOS3 and WBE1 of the Wokingham District Local Plan.)
   E. Impact upon Highway Safety. (Policies LT5 and LT6 of the Loddon Area Local Plan; Policies WT6 and WT7 of the Wokingham District Local Plan).
   F. Concerns of Town Councils and Local Residents.

A. Principle of Development.

The site is located within the identified Settlement, where development is usually acceptable in principle, subject to meeting the other policies within the District's development plans. The site is a Brownfield land, having previously been developed and used for industry. Therefore, the principle of development would also be in accordance with guidance as outlined in PPG3 – Housing.

B. Housing Mix and Density.

The proposed development is for the erection of 8 two-bed flats and 4 one-bed flats. The site is approximately 0.15 hectare, which would give a housing density of around 80 dwellings per hectare. The site is located adjacent to a railway station and there is an existing bus corridor, which runs along Wokingham Road, with regular services to Wokingham and Reading. There is also an existing cycle route along Wokingham Road. Therefore the existing transport network would support a proposed housing density of this level.

The proposed dwellings would all be one or two bed housing association flats, which would help to meet the district's affordable housing need.

C. Impact upon the Residential Amenity of the Neighbouring Dwellings.
The proposed development would take the format of two separate blocks of flats, which are attached by their side elevations. Both blocks would be identical with a length of 17.7m, a width of 8.6m and a height of 9.7m. The site is a rectangle shape, with its access in the west. The site runs in a west to east direction, and narrows from the south as it progresses. The site has a width of 29.5m in the west and 17.5m in the east. The development would be located a minimum of 2m from the northern boundary with the railway station. On the opposite side of the railway line is the A329(M).

The front elevation of the blocks of flats would face south towards the rear of the dwellings along Compton Close. The minimum distance from the front of the blocks of flats to the southern boundary of the site would be approximately 9.5m. However the dwellings along Crompton Close run in a line parallel to the northern boundary of the site. So while the site narrows in the east the garden areas to the dwellings in this part of the close increase in length. As such, while the site narrows in the east, the minimum distance from the proposed flats to the existing dwellings would remain around 38m, at ground and first floor, rising to 39m at second storey level.

Block 1 is shown to have two side facing windows in the west elevation, both windows would serve bedrooms and would be located over 36m from the rear of Audley House. There are no side facing windows at second storey level. There would also be two side facing, bedroom windows in the east facing elevation of the flats. There would be one at ground level and one at first floor level. These windows would be located a minimum of 20.5m to the rear boundary of the dwellings in Amber Close. There is an approximate 2m change in ground levels on this boundary, with the dwellings in this part of Amber Close having the equivalent of a 4m high rear boundary fence at the end of their rear garden area. The rear gardens of these dwellings are approximately 17m in length. The proposed side facing windows would be located around 28m from the rear elevation of the existing dwellings. It is therefore considered that due to the distances between the dwellings and the application site, the proposed flats would not result in significant overlooking of the private amenity areas of the existing dwellings.

As stated above there is a significant change in ground levels between the application site and the existing dwellings in Amber Close. The terrace row of 5 dwellings which back on to the eastern boundary of the application site were built in 1999. Most of this change in levels occurs at the boundary between the two sites. The Amber Close site is a fairly level, as is largely the application site, (with the exception of the south west corner, which has a shallow slope) However there is an approximate 1m gap between the application site boundary and the Amber Close boundary wall, it is within this area that the change in levels occurs This has resulted in the formation of an approximately 4m high rear boundary fence to the dwellings in this part of Amber Close. The approximate 2m change in site level would mean that the proposed block of flats would have a perceived greater height than the proposed 9.7m when viewed from the rear of dwellings in Amber Close. However due to the distance between the proposed development and the existing dwellings, the flats would not impinge on the daylight to these dwellings. The amendment to the proposed layout would mean that not only would the proposed flats be

further way from the properties in Amber Close, the span of development along this boundary would be reduced from the previous 18m, down to the proposed 8.6m.

The proposed parking areas for the flats are located in two groups, one with 5 spaces would be located along the access road to the south of the flats and a second larger area with the remaining 7 spaces would be located off the site's turning head. It is considered that due to the distance to the neighbouring dwellings and the number of spaces in each of these areas, there would be no significant adverse impact upon the residential amenity of the adjacent dwellings due to the noise, disturbance and fumes from these areas.

D. Impact upon the Character and Amenity of the Surrounding Area.
The proposed development would be accessed off a narrow driveway which is approximately 36m long before entering the main development site. Hence there would be no open views of the site from the surrounding residential area. While views of the site would be seen from the railway platforms and possibly from the A329(M), the proposed development would not appear out of keeping with its surroundings and therefore would have no detrimental impact upon the character or appearance of the surrounding area.

The proposed development would help the District in the provision of affordable housing, while also further decontaminating the site. The site would also have its own designated off-street parking. It is therefore considered that the proposed development would have no adverse impact upon the existing services and infrastructure of the surrounding area.

E. Impact upon the Highway Safety.
The proposed development would provide 12 parking space for the flats. This would result in one parking space per unit. This would be below the district's parking standard of 1.75 un-allocated spaces per unit. However there are good public transport links within the immediate area, and that the units would be under the control and overall management of a housing association. In these circumstances the highway authority are satisfied that the proposed development would have no detrimental impact upon the safety of the surrounding highway network.

The Fire and Rescue Service have been consulted on the application. While the access to a development site by the Fire and Rescue Services is a matter that is usually controlled by Building Regulations, it was considered that given the specific access arrangements for this site, access for the emergency services was an issue, which affacted the acceptability of the site for this type of residential development. The Fire and Rescue services have stated that 'Whilst the road width for the 15metre section is less than that required by Approved Document 'B' (Building Regulations), it is not considered to pose a problem to attending fire appliances. As detailed in the supplied plan the roadway widens prior to the point at which crews would be required to dismount from the fire appliances and a hammer head is provided to facilitate fire engines maneuvering.' Therefore, the proposed development could be serviced by emergency service in the event of an emergency.

F. Concerns of Town Council and Local Residents.
The concerns of the local residents and the Town Council have been noted and considered in the above appraisal. Some of the local residents have raised the issue of noise and disturbance from the construction work. Some noise and disturbance is inevitable during construction work. However, a condition could be imposed to limit the hours of construction to normal working hours, which would help to protect the residential amenity of the neighbouring dwellings. A local resident has also raised the issue of potential damage to Audley House during the work on the site. This however is a civil issue between the developers and the owner of any property that suffers damage.

The Town Council has also raised the issue of the cost of any further decontamination works that may be required on the site. A condition has been suggested which would require a full survey of the site and a report of the mitigation measures, which maybe required to bring the site to a standard suitable for residential use. The developers would have to carry out this survey and get written approval of the mitigation measures prior to the start of development. The cost of these works would be met by the developer.

5. **Conclusion** - The proposed development would provide 12 affordable dwellings in an area with excellent links to public transport. The proposal would have no significant detrimental impact upon the residential amenity of the neighbouring dwellings and would be in keeping with the character and appearance of the surrounding area. It would also assist in meeting the District's need for affordable housing. As such the proposed development would be in accordance with the policies of the District's development plans.

6. **Recommendation** - To GRANT planning permission subject to the following conditions:

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

2. 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.

3. 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.

4. No external lighting shall be installed on the site or affixed to any buildings on the site unless the Local Planning Authority has first approved in writing details of the position, height, design and intensity.

5. 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 7 pm Monday to Friday and 8

am to 1.30 pm Saturdays and at no time on Sundays or Bank or National Holidays

6. 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. The constructed development shall not vary from the approved levels.

7. No part of any building(s) 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.

8. No building shall be occupied until space for parking bicycles has been provided in accordance with the approved drawing(s)/details(s).

9. 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.

10. Precautions shall be taken for the duration of the construction period to prevent the deposit of mud and similar debris (including blown litter) 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 development.

11. No building shall be occupied until the access has been constructed in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

12. 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 any of the building(s) hereby approved and retained.

13. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 5 years from the completion of the 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.

14. No trees, hedgerows or shrubs within the curtilage of the site, except those shown on the approved plan(s) or otherwise clearly indicated in the approved details as being removed, shall be felled, lopped or pruned, nor shall any roots be removed or pruned without the prior consent of the Local Planning Authority

during development and for a period of five years after completion of the development hereby approved. The branch structure and trunks of the trees to be retained and their root systems shall be protected from any damage during site works, in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. Any trees, hedgerows or shrubs removed or which die or become dangerous, damaged or diseased before the end of a period of five years after completion of the development hereby approved shall be replaced with new trees, hedging or shrub species (of such size species and in such number and position as maybe agreed in writing), before the end of the first available planting season (1st November to 31st March) following their loss or removal.

15. No development shall be commenced until a scheme for protecting the proposed dwellings and garden/amenity space from noise has been submitted to and approved in writing by the Local Planning Authority. All works that form part of the approved scheme shall be completed before any dwelling hereby approved is occupied. The approved scheme shall be retained and maintained for the duration of the use.

16. No development approved by this permission shall be commenced prior to a contaminated land assessment and associated remedial strategy being submitted to and approved in writing by the Local Planning Authority. Except as other wise agreed in writing by the Local Planning Authority, all works comprised within the strategy which are not within buildings shall be carried out before the commencement of any development approved by this permission. All works within buildings shall be carried out before the occupation of any part of the building to which such internal works relate. If during any works, contamination is encountered which has not been previously been identified then the additional contamination shall be fully assessed and an appropriate remediation scheme agreed in writing with the Local Planning Authority. Upon completion of the works, this condition shall not be discharged until a closure report has been submitted to and approved by the Local Planning Authority.

17. The construction of the surface drainage system shall be carried out in accordance with details submitted to and approved in writing by the Local Planning Authority before the development commences.

18. No soakaway shall be constructed in contaminated land.

19. Surface water source control measures shall be carried out in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority before development commences.

Reasons.

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

2. To ensure that the external appearance of the building is satisfactory.

3. To safeguard the visual amenities of neighbouring properties and the locality.

4. In the interests of visual amenity.

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

6. In order to ensure a satisfactory form of development relative to surrounding buildings and landscape.

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

8. In order to ensure bicycle parking facilities are provided and encourage use of sustainable modes of travel.

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

10. In the interests of highway safety and convenience.

11. In the interests of highway safety and convenience.

12. In the interests of visual amenity.

13. In the interests of visual amenity.

14. The existing trees/hedgerows/shrubs represent an important public visual amenity in the area.

15. To ensure that the occupants do not suffer from unacceptable high noise levels within the proposed dwellings and garden areas.

16. To ensure any soil, gas or water contamination on the site is remedied to protect the existing/proposed occupants of the site.

17. To prevent pollution of the water environment.

18. To prevent pollution of ground water.

19. To prevent the increased risk of flooding and to improve water quality.

Nicola Lake.

TOWN COUNCIL OBSERVATION SHEET

PLANNING SERVICES	HPT 40097
POL Nicola Lake	TLS
DC	ENF
APP	
CS	
19 FEB 2001	
COPIES TO:	ASC

APPLICATION NO: F/2001/3273 PLANNING OFFICER:

PARISH: EARLEY

PROPOSAL: Proposed erection of 12 flats access and parking

ADDRESS: Parker Plating, Station Road, Earley.

APPLICANT: Kingfisher Housing Association C/O Active Property Services

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As with the previous application on this site, Councillors remain extremely concerned about this latest proposal. Whilst the applicants appear to have overcome previous concerns about the overlooking of properties in Amber Close, the height, design and proposed location of this latest development has moved the problem to properties in Compton Close. The location of this development would appear to mean that the 1st floor and dormer type front windows will look directly into rear windows and back gardens of properties in Compton Close, and it is considered that this represents an unacceptable loss of privacy to these residents and is, therefore, extremely unneighbourly. Furthermore, because the windows involved appear to be in the main living areas of the flats in question, these concerns cannot be alleviated by applying planning conditions concerning the obscure glazing, etc., of the windows.

The proposal is deemed to be an overdevelopment of the site, is overbearing, and the rear of the block of flats will be extremely close to the railway line, which could cause an unacceptable noise disturbance to anyone occupying the flats once built. Furthermore, Councillors considered the design to be aesthetically unpleasing and out of keeping with other properties in the area.

It is considered that there is insufficient parking on the site, and that, because of the close proximity of the site to the railway station, the parking that is available could well be the subject of 'illegal' use by commuters parking there to then travel by train.

Councillors still remain extremely concerned about the route into the site, which is considered to be too narrow, and particularly to allow access by emergency vehicles. Furthermore, there remains some doubt that, if this proposal was to go ahead, the contractor's own vehicles would be able to gain access. Additionally, there still remains the concern previously expressed about the increased potential danger to pedestrians walking to and from the railway station, whose route would now take them across this access.

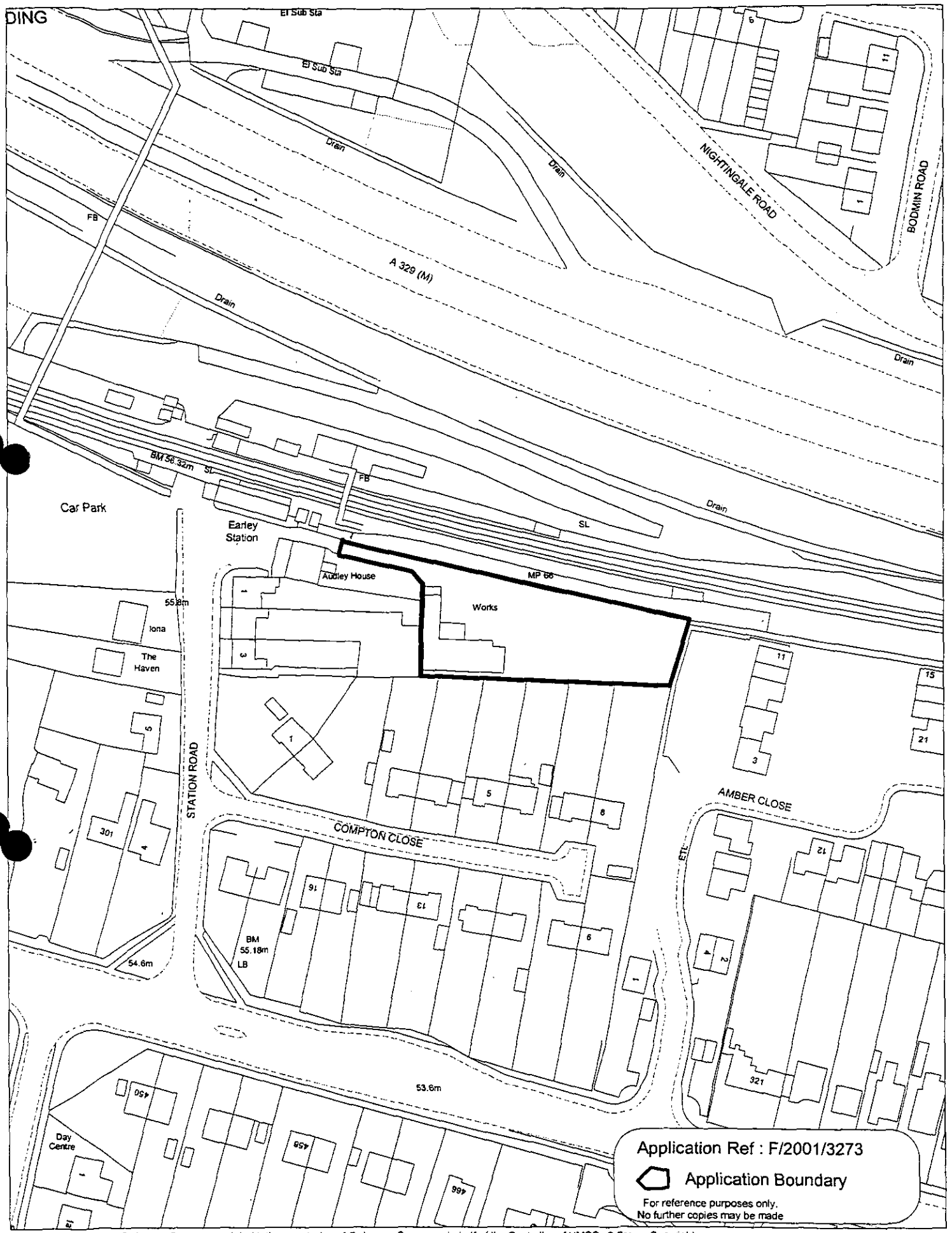
For these reasons, it is requested that this application is refused.

Finally, if the Planning Officer is mindful to approve these proposals, it is requested that a condition be imposed requiring that the developers meet the full cost of any necessary decontamination of the land, both now and in the future.

619

SIGNED: _____ DATE: 15 FEB 2001

CLERK TO EARLEY TOWN COUNCIL



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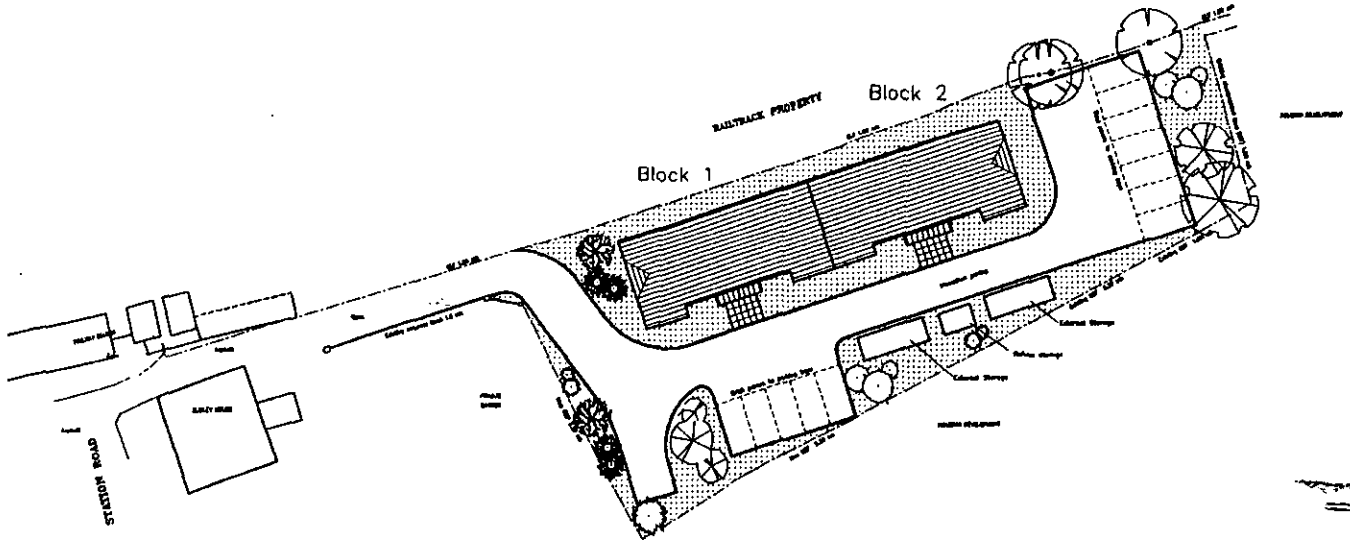
Development Control Section, Environmental Services, Wokingham District Council.
22 August 2001 Scale: 1 : 1250

N W E S

NOTE

BLOCKS 1 & 2 TO BE NOT LESS THAN 2M FROM RAILWAY BOUNDARY.



621

31.JAN.2001* 5275

B	12.01	LAYOUT AMENDED TO SUIT PLANNING OFFICER COMMENTS.	MR	
A	09.01	LAYOUT AMENDED TO SUIT PLANNING OFFICER COMMENTS.	MR	SL
A	08.01	LAYOUT AMENDED TO SUIT RAILTRACK COMMENTS.	MR	SL
A	11.00	CONTOURS & SURVEY DETAILS ADDED.	MR	SL
REV	DATE	AMENDMENTS	DRN	CHD

ACTIVE Property Services
DATUM HOUSE, RIDGEWAY ROAD,
RG30 2NG

Project.
FORMER PARKER PLATING PREMISES, STATION ROAD, EARLEY.

Title.
SITE PLAN - AS PROPOSED.

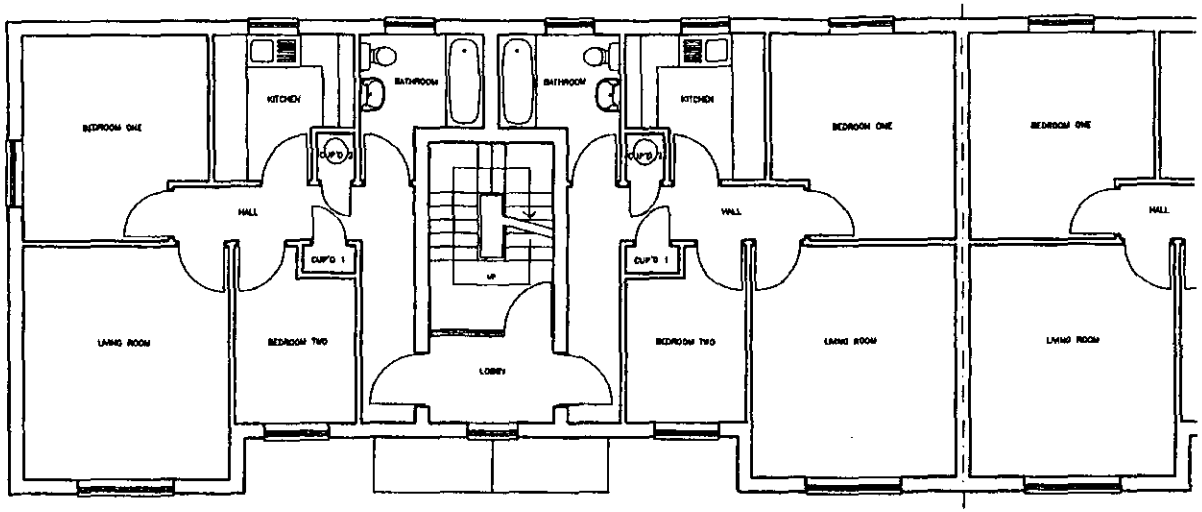
Client.
KINGFISHER HOUSING ASSOCIATION.

Scale	Date
1:500	JULY 2000

Drawing No.	Rev
3748-11	D

Drawn by	Checked
KG	SL

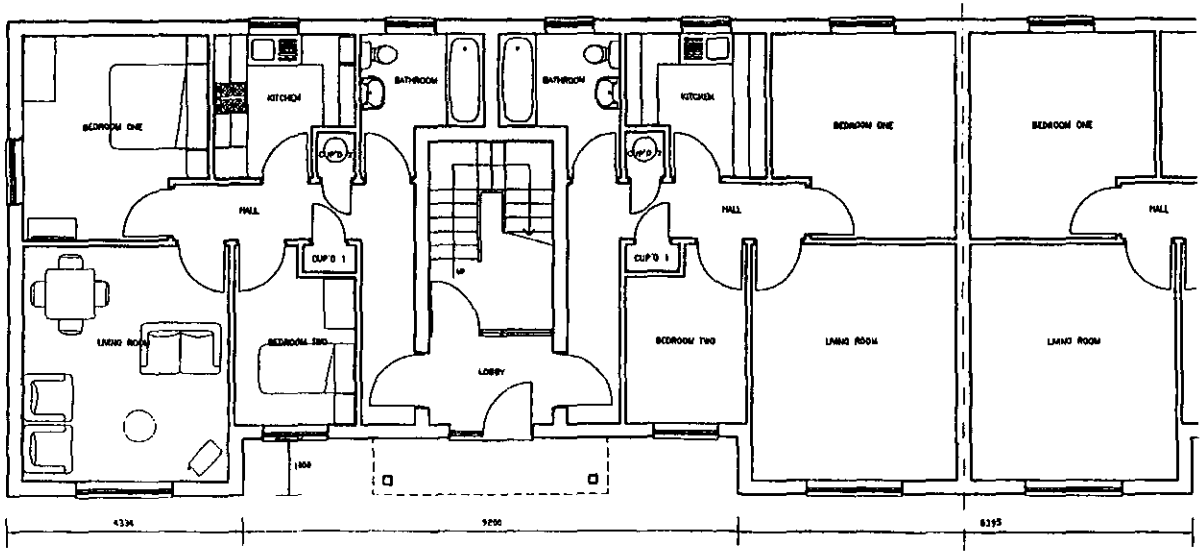
BLOCK 1 ✳ BLOCK 2 (MIRRORED)



FIRST FLOOR PLAN

17730 (35460 OVERALL) 17730

BLOCK 1 ✳ BLOCK 2 (MIRRORED)



GROUND FLOOR PLAN

229

All dimensions are stated in metres.

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All dimensions and angles must be checked on site before work commences.

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SCHEDULE OF ACCOMMODATION

Living Room	16.13m2
Bedroom One	12.07m2
Bedroom Two	6.64m2
Kitchen	6.14m2
Bathroom	4.85m2
Hall	7.80m2
Cupboard 1	0.50m2
Cupboard 2	0.61m2
TOTAL (NET)	54.74m2

GROSS INTERNAL AREA (per flat)

Ground Floor	57.42m2
First Floor	57.42m2

GROSS EXTERNAL AREA (BOTH BLOCKS)

Ground Floor	287.40m2
First Floor	287.40m2
Second Floor	267.70m2
TOTAL	842.50m2

31.JAN.2001 * 3273

REV	DATE	DESCRIPTION	DRN	CHD
B	12/01	AMENDED TO SHOW BLOCKS 1 AND 2 ADJOINED.	KG	
A	09/00	LAYOUTS AMENDED.	KG	RL

ACTIVE Property Services
DATUM HOUSE, ROENTGEN ROAD,
BASINGSTOKE
RG24 8NG
TEL [illegible]
FAX [illegible]
Email [illegible]

Project
FORMER PARKER PLATING PREMISES, STATION ROAD, EARLEY.

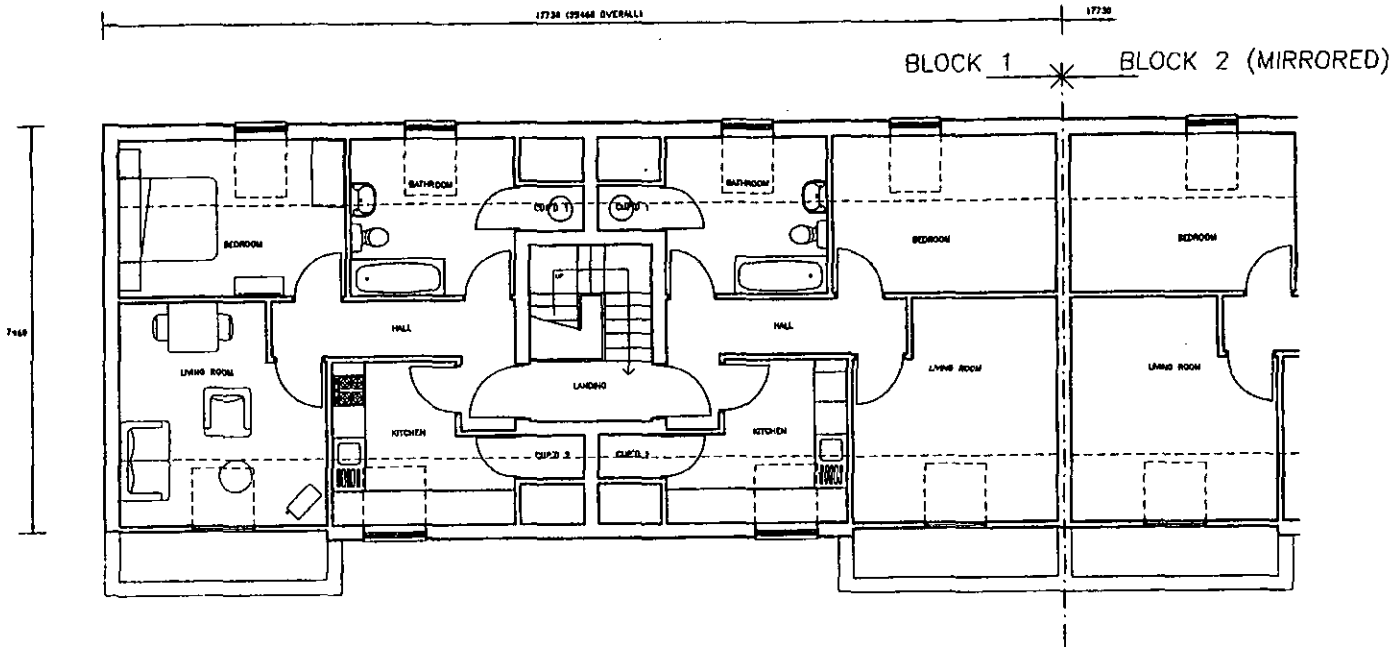
Title
PROPOSED DEVELOPMENT – GENERAL ARRANGEMENT FLOOR PLANS.

Client
KINGFISHER HOUSING ASSOCIATION.

Scale	Date
1:100	JULY 2000

Dwg no	Rev
3748–12	B

Drawn by	Checked
KG	



SECOND FLOOR PLAN

623

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SCHEDULE OF ACCOMMODATION

Living Room	14.37m2
Bedroom	12.01m2
Kitchen	8.54m2
Bathroom	8.70m2
Hall	5.64m2
Cupboard 1	0.95m2
Cupboard 2	0.95m2
TOTAL (NET)	51.36m2

GROSS INTERNAL AREA (per flat)

Second Floor 53.53m2

GROSS EXTERNAL AREA (BOTH BLOCKS)

Ground Floor	287.40m2
First Floor	287.40m2
Second Floor	267.70m2
TOTAL	842.50m2

31.JAN.2001* 3273

REV	DATE	DESCRIPTION	DRN	CHD
B	11/01	LAYOUTS CHANGED + BLOCKS 1 AND 2 ADJOINED.	KG	
A	08/00	LAYOUTS AMENDED.	KG	

ACTIVE Property Services
DATUM HOUSE, ROENTGEN ROAD, BASINGSTOKE RG24 8NG
Tel: (01256) 464000
Fax: (01256) 330700
Email: Surveyors@ActiveLive.co.uk

Project
FORMER PARKER PLATING PREMISES, STATION ROAD, EARLEY.

Title
PROPOSED DEVELOPMENT – GENERAL ARRANGEMENT FLOOR PLANS.

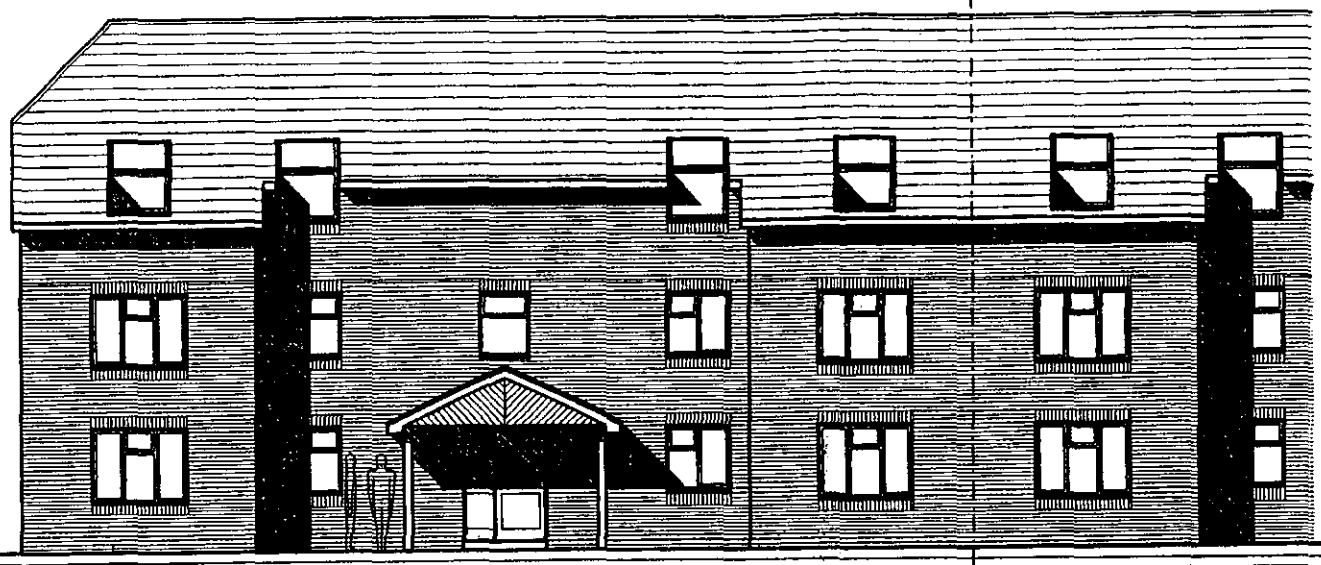
Client
KINGFISHER HOUSING ASSOCIATION.

Scale	Date
1:100	JULY 2000

Dwg no	Rev
3748–13	B

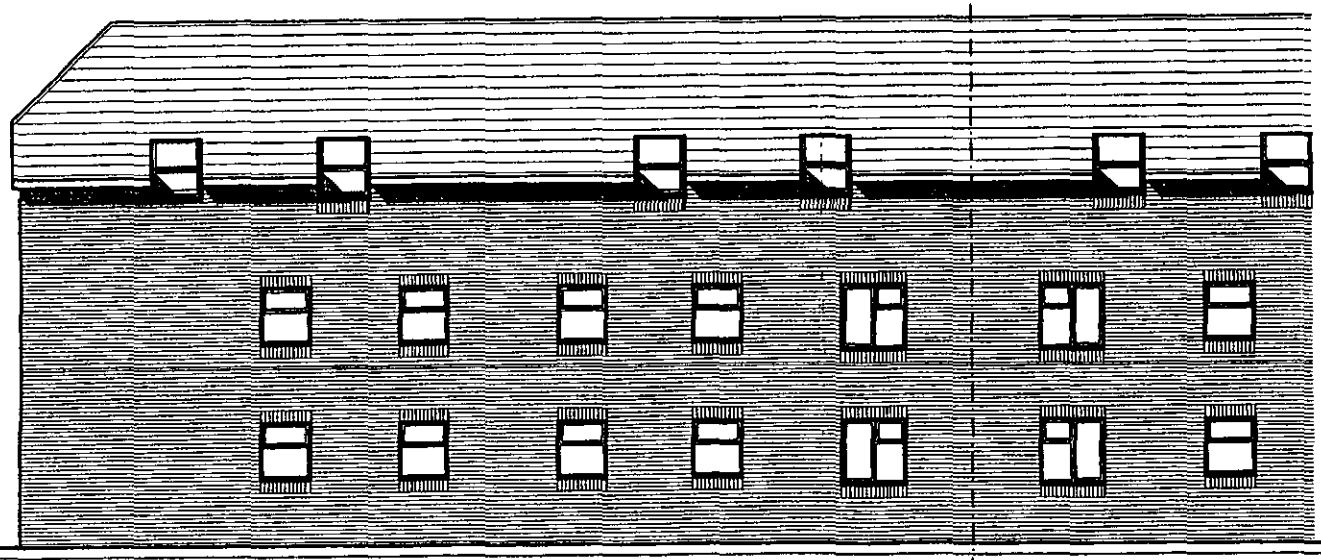
Drawn by	Checked
KG	

BLOCK 1 BLOCK 2 (MIRRORED)



SOUTH ELEVATION

BLOCK 2 BLOCK 1 (MIRRORED)



NORTH ELEVATION

624

All dimensions are stated in metres.
No responsibility can be accepted by ACTIVE Property Services where reliance is placed upon dimensions scaled from these drawings.
All dimensions and angles must be checked on site before work commences.

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EXTERNAL MATERIALS

ROOF

MARLEY MODERN ROOF TILES - SMOOTH GREY.

UPVC FASCIAS, BARGEBOARDS & SOFFITS - WHITE.

SQUARE SECTION UPVC RAINWATER GOODS - BLACK.

EXTERNAL WALLS

BUFF MULTI FACING BRICKS.

DOUBLE GLAZED UPVC CASEMENT WINDOWS - WHITE.

VELUX OR SIMILAR VERTICAL WINDOWS & ROOF WINDOWS WITH DARK-GREY ALUMINIUM FINISH EXTERNALLY.

CANOPIES

AS MAIN ROOF, WITH DIAGONAL UPVC CLADDING TO GABLE.

31 JAN 2001 3273

REV	DATE	DESCRIPTION	DRN	CHD
C	30/01	SOUTH ELEVATION AMENDED.	KG	
B	15/01	BLOCKS 1 & 2 ADJACENT.	KG	
A	20/12	MINOR ELEVATIONAL CHANGES.	KG	

ACTIVE Property Services
DATUM HOUSE, ROBERTSON ROAD,
BASINGSTOKE
RG24 0NG
TEL: [redacted]
FAX: [redacted]

Project
FORMER PARKER PLATING PREMISES,
STATION ROAD,
EARLEY.

Title
PROPOSED DEVELOPMENT - ELEVATIONS.

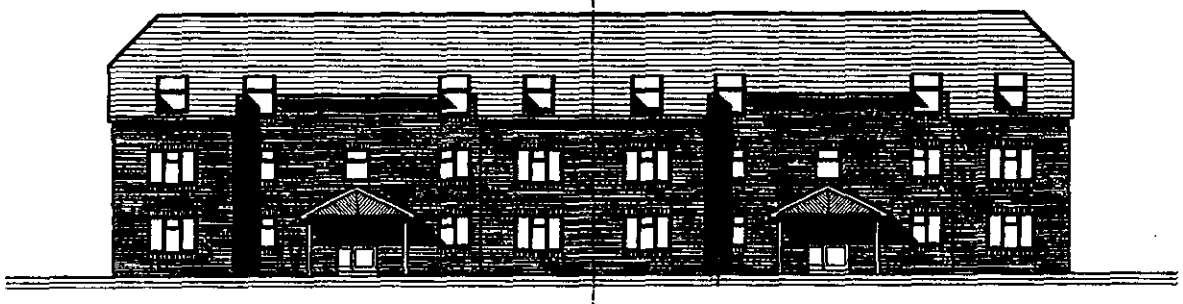
Client
KINGFISHER HOUSING ASSOCIATION.

Scale	Date
1:100	JULY 2000

Dwg no	Rev
3748-14	C

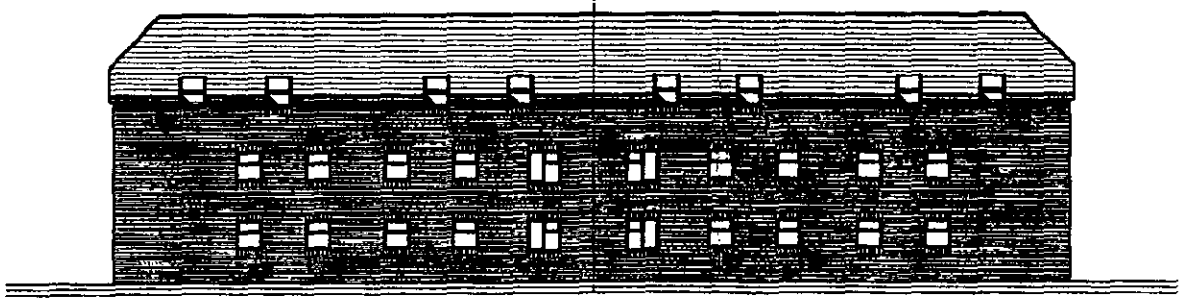
Drawn by	Checked
KG	

BLOCK 1 | BLOCK 2



SOUTH ELEVATION

BLOCK 2 | BLOCK 1



NORTH ELEVATION

625

All dimensions are stated in metric

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All dimensions and angles must be checked on site before work commences

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EXTERNAL MATERIALS

ROOF

MARLEY MODERN ROOF TILES - SMOOTH GREY.

UPVC FASCIAS, BARGEBOARDS & SOFFITS - WHITE.

SQUARE SECTION UPVC RAINWATER GOODS - BLACK.

EXTERNAL WALLS

BUFF MULTI FACING BRICKS.

DOUBLE GLAZED UPVC CASEMENT WINDOWS - WHITE.

VELUX OR SIMILAR VERTICAL TWIGGIT & ROOF WINDOWS WITH UMBER-GREY ALUMINIUM FINISH EXTERNALLY.

CANOPIES

AS MAIN ROOF, WITH DIAGONAL UPVC CLADDING TO GABLE.

31. JAN. 2001 * 3275

REV	DATE	DESCRIPTION	DRN	CHD

ACTIVE Property Services
DATUM HOUSE, ROENTGEN ROAD,
BASINGSTOKE
RG24 8NG
TEL [redacted]
FAX [redacted]
Email: [redacted]

Project
FORMER PARKER PLATING PREMISES,
STATION ROAD,
EARLEY.

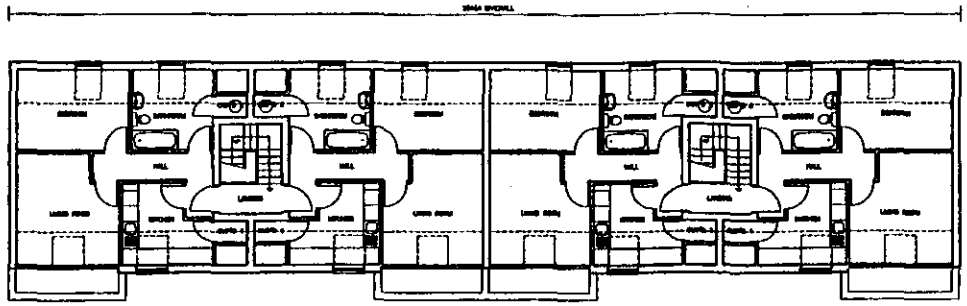
Title
PROPOSED DEVELOPMENT - ELEVATIONS.

Client
KINGFISHER HOUSING ASSOCIATION.

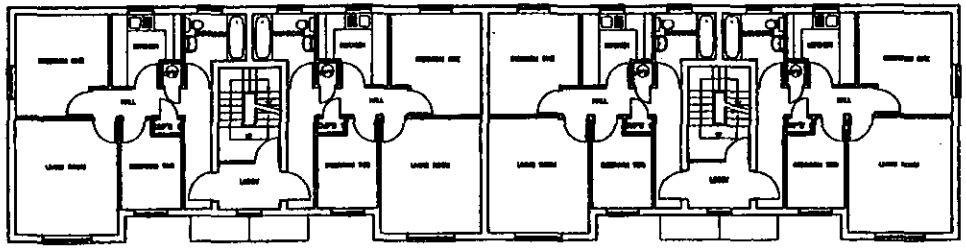
Scale	Date
1:200	JANUARY 2001

Dwg no	Rev
3748-19	

Drawn by	Checked
KG	

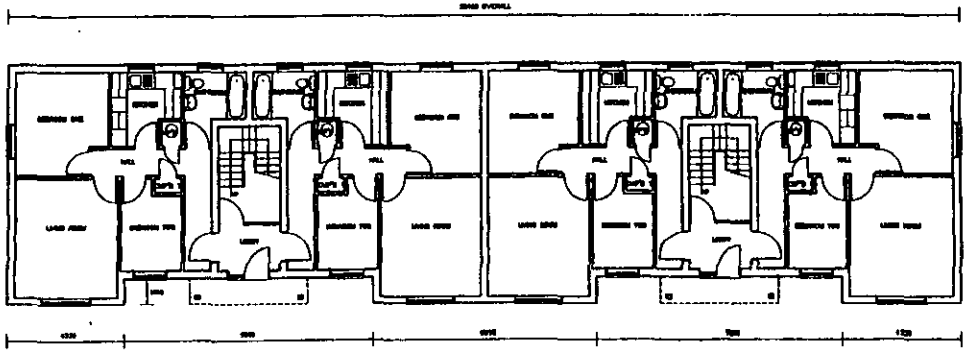


SECOND FLOOR PLAN



FIRST FLOOR PLAN

BLOCK 1 BLOCK 2



GROUND FLOOR PLAN

529

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31.JAN.2001 3273

REV	DATE	DESCRIPTION	DRN	CHD

ACTIVE Property Services
OATAN HOUSE, ROBERTSON ROAD,
BASINGSTOKE
RG24 0HG

Project
FORMER PARKER PLATING PREMISES,
STATION ROAD,
EARLEY.

Title
PROPOSED DEVELOPMENT - GENERAL ARRANGEMENT FLOOR PLANS.

Client
KINGFISHER HOUSING ASSOCIATION.

Scale	Date
1:200	JANUARY 2001

Dwg no	Rev
3748-18	

Drawn by	Checked
KG	

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EXTERNAL MATERIALS

ROOF

MARLEY MODERN ROOF TILES - SMOOTH GREY.

UPVC FASCIAS, BARGEBOARDS & SOFFITS - WHITE.

SQUARE SECTION UPVC RAINWATER GOODS - BLACK.

EXTERNAL WALLS

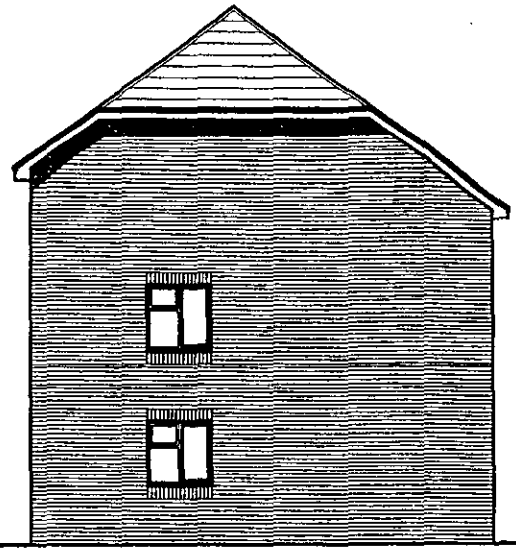
BUFF MULTI FACING BRICKS.

DOUBLE GLAZED UPVC CASEMENT WINDOWS - WHITE.

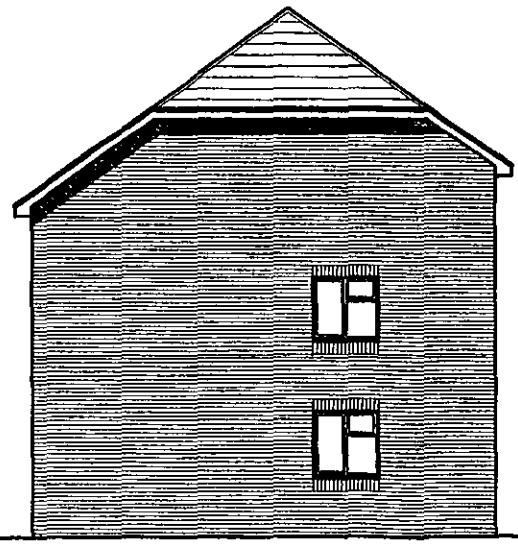
VELUX OR SIMILAR VERTICAL WINDOWS & ROOF WINDOWS WITH TIMBER-GREY ALUMINIUM FINISH EXTERNALLY.

CANOPIES

AS MAIN ROOF, WITH DIAGONAL UPVC CLADDING TO GABLE.



WEST ELEVATION



EAST ELEVATION

229

31 JAN 2001 5273

REV	DATE	DESCRIPTION	DRN	CHD
B	15/01	BLOCKS 1 & 2 AMENDED.	RD	
A	04/01	MINOR ELEVATIONAL CHANGES.	RD	DL

ACTIVE Property Services
DATUM HOUSE, ROENTGEN ROAD,
BASINGSTOKE
RG24 8NG
TEL [redacted]
FAX [redacted]
[redacted]

Project
FORMER PARKER PLATING PREMISES,
STATION ROAD,
EARLEY.

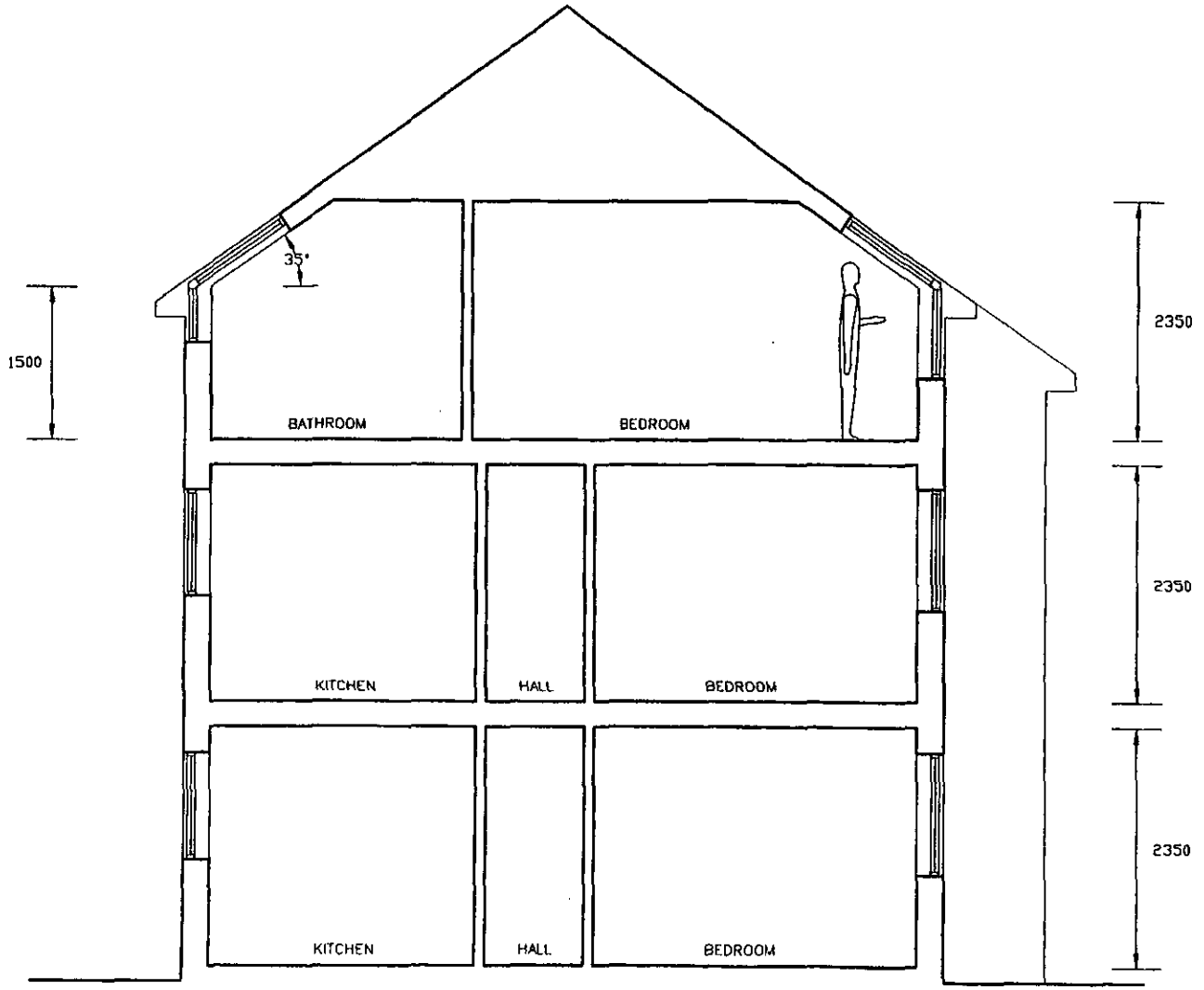
Title
PROPOSED DEVELOPMENT - ELEVATIONS.

Client
KINGFISHER HOUSING ASSOCIATION.

Scale	Date
1:100	JULY 2000

Dwg no	Rev
3748-15	B

Drawn by	Checked
KG	



829

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31 JAN 2001 5273

REV	DATE	DESCRIPTION	DRN	CHD
A	26/1/01	MINOR CHANGES TO SUIT CHANGES IN FLAT LAYOUTS.	KG	

ACTIVE Property Services
DATUM HOUSE, ROENTGEN ROAD,
BASINGSTOKE
RG24 8NG
Tel: (01256) 354656
Fax: (01256) 354706
Email: basingstoke@active.co.uk

Project
FORMER PARKER PLATING PREMISES, STATION ROAD, EARLEY.

Title
PROPOSED DEVELOPMENT - GENERAL SECTION (BLOCKS 1 & 2).

Client
KINGFISHER HOUSING ASSOCIATION.

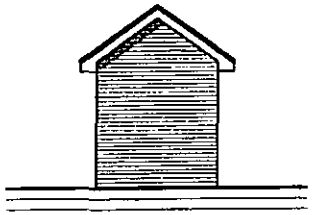
Scale	Date
1:50	JULY 2000

Dwg no	Rev
3748-16	A

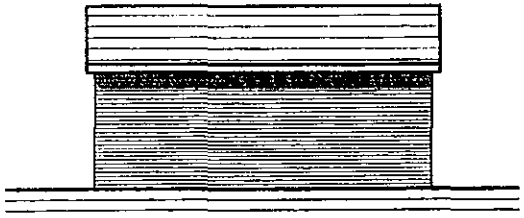
Drawn by	Checked
KG	

629

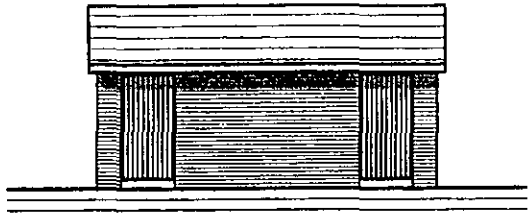
TENANTS STORES (2NO BLOCKS)



EAST & WEST ELEVATIONS

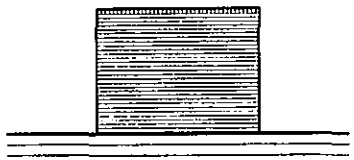


SOUTH ELEVATION (TO GARDENS)

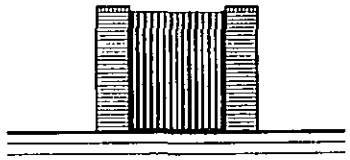


NORTH ELEVATION

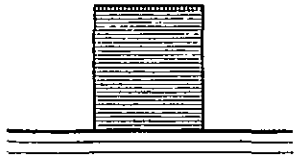
REFUSE STORE



SOUTH ELEVATION



NORTH ELEVATION



EAST & WEST ELEVATIONS

All dimensions are stated in metres.

No responsibility can be accepted by ACTIVE Property Services where reliance is placed upon dimensions scaled from these drawings.

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EXTERNAL MATERIALS

ROOF

MARLEY MODERN ROOF TILES - SMOOTH GREY.

UPVC FASCIAS, BARGEBOARDS & SOFFITS - WHITE.

SQUARE SECTION UPVC RAINWATER GOODS - BLACK.

EXTERNAL WALLS

BUFF MULTI FACING BRICKS

TIMBER PANELLED DOORS/GATE - WHITE.

REV	DATE	DESCRIPTION	DRN	CKD

ACTIVE Property Services
DATUM HOUSE, ROENTGEN ROAD,
BASINGSTOKE
RG24 8NG
TEL: [illegible]
FAX: [illegible]
Email: [illegible]

ENV
APP
CS
06 AUG 2001
ACK:
FILE:
COPIES TO:

Project
FORMER PARKER PLATING PREMISES,
STATION ROAD,
EARLEY.

Title
PROPOSED DEVELOPMENT - EXTERNAL STORAGE BUILDINGS.

Client
KINGFISHER HOUSING ASSOCIATION.

Scales	Date
1:100	JULY 2001

Dwg no	Rev
3748-21	

Drawn by	Checked
KG	

Applicationo	Name & Address
F/2001/3273	P C Cassano 7 Compton Close Earley RG6 7EA
F/2001/3273	R A Collett 8 Compton close Earley RG6 7EA
F/2001/3273	Miss A L Catling & A Czajkowski Flat 3, Audley House Station Road Earley RG6 7DY
F/2001/3273	Mr O Evans 9 Amber Close Earley Reading
F/2001/3273	Miss S Melling 11 Amber Close Earley Reading
F/2001/3273	C Hassey 3 Station Road Earley RG6 7DY
F/2001/3273	E Villa 5 Compton Close Earley Berks RG6 7EA
F/2001/3273	J Barnes 3 Compton Close Earley Reading RG6 7EA
F/2001/3273	WINIFRED BLAY 6 MOORSIDE LANE PARKGATE NESTON CH64 6QP
F/2001/3273	Winifred Blay 6 Moorside Lane Parkgate Neston CH64 6QP

F/2001/3273	Niall Sharkey & Fiona Barry 3 Amber Close Earley READING RG6 7ED
F/2001/3273	The Owner/Occupier 6 Compton Close Earley READING RG6 7EA
F/2001/3273	The Owner/Occupier 2 Compton Close Earley READING RG6 7EA
F/2001/3273	Mrs Micuta Bryony Cottage 5 Station Road Earley READING Berks RG6 7DY
Application Refused	Letters sent 27/09/01

Application Number:F/2001/3273.
Conditions/Reasons for Refusal

No	Std Con	Std Reas	Non Std Conditions / Reasons for Refusal
1.			The proposed development by reason of its poor quality design would result in the formation of an obtrusive feature to the detriment of the character and appearance of the surrounding area. As such the proposed development is contrary to policies OS1 and EN1 of the Berkshire Structure Plan; LH1, LBE1 and LBE2 of the Loddon Area Local Plan and WOS3, WBE1 and WH1 of the Wokingham District Local Plan.
2.			The proposed development would result in the overdevelopment of the site leading to poor access arrangements bring pedestrians into conflict with vehicles entering and exiting the application site, as well as a lack of amenity open space provision. As such the proposed development is contrary to policies EN1 of the Berkshire Structure Plan, LBE1, LBE2 and LH1 of the Loddon Area Local Plan and WOS3 and WBE1 of the Wokingham District Local Plan.
Informatives			
1.			Members would consider a revised residential scheme on this site.
			You are invited to discuss with officers a revised residential scheme that would overcome the reasons for refusal.

Our Ref: 3748/KG/184
August 3, 2001

3748WDC.doc

PROPERTY SERVICES

Datum House, Roentgen Road,
Basingstoke, RG24 8NG
Telephone: 01256 356629
Fax: 01256 356708
E-mail:
Surveyors@activesol.co.uk

Mrs N Lake
Wokingham District Council
Planning Services
PO Box No 157
Council Offices
Shute End
WOKINGHAM
RG40 1WR

Dear Mrs Lake

FORMER PARKER PLATING PREMISES, STATION ROAD, EARLEY
YOUR REF: F/2001/3273

As requested during our telephone conversation yesterday, I enclose 6 copies of drawing no 3748-21 with elevations of the proposed tenants stores and refuse store.

I look forward to receiving approval in due course.

Yours faithfully
For ACTIVE *Property Services*

K. Gallop

Keith Gallop, FRICS
Director of Professional Services

Enc.

NC 46406

PLANNING SERVICES
PC
DC
APP
OS
06 AUG 2001
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ACK:
FILE:

Cc: John Newman – Kingfisher Housing Association.

ISOQAR QUALITY ASSURED FIRM
UKAS
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ACTIVE Solutions Europe Ltd
Registered in England
no. 2374757
Registered office as above

PLANNING SERVICES	HPT
POL	TLS
DC	ENF
APP	
CS OBS	NC
16 FEB 2001	
COPIES TO:	ACK:
re application	FILE: No. F 2001/3273.

8 Compton Close 2
Earley. Reading
RG6 7EA.

Dear Sir/Madam

After studying the above we have the following objections:

1. Overlooking our garden from 3 storeys.
2. Volume of traffic into a B road i.e. Station Road.
3. All our main rooms are at the back of the house - so overlooked.

Two Blocks 3 storeys high you might say is adding insult to injury.

Yours R.A. Collett
(R.A. COLLETT)

P.S. Fumes from cars parked at end of our garden

DC NL
APP
CS 005
COPIES TO:
ACK:
FILE:

3 AMBER CLOSE
EARLEY
READING
RG6 7ED
18/09/'00

Mr. John Mitchell
Development Control Manager
Planning Services
P.O. Box 157
Shute End
Wokingham
RG40 1WR

Re: Application for Building Permission, Parker Plating, Station Road, Earley: Ref. Number F/2000/2246

I am writing to you in reference to the above proposal to try and impress upon you the great (and terrible) impact that it will have on our neighbourhood. There are many factors that will adversely affect us if these plans are given the go ahead but the main point, which I hope to get across, is the effect that such a great *height difference* is going to have.

Taking into consideration the large difference in height between both properties, (approximately 2 metres) and the fact that it is a 3-story building that is proposed; this will have the overall effect of a 4-storey building looking down onto us. My partner and I have recently bought this as our first residence and if we were aware of a proposal such as this, then I can guarantee that we would have been deterred from the very idea of buying this house due to the *overshadowing* effect which it would have had on our property.
This raises another point, that of the adverse effect that this proposal will have on the *marketability* of our property in the future. If it would stop us from buying then surely nobody can claim that it would not affect any potential future buyers from doing the same.

I will come back to the main point again and that is the problem of height! In the past, "Parker Plating" was a single story building and there was no problem/impact upon the surrounding houses in any physical sense. If any building that is erected above the height of our rooftops then the *overbearing* presence of such a structure looming on top of us will completely ruin the character of the estate. After looking at the plans for the proposed structure it becomes even more evident; the lack of thought that is being given to the impact that this proposed building will have on the character of our currently pretty neighbourhood. It is quite ugly to say the least and no less than 14 windows peering down into our properties does little to redeem this.

In the modern world, *privacy* and *security* are of paramount importance. I cannot see how a building, which can see into every square inch of my property, can allow me any privacy. (See enclosed diagram, which is to scale). There is total ease of access

into my garden and also visibility into the house to ascertain whether anyone is home.... and this increases the chances of crime. It is my belief that a recent state directive stipulates that every new property is entitled to a Private amenity area which is totally contravened if this building goes ahead.
The *lack of light and airspace* are equally important matters, as these detract from the *character and street scene* of our properties. When you consider the large increase in numbers of people and traffic that such a development will bring with it, I think noise pollution is an equally valid concern.

After contacting your offices earlier in the week I was told that the best way to approach a problem like this was to ensure that the residents offered a united front and that our criticisms were based on any "planning " faults. I think that each point made is a valid and important planning concern with respect to any future building in this area. Furthermore as an optional suggestion I think that any future proposals should meet strict height guidelines, not exceeding the height of our roofs, and preferentially placed as far forwards in the site area so as to impact on as few places of residence as possible.
When all is said and done, we the residents of Amber Close are wholeheartedly against the proposed development of these flats due to the huge impact that it will have on the quality of our home life and recreational space.

I urge you to consider carefully these effects and if you feel that a visit to our Close would give a better viewpoint, then please contact me on the following number: 0118 9262072.

YOURS SINCERELY

NIALL SHARKEY AND FIONA BARRY

26/03/'01

3 AMBER CLOSE
EARLEY
READING
RG6 7ED

Re: Application No. F2001/3273

Dear Mr. Mitchell,

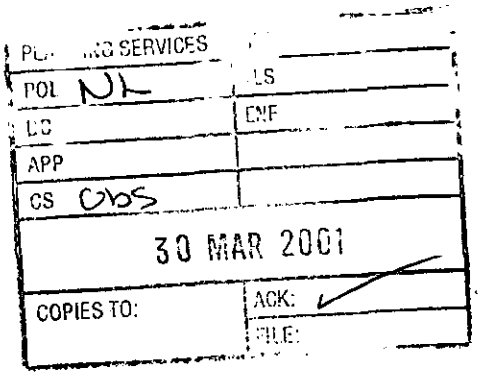
I may be writing to you a little late but I hope that this message is still taken into account. A new proposed development of flats at the Parker plating site in Earley has recently been re-submitted for your approval and I strongly urge you to reject this proposal.
I enclose my letter which was sent to you with regard to the original proposal and after reading the findings of your committee which rejected that proposal on the basis of it's dominant, overbearing aspect on our properties in Amber Close; I felt that due attention was being given to our case.
This does not seem to be the case, however, as the new proposal serves only to make the matter worse. The new location of these flats is going to be even closer to our property and will impose greatly on our quality of living/privacy which we are fully entitled to. Also, a large reason for our concern is that the structure will still be 3 stories in height with a 2-metre height differential between the properties.
If the proposed development can be placed on the station side of the site, it is far less likely to affect regular train commuters than the local residents. This, in my opinion, can only work if the height of the building is the same as those on the same level as it, e.g. "Compton Place".

Please, I urge you to reject this, as it has done nothing to address the causes for concern with the original proposal, which was rightfully declined!

Sincerely Yours,

Niall Sharkey.

NIALL SHARKEY
(3 amber close)



6 Moorside Lane
Parkgate
Neston
CH64 6QP

PLANNING SERVICES	HPT
POL	TLS
DC NL	ENF
APP	
CS 005	
16 MAR 2001	
COPIES TO:	ACK: ✓
	FILE:

11th March 2001

Dear Sir/Madam,

Application Number F/2001/3273
Site Address Parker Plating, Station Rd, Earley, Readure
Proposal - Erection of 12 flats access + parking.

I wish to object to the above development.
I have been unable to object within 21 days of your letter of 6 February, because I live at a distance, and received no reply from your Dept to my request for information, dated 18th February, a copy of which I enclose.

I am the owner of 2 Station Road, a terraced bungalow property, which has been owned by my family since 1926 and always rented out. As a private Landlord with a social conscience I recognise the need for more Housing Association accommodation in the area, at reasonable rents However such development is not appropriate where it will adversely affect the access to public transport (Earley Station), and the safety of existing residents in Station Rd (access for emergency vehicles) where the parking + traffic management problems are already acute.

No 2 Staten Road has nowhere where the tenants can park a vehicle. Now Council used the house for a homeless family in 1994, and the person placed in the house by the Council was very angry as she was unable to cope without a car due to disability and there was no-where she could keep her car within the distance she could walk. I also hope that the opportunity will be taken to cure the long ~~term~~ standing problem of lack of parking for No 2 and No 3 Staten Rd, as my current tenants M. Leddington and C. Clarke also hoping. They and I agree with the letter from Craig Hassey to your Dept dated 22nd February a copy of which is enclosed and with the reply of Cllr Swindells dated 25 February also enclosed

Yours faithfully
Winifred Blay

The Development Control Manager,
Wokingham District Council
Environmental Services Dept
Planning Services
P.O. Box 157
Shute End,
Wokingham, Berks
RG40 1WR.

12 Culford Close.
Lower Earley,
READING
Berkshire

25th February

Dear Craig,

RE: - Developments on the former Parker Plating Works (12 Flats)

Thank you for your letter on the above topic. I have already lodged an objection to the above development. There are many issues that make the proposal to build 12 Flats on the site totally unacceptable. The issue of parking is only one. In cases of emergency the entrance proposed would be totally unacceptable for the emergency services to access the area. When it comes up before Development Control I will be opposing the application. I understand that my two Liberal Democrat colleagues Cllr Diana Carpenter and Cllr Caroline Smith are of the same mind as I am.

The Parking arrangements for Nos. 2 & 3 Station Road are not acceptable and you should be permitted to have some parking arrangements to prevent you having to have cars parked on yellow lines. I have taken up this issue and will do so again. My temporary solution would be for you and your neighbour at number 3 should be permitted to park in the station car park provided you indicate that you are a resident of either number 2 or 3 Station Road. Unless some such arrangement is made you would have to park any cars over 300 yards away and across Wokingham Road. There are prohibition notices in Kenton Road which restrict car parking on Monday to Friday so I believe you have a good case for further consideration of your plight.

Your points are well made in your letter and the local councillors will not support this application

Yours sincerely

Cllr David Swindells
Liberal Democrat Councillor
Little Hungerford Ward –Earley
Cc Cllr Diana Carpenter
Cllr Caroline Smith

Mr. Craig Hassey
3 Station Road
Earley
Reading
Berkshire
RG6 7DY

22nd Febuary 2001

Ms. Nicola Lake
Environmental Services Department
Planning Services
PO. Box 157
Shute End
Wokingham
RG40 1WR

Dear Ms. Lake,

Proposed Flat Development On Parker Plating Site, Station Road
Application Number F/2001/3273

I am writing with regards to the current application to develop the above site with twelve flats including access and parking. Due to the impact expected on the immediate area to both myself and neighbouring residents, I would like to raise these with the planning authorities and ensure that they are discussed at the relevant level.

My immediate concern is regarding the impact of additional traffic on what is already a busy residential road. As Station Road provides the only vehicle access to Earley Station, at times there are large volumes of traffic using this road. Particularly busy times are during the commuter rush hours, with approx 100 cars using the station car park daily. In addition, when some train services are cancelled – large double decker Reading Buses are used to provide services instead and also use this road. The introduction of these flats will not only add to this existing volume, but will also prove a significant hazard to existing traffic.

From the current plans I have viewed, both the current and previous development proposals required the conversion of the small access road to the site (running next to flats at Audley House) into a residential road. This will result in a total of three streams of traffic running directly into the area in front of the station – one from the car park, one running down Station Road itself and a third from the proposed new development.

For a number of years, both current and previous residents in both numbers 2 and 3 Station Road have been lobbying Wokingham Council for the provision of dedicated on-street parking. This is as these properties do not have any off street parking and the solid yellow line directly outside prevents legal parking between 8am and 6pm, Monday to Saturday.

I enclose a copy of a letter I received from Wokingham Council Traffic Management in response to an E-mail I sent regarding this situation in January last year. Their opinion is that as no personal injury accidents have occurred recently at Station Road – there is no justification in the expense of providing this service to residents.

In my opinion, if the proposed development is approved, it will add to an existing issue that may result in an accident along this road. At present, I have seen no plans as to how Wokingham Council will address the traffic management as a result of this proposal. Key danger points I can identify if this proposal is approved :-

- A third stream of traffic being introduced in front of Earley Station, where there previously have only been two. Road users familiar to Station Road may be unaware of this new access and will not be looking for on-coming traffic from this direction.
- The current lack of road markings will confuse drivers as to right-of-way priorities in front of the Station. This will mean that there will be an increased risk of accidents as drivers negotiate access between the different traffic flows.
- The lack of residential parking also adds further risks as we have to park along solid yellow lines near the Station area, both during and outside the designated time periods. This results in our cars and our need for parking to be considered within the overall traffic planning. This would impact any proposed solution for the area.
- In addition to our cars – the current area in front of the station also has a designated taxi rank actually on Station Road. In the two years I have lived at this property, I can count less than a dozen times I have seen this being used by any local taxis. If the proposed development is allowed – this taxi rank will only add to the confusion of drivers.
- Particularly during the evening rush hour, it is not uncommon for cars to wait to collect passengers actually directly infront of the station. This can make accessing the whole area (for example, to turn around after driving down Station Road) impossible. Though legal – it would make using the proposed access to Parker Plating impossible for any of the residents in the proposed development.

Though I recognise the need for further housing and the re-use of Brown Field land for residential homes, I feel that this development would have too great an impact on the existing residents. In addition to my concerns – I am also aware of the concerns of residents on Compton Close as the proposal results in the development overlooking and into their properties. In addition, residents in Audley House are concerned with the propsed access running directly past their block. I understand that both groups have already provided their feedback to you regarding this.

If Wokingham Council wishes to use the Parker Plating site, there will have to be two areas of concern to be addressed :-

1. Traffic impact and a plan to address the points I have raised above regarding this proposal. A Traffic Regulation Order may prove necessary to consult the impact on the area and provide a solution.
2. The nature of the development itself – with the impact on Compton Close and Audley House residents.

In addition to yourself, I am copying this letter to the Engineering Services department of Wokingham Council and also to my local councillor for their feedback on this issue.

I would appreciate the opportunity to discuss this with Wokingham Council, in particular with the need for a re-assessment of traffic management along Station Road. If either your department or Engineering Services are available, I would appreciate a call to arrange a possible meeting to discuss my concerns. I can be contacted on either (01628) 432543 or (0118) 9260469.

Yours sincerely,

C.M. Hassey

Craig Hassey

CC. **Ms. Kate Fuller, Traffic Management Officer – Wokingham Council**
Mr. D. Swindells – Councillor for Little Hungerford Ward.

6 Moorside Lane
Parkgate
Neston
CH64 6QP

Tel. 0151 336 7702
Tuesday + Friday daytime + evenings.
0151 625 9154 Mon Wed + Thurs daytime

Feb 18th 2001

Your ref. Nicola Lake F/2001/3273

Dear Madam

Parkers Planting, Station Rd Parkgate
proposed erection 12 flats access + parking

I own 2 Station Rd together with one other
terraced house which I let to resident local
tenants on reasonable rents. It is their long
term home. The garden adjoins the site of the
proposed development.
As I live so far away I cannot interpret plans or
other details as indicated in your letter to me dated 6/2/01.

Please could you give me information about
this application & how it could affect
me or my tenants

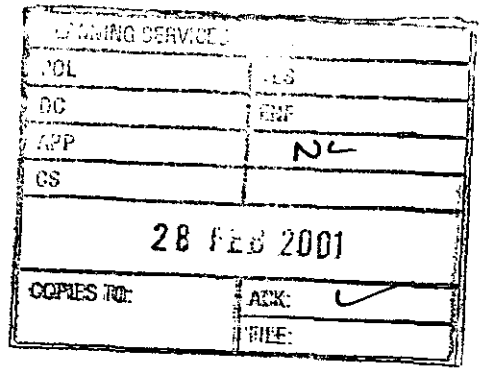
Yours faithfully
Winifred A Blay

N. Lake
Wokingham DC
Environmental Services Dept
Planning PO Box 157
Shute End, Wokingham RG40 1WR

5 Compton Close
Earley
Berkshire RG6 7EA

OBS

2001-02-25



Ms Nicola Lake
Environmental Services Dept.
Planning Services
P.O Box 157
Shute End
Wokingham
Berks RG40 1WR

Dear Ms Lake

Re: Application No.F2001/3273

Following receipt of your written notification of the above application for building permission, we would like to formally object to this application.

The main reasons are listed below, many of which centre around the difference in height between the ground level of Parker Plating and the ground level of the surrounding properties.

REASONS:

1. Privacy and Security

With no less than 15 forward facing windows on Block 1 and 15 forward facing windows on Block 2 with a clear view into the rear of our houses, the development would represent a clear infringement of privacy and indeed security, as it would be immediately obvious whether the occupants were at home.

2. Highway Safety/Parking

The potential level of traffic exiting through such a small entrance in Station Road must bring into question the safety of the local residents who use the station and adjoining footbridge. Also, surely there is not enough parking space for 12 flats.

3. Height

Parker Platings ground level is approx. 1.9m higher than the ground level of the adjacent properties. A three-storey development of flats would therefore be equivalent to four storeys high and simply dwarf the surrounding properties.

4. Light

The proposed development would have a serious impact on the natural light adjacent properties currently enjoy, throwing gardens into virtual darkness from mid afternoon.

5. View

A development of such bland design and height would have a major effect on the street scene, being clearly visible from all areas of Compton Close and Earley Close.

The design of the proposed property is totally different and not in keeping with the surrounding properties.

6. Marketability

The mere presence of such a tall group of buildings is likely to have a significant impact on the marketability of the surrounding properties.

Therefore we feel the development should be rejected for all the reasons listed, but with an emphasis on the invasion of privacy and possible security risks involved.

Yours sincerely

Emelio Villa



3 Compton Close
Earley
Berkshire RG6 7EA

OBS

2001-02-25

PLANNING SERVICES	HPT
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28 FEB 2001	
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	FILE:

Ms Nicola Lake
Environmental Services Dept.
Planning Services
P.O Box 157
Shute End
Wokingham
Berks RG40 1WR

Dear Ms Lake

Re: Application No.F2001/3273

Following receipt of your written notification of the above application for building permission, we would like to formally object to this application.

The main reasons are listed below, many of which centre around the difference in height between the ground level of Parker Plating and the ground level of the surrounding properties.

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The design of the proposed property is totally different and not in keeping with the surrounding properties.

Marketability

The mere presence of such a tall group of buildings is likely to have a significant impact on the marketability of the surrounding properties.

Therefore we feel the development should be rejected for all the reasons listed, but with an emphasis on the invasion of privacy and possible security risks involved.

Yours sincerely

Jeff Barnes

Jeff Barnes

OBS

APPLICATION No: F/2000/3273

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TLC
ENF
NL
28 FEB 2001
COPIES TO:
ACK:
FILE

3 COMPTON CLOSE
EARLEY READING
RG6 7EA.

Dear Ms Lake,

Please find enclosed a formal objection to the proposed development on the site known as, 'Parker Plating'.

The enclosed list of names are some of the residents who strongly urge the council to turn down this application. There are many reasons why, which we have listed, but the main ones are, invasion of privacy, height difference to the surrounding areas residential properties and volume of traffic exiting such a small entrance into Station road.

We look forward to hearing from you.

Many Thanks

T. Bull (3 Compton Close)

RE: APP.NO. F/2000/3273

FORMAL OBJECTION TO:
PROPOSED ERECTION OF 12 FLATS ACCESS AND PARKING, PARKER PLATING, STATION ROAD, KINGFISHER HOUSING ASSOCIATION.

(No 2) 2 COMPTON CLOSE. EARLEY.

No 1 STATION ROAD
KEVIN O'NEILL

5. Compton Close.

8 Compton Close

3 Compton Close, Earley.

2 Amber Close

5 AMBER CLOSE

11 Amber Close

9 Amber close

3 Amber Close.

40663

PLANNING SERVICES	HPT
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DC NL	ENF
APP	
CS	Tel.
22 FEB 2001	
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	FILE:

6 Moorside Lane
Parkgate
Neston
CH64 6QP

0151 336 7702
Tuesday + Friday
daytime.
+ evenings.
Mon Wed
+ Thurs:
daytime

0151 625 9154

Feb 18th 2001

Your ref Nicola Lake F/2001/3273

Dear Madam

Parker Plating Station Rd Earley
proposal erection 12 flats access + parking

I own 2 Station Rd Earley, a one storey terraced house which I let to residential tenants on reasonable rents: it is their long term home. The garden adjoins the site of the proposed development
As I live so far away I cannot inspect plans or other details as indicated in your colleagues letter to me dated 6/2/01.

Please could you give me information about this application.. & how it could affect me or my tenants

Yours faithfully
Winifred A Blay

N. Lake
Wokingham DC
Environmental Services Dept
Planning PO Box 157
Shute End, Wokingham RG40 1WR

PLANNING SERVICES	HPT
POL	TLS
DC	ENF
APP	
CS 0035	NC
26 FEB 2001	
COPIES TO:	ACK: ✓
	FILE:

Mr. Craig Hassey
3 Station Road
Earley
Reading
Berkshire
RG6 7DY

22nd Febuary 2001

Ms. Nicola Lake
Environmental Services Department
Planning Services
PO. Box 157
Shute End
Wokingham
RG40 1WR

Dear Ms. Lake,

Proposed Flat Development On Parker Plating Site, Station Road
Application Number F/2001/3273

I am writing with regards to the current application to develop the above site with twelve flats including access and parking. Due to the impact expected on the immediate area to both myself and neighbouring residents, I would like to raise these with the planning authorities and ensure that they are discussed at the relevant level.

My immediate concern is regarding the impact of additional traffic on what is already a busy residential road. As Station Road provides the only vehicle access to Earley Station, at times there are large volumes of traffic using this road. Particularly busy times are during the commuter rush hours, with approx 100 cars using the station car park daily. In addition, when some train services are cancelled – large double decker Reading Buses are used to provide services instead and also use this road. The introduction of these flats will not only add to this existing volume, but will also prove a significant hazard to existing traffic.

From the current plans I have viewed, both the current and previous development proposals required the conversion of the small access road to the site (running next to flats at Audley House) into a residential road. This will result in a total of three streams of traffic running directly into the area in front of the station – one from the car park, one running down Station Road itself and a third from the proposed new development.

For a number of years, both current and previous residents in both numbers 2 and 3 Station Road have been lobbying Wokingham Council for the provision of dedicated on-street parking. This is as these properties do not have any off street parking and the solid yellow line directly outside prevents legal parking between 8am and 6pm, Monday to Saturday.

I enclose a copy of a letter I received from Wokingham Council Traffic Management in response to an E-mail I sent regarding this situation in January last year. Their opinion is that as no personal injury accidents have occurred recently at Station Road – there is no justification in the expense of providing this service to residents.

In my opinion, if the proposed development is approved, it will add to an existing issue that may result in an accident along this road. At present, I have seen no plans as to how Wokingham Council will address the traffic management as a result of this proposal. Key danger points I can identify if this proposal is approved :-

- A third stream of traffic being introduced in front of Earley Station, where there previously have only been two. Road users familiar to Station Road may be unaware of this new access and will not be looking for on-coming traffic from this direction.
- The current lack of road markings will confuse drivers as to right-of-way priorities in front of the Station. This will mean that there will be an increased risk of accidents as drivers negotiate access between the different traffic flows.
- The lack of residential parking also adds further risks as we have to park along solid yellow lines near the Station area, both during and outside the designated time periods. This results in our cars and our need for parking to be considered within the overall traffic planning. This would impact any proposed solution for the area.
- In addition to our cars – the current area in front of the station also has a designated taxi rank actually on Station Road. In the two years I have lived at this property, I can count less than a dozen times I have seen this being used by any local taxis. If the proposed development is allowed – this taxi rank will only add to the confusion of drivers.
- Particularly during the evening rush hour, it is not uncommon for cars to wait to collect passengers actually directly infront of the station. This can make accessing the whole area (for example, to turn around after driving down Station Road) impossible. Though legal – it would make using the proposed access to Parker Plating impossible for any of the residents in the proposed development.

Though I recognise the need for further housing and the re-use of Brown Field land for residential homes, I feel that this development would have too great an impact on the existing residents. In addition to my concerns – I am also aware of the concerns of residents on Compton Close as the proposal results in the development overlooking and into their properties. In addition, residents in Audley House are concerned with the propsed access running directly past their block. I understand that both groups have already provided their feedback to you regarding this.

If Wokingham Council wishes to use the Parker Plating site, there will have to be two areas of concern to be addressed :-

1. Traffic impact and a plan to address the points I have raised above regarding this proposal. A Traffic Regulation Order may prove necessary to consult the impact on the area and provide a solution.
2. The nature of the development itself – with the impact on Compton Close and Audley House residents.

In addition to yourself, I am copying this letter to the Engineering Services department of Wokingham Council and also to my local councillor for their feedback on this issue.

I would appreciate the opportunity to discuss this with Wokingham Council, in particular with the need for a re-assessment of traffic management along Station Road. If either your department or Engineering Services are available, I would appreciate a call to arrange a possible meeting to discuss my concerns. I can be contacted on either (01628) 432543 or (0118) 9260469.

Yours sincerely,

C.M. Hassey

Craig Hassey

CC. Ms. Kate Fuller, Traffic Management Officer – Wokingham Council
Mr. D. Swindells – Councillor for Little Hungerford Ward.

Tel: 0118 974 6304 (Direct Line) Fax. 0118 974 6313

Date: 7 February, 2000

Your Ref:

My Ref: KAF/DF/H11d (17740)

Mr Craig Hassey
3 Station Road
Earley
Berkshire
RG6 7DY

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

Dear Mr Hassey

STATION ROAD, EARLEY – RESIDENTS CAR PARKING

Thank you for your e-mail message dated 26th January 2000 regarding the above.

I am aware of the previous correspondence between Councillor Swindells and Mark Moon and can confirm that the letters sent from Councillor Swindells were answered.

The introduction of Residents Parking is a lengthy and costly procedure. Firstly it requires a report to be submitted to the relevant committee, if Members are in agreement then a Traffic Regulation Order (TRO) needs to be advertised and consultation carried out. If there are objections to the Order then the process is lengthened.

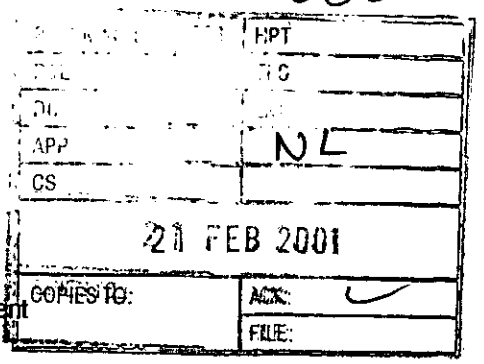
Due to the length of time and cost of this procedure, priority is given to TRO's in areas which have a history of reported personal injury accidents or where they will benefit a large number of people. In the latest three year period there have been no reported personal injury accidents between 1-3 Station Road, Earley and it is therefore difficult to justify the creation of a residents parking area in this vicinity.

If you have any queries regarding this matter please contact me on the above number.

Yours sincerely

Kate Fuller
Traffic Management Officer

OBS



11 Amber Close
Earley
Reading
Berkshire RG6 7ED

19 February 2001

Environmental Services Department
Planning Services
P.O. Box 157
Shute End
Wokingham
Berkshire RG40 1WR

Re: Application for Building Permission No F/2001/3273

Dear Sirs,

Following receipt of your written notification of the above application for Building Permission, I would like to formally object to the application. I have reiterated my last comments from the previous correspondence in relation to this matter, as these still stand and are paramount to myself.

The main grounds for my objection are listed below, many of which centre around the disparity of height between the ground level of the plot known as Parker Plating Works; the ground level of my property, and the visual impact that a three storey development will have on the area. I have now noticed that the building development is to move even nearer to my property, this is of grave concern to me and emphasises even more the points noted below. Furthermore, it has now been brought to my attention the fact that there is no emergency access to the site which concerns me immensely and I cannot see how an application could succeed when there are Health and Safety standards which are being breached.

Reasons for objection

Private amenity area - With no less than 14 rear facing windows on each of the two blocks of flats all with a clear new into the rear of my house, the development would represent a clear infringement of privacy. I have also noticed that the windows directly facing me are the kitchen and lounge area – the most frequently occupied rooms at all times of the day. This is a gross invasion of privacy, which I should not have to endure. Indeed I would have to permanently have my curtains drawn in my lounge and bedroom at all times. I do not intend to spend all my time in my property constantly in semi-darkness with no natural sunlight. With the proposed erection of these flats right on top of my fence (I am led to believe that the distance between the property and my boundary is virtually nil), I would have no privacy whatsoever let alone any natural daylight.

Security - Further to the point made above, I would have no security as firstly it would be obvious to all whether I was at home or not; secondly the plot is currently secure but once opened up it would be easy to climb over the wall without being observed, and thirdly, since I live on my own I would be constantly worried about my personal safety. Further irritated with the extremely close proximity to my property.

Overbearing - The plot known as Parker Plating Works is approximately 1.9 metres higher at ground level than the ground level of the adjacent properties, a three storey development of flats would therefore be the equivalent of four stories high and simply dwarf the surrounding properties. Indeed this is much higher than my property.

Overshadowing - The erection of the development would have a serious impact on the natural light, which I currently enjoy. My garden would be thrown into relative darkness from midday onwards. Especially given the proximity of the development to my property.

Emergency access – There is no access for emergency services, such as fire engines. Clearly this would prove to be extremely dangerous and is contravention of Health and Safety standards.

Street scene - A development of such bland design and height would have a major effect on the street scene being clearly visible from all areas of Amber Close and many areas of Compton Close.

Character - Such a bland design offering no architectural character is not in keeping with the surrounding area.

Highway safety - The potential level of traffic exiting through such a small entrance in Station Road must bring into question the safety of all the local residents who use the station and adjoining footbridge.

Marketability - The mere presence of such a tall group of buildings is likely to have a significant impact on the marketability of the surrounding property. In my instance, I would find it extremely difficult to sell my property should I wish to do so. It has already been noted the difficulty of selling a property in Compton Close with this permission pending.

In summary, I feel that the development should be rejected for all the above reasons but with special reference to the close proximity to my property, complete lack of personal amenity area and personal safety.

Yours faithfully,

Sarah Melling

MISS SARAH MELLING

4

OBS

MsNicola Lake
Planning Officer
Planning Services
Wokingham District Council
PO Box 157
Shute End
Wokingham
RG40 1WR

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	FILE:

Mr Owain Evans
9 Amber Close
Earley
Reading
RG6 7ED

Your ref: F2001/3273

19 February, 2000

My ref: ORE/2101/WDC

Dear Ms Lake

Re: Application for Building Permission, Parker Plating, Station Road, Earley; Number F/2001/3273.

Thank you for your letter in relation to the above. I write to formally object to the above application.

Following the previous application for the proposed development, I note that the site has been relocated and that it is now even closer to my property. This concerns me immensely, and emphasises the points of objection outlined below.

1. **Overbearing**
The plot known as Parker Plating Works is approximately 1.9 metres higher at ground level than the ground level of adjacent properties. According to the planning application, the proposed development would be the equivalent of a 4-storey building and would overshadow surrounding properties, especially those at Amber Close and Compton Close.

2. **Loss of Privacy**
The proposed development would result in a complete loss of privacy. According to the plans, we would be subjected to a number of windows looking directly into our lounge and bedroom areas, an issue I find somewhat distressing! This would also result in myself and others on Amber Close and Compton Close losing our entitlement to a private amenity area at the rear of our houses.

3. **Overshadowing (Loss of light)**
The erection of the proposed development would result in severe loss of light. Given the location of my property, after approximately 5pm I would certainly not receive any of the direct sunlight I currently enjoy. Likewise, the immense size of this development would also impact others living in and around Amber Close and Compton Close.

4. **Security**
The proposed development would allow all residents to ascertain whether I or my neighbours were at home or not and would present a serious security issue.

5. **Character**
The design of the building is not in keeping with any of the surrounding properties and would be completely out of character.

6. **Highway Safety & Congestion**
The potential number of vehicles exiting through such a small entrance on Station Road must be questioned. The safety of local residents and those of us who use the train station daily

will certainly be put at risk. Likewise, the congestion caused by the increase of traffic would be a serious imposition to pedestrians and those living on Station Road.

7. Marketability

The development of such an overbearing building would have a significant impact on the marketability of the surrounding properties.

8. Emergency Access

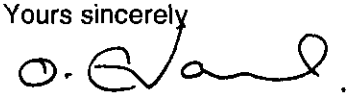
In the event of an emergency occurring in one of the flats, emergency access to the site is seriously restricted and I believe that in the event of a fire or such emergency, lives may be put at risk.

In conclusion, I believe the application for the proposed development **must** be rejected for all of the above reasons. I would like to draw specific attention to points 1, 2 and 3, which would have a devastating impact on the quality of my life as well as others living at Amber Close.

Should you wish to view the location of the proposed development from Amber Close or should you require any further information, please do no hesitate to contact me on 07703 582213 or 0207 663 8809.

I trust the above is in order and look forward to receiving a full written reply in due course.

Yours sincerely



Owain Evans

OBS

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21 FEB 2001
COPIES TO: | ACK: ✓
FILE:

Miss. A.L. Catling and A. Czajkowski Esq.,
Flat 3, Audley House,
Station Road,
Earley,
READING,
RG6 7DY

Wokingham District Council,
Planning Department,
PO Box 157,
Shute End,
WOKINGHAM,
Berks, RG40 1WR

Dear Sirs,

Re: Planning application number F/2001/3273 - proposed erection of 12 flats with access and parking - Parker Plating, Station Road - Kingfisher Housing Association

I am writing on behalf of myself and the other occupants of Audley House, Station Road, Earley, in response to the above planned building project.

A very similar building project was proposed at the end of last year for this site by Kingfisher Housing Association, albeit with a slightly different arrangement of houses, and with 10 flats being planned rather than 12. This first proposal met with considerable local objection and was withdrawn. The current proposal would cause exactly the same problems as the previous one, and we view Kingfisher Housing Association's withdrawal and resubmission (in a form not markedly different) of this project as an underhand attempt to dodge the previous objections. All of the below objections still apply to this project, and indeed are exacerbated by the inclusion of a further 2 flats.

Audley House is situated at the end of Station Road and adjoins the land that the flats are intended to be built on. It is a three storey turn of the century building converted into three flats, each of which is owned on a leasehold basis. Parking for the property is at the rear, which is reached by a relatively narrow access way. This access way is also the only means of getting to the land under proposed development, and no other access to that site is shown in the plans as being proposed. Part of this access way is pedestrian access to Earley Station in hours when the station office is closed, which makes this an even less feasible access way for the occupants of 12 flats and the current residents of Audley house.

Collectively, as residents of Audley House, we are concerned about the above plans for a number of reasons. As mentioned, the only access route is narrow enough to require care when navigating it by car. Construction machinery will have great difficulties in using it, and is likely

to cause damage to the side of Audley House in doing so.

As a precedent for this, I would cite the previous work on the Parker Plating site, when the contaminated topsoil was removed some years ago. This operation damaged the side of the house quite badly, which damage has only been repaired in the last month. The construction of ten flats would be a far more protracted business and would inevitably cause more, and more serious, structural damage. In addition, given that Audley House is an older property, the vibrations of heavy plant machinery constantly moving past may damage the foundations, with which we have been having problems.

I understand the question of access to the proposed development was raised with some concern at a recent Council meeting on Wednesday 14 February.

Other vehicles which would have problems navigating that entryway include emergency service vehicles. Indeed, it does not seem possible for a fire engine, for example, to pass that way at all to get to the Parker Plating land, and ambulances may have similar problems, with obvious repercussions.

In addition, the passing of construction vehicles is liable to affect our access to our own parking area, a problem which will become magnified should the flats be completed. It does not seem practical for the occupants of twelve flats to use the same narrow access way in addition to our own three flats.

Finally, the construction works themselves would cause us all a great deal of upset and inconvenience, as can be expected by anyone effectively living next to a building site for several months. The building industry is prone to early starts, and none of us are pleased at the prospect of being woken up at six o'clock every morning for the duration of the works.

In short, we fear that the proposed project would not only cause us distress in the short term, but would result in substantial damage to our property. In addition it seems likely that the end result would be congested and untenable with thirteen flats using for ingress and egress a drive intended for a single house. We would request that permission to proceed with this project is refused for these reasons.

Yours sincerely,



Copy sent to Earley Town Council.

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OFFICER 15 FEB 2001	
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	FILE: BERKS RG6 7QA

FAO. PLANNING [illegible] MR P. CASSANO

11.02.2001

(01189) 264701

Dear Sir/Madam,

RE: PLANNING APP. F/2000/3273
PROPOSED ERECTION OF 12 FLATS, PARKING
PLATING, STATION RD.

I write further to the above planning application

Please accept this letter as formal notice of my objection to the above planning application

To expand upon this, I live in Compton Close, Earley and my property backs on to the proposed site for the aforementioned

Flats whilst I have no objection to you building flats, I must insist that they have NO WINDOWS overlooking my garden and I also insist that the blocks must be no more than 2 storeys high.

I trust you will take my views into consideration and await yr reply in due course.

Yours faithfully
P.C. Cassano
P.C. CASSANO

Delivered By Hand

URGENT

Planning Dept - WDC

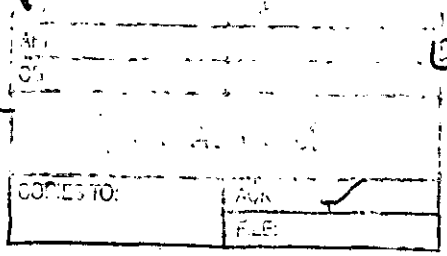
MEETING TONIGHT - 22 · AUG · 01
Please ensure my objection is known to councillors - I will be checking to ensure this is done.

Found on
main Reception
during clear up
on 30/8/01

NL

WDC
Planning Dept
Shute End
Wokingham

585 Bryony Cottage
5 Station Road
Earley Reading
RG6 7DY



Dear Sir

21.8.01

PROPOSED ERECTION 12 FLATS, ACCESS, & PARKING, PARKER PLATING, STATION RD EARLEY. F/2001/3273 & any update to this application

I strongly oppose the above development for the following reasons.

Station Road is built to a small hamlet scale & is already inadequate for the scale & size of traffic that frequents the station. There are inadequate parking & turning areas, large lorries & coaches are dangerous, & commuters continually spill out onto the road in a most dangerous fashion.

Cars already have to que to turn onto the Wokingham Road, & due to

the placement of Station Road, wait a long time due to the timing of the traffic lights at either end of Wokingham Road; further traffic will push inadequate facilities into dangerous ones.

It cannot be right to have access crammed past Audley House, crossing the path of commuters to the station, & inadequate for access for the emergency services.

The allocation of one parking space per flat does not meet WDC council's own pre-requisite of 1.75 un-allocated spaces per unit; approving such a violation of WDC's parking standards would inevitably result in illegal parking in the surrounding roads of Station Rd & Compton Close, already congested & with yellow lines restricted parking.

continued on page 3 ...

This is a gross over development to the small scale ~~district~~ hamlet of little Hungerford that will be unfair & dangerous to pedestrians, commuters, & residents alike. Care should be taken to retain the character of this small hamlet, containing rare & historic cottages.

This case F/2001/3273, has already been refused by Earley Town Council; please protect the safty & facilities of residents & commuters & refuse this gross over-development that will overlook residents, take away amenities, & be dangerous to any who use the area.

Thank you.

Yours faithfully

Mrs C Micuta

MRS C MICUTA

Nicola Lake

From: Craig Hassey [chassey@nortelnetworks.com]
Sent: 21 August 2001 12:46
To: 'David Swindells'; 'Diana93881@aol.com'
Cc: Jane.Earl@wokingham.gov.uk; andrew.moulton@wokingham.gov.uk; smithanncaroline@hotmail.com; Margaret.McNeill@wokingham.gov.uk; 'nicola.lake@wokingham.gov.uk'
Subject: Parker Plating and Station Road

Dear David & Diana,

Many thanks for putting the latest details through my door last night regarding the above issue. I would like to attend tomorrows meeting and do my best to attend, however with work this may be difficult.

I would like to provide you with some further information regarding this development that may assist both yourself and other residents who are opposed to this development.

Firstly, having received Wokingham Council's letter regarding the meeting - I tried to look at the latest plans at Woodley Library (where I had seen them before). However, I was informed that they had been withdrawn from public view. This concerns me as the application has now been recommended for approval. I would expect any agreed alterations to the plans upon this decision has been made to be in the public domain.

As you may be aware from being there, last night (Monday evening) was the best demonstration as to why this development should not go ahead. After the accident on the bridge over the Sonning Cutting - the main Reading to Paddington line was closed. This resulted in all passengers trying to get home taking the Waterloo line, which Earley Station is on. Many passengers used their mobile phones and arranged to be picked up at Earley Station to avoid having to go into the centre of Reading. This resulted in cars being parked across the whole area in front of the Station.

This situation was made considerably worse by the fact that Railtrack have recently commenced work on the platforms and have had delivered several hundred breeze-blocks on the road in front of the station for the past week and a half. This added further to the existing limited parking problems. This concerns me as one of the concerns the council has regarding parking on this road (and the original reason why single yellow lines were originally introduced a few years back) was for emergency services access to the area and the train line. In their current position - it is a lot more difficult to move these breeze-blocks that cars with wheels! Last night proved that if this development went ahead - there would be occasions when the area would be impossible for traffic and this does not seem to have been addressed.

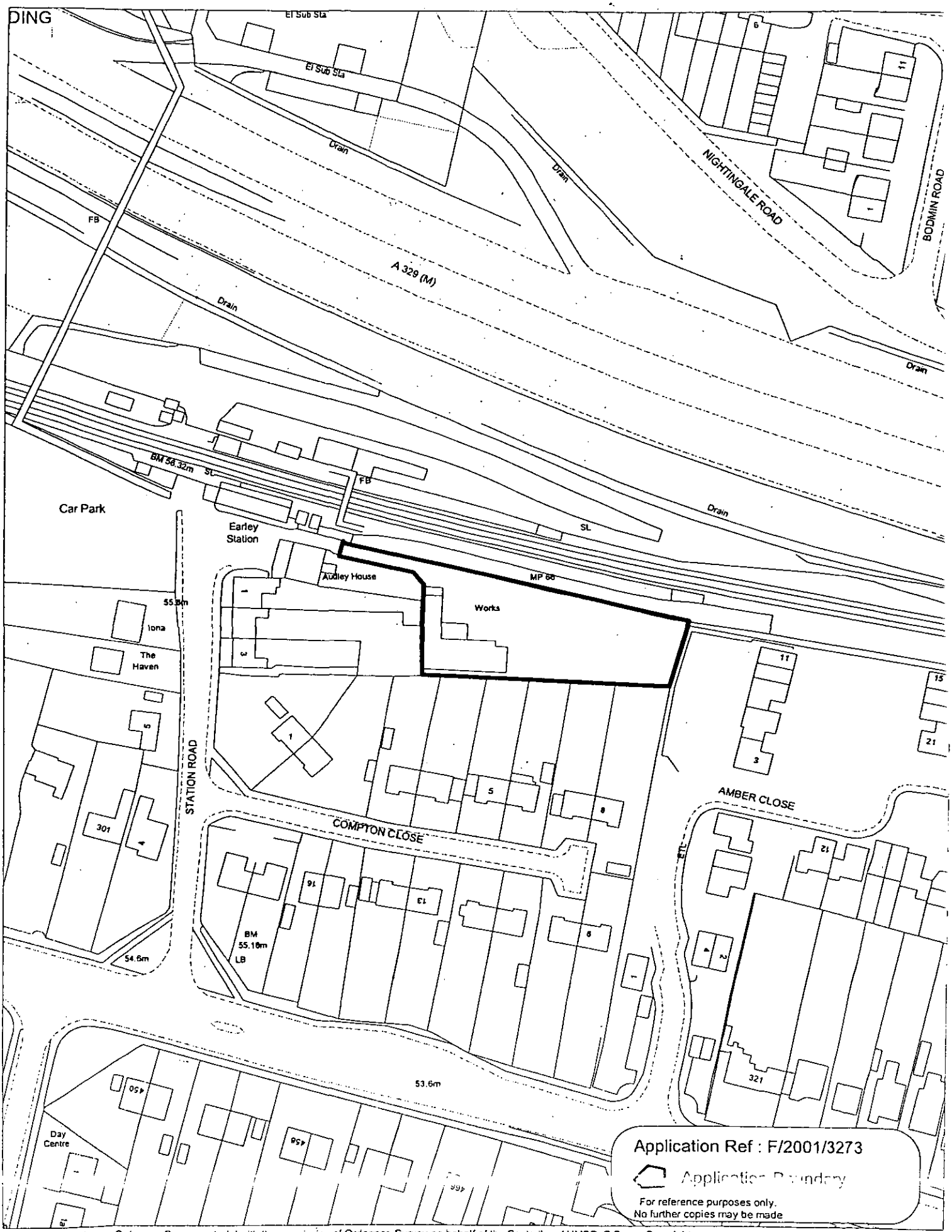
This situation is not an isolated as a similar situation occurred during Royal Ascot on Ladies Day. As a result of a fire between Reading and Earley Stations - all trains were terminating at Earley. Several hundred people waited outside on the road waiting for taxis and coaches to take them to Reading Station, causing traffic problems.

I hope this assists with your objection to the current plan. I would appreciate if you do have a soft copy of the committee report recommending this development if you could forward it to me. As with my letter dated 22nd Feb, I understand the need for brown field development - and also for the council to recoup the costs of the decontamination work (this is paid for by the purchaser of the land from what I remember from the original application) - however I feel this proposal has too significant an impact on an area that already requires some re-thinking.

Regards, Craig

Craig Hassey
Account Manager
Nortel Networks - Cable Media Solutions (Europe)
ESN - (560) 2543
Direct Line - + 44 (0) 1628 432543
Mobile - +44 (0) 7710 875983
Fax - + 44 (0) 1628 438477
E-mail - chassey@nortelnetworks.com





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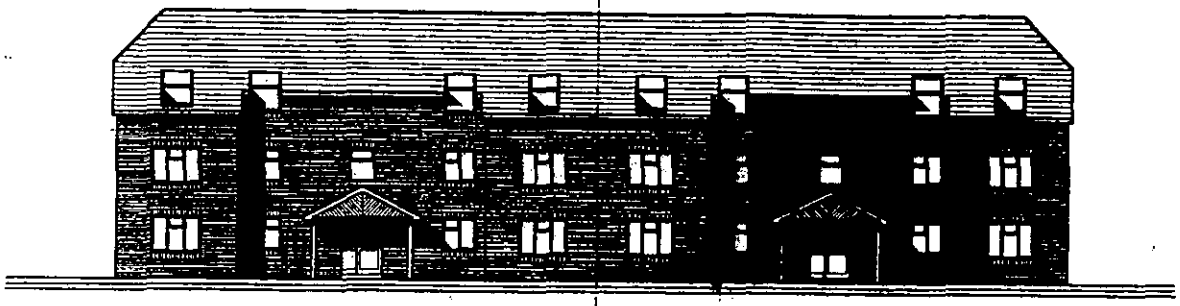
Development Control Section, Environmental Services, Wokingham District Council.

22 August 2001

Scale: 1 : 1250

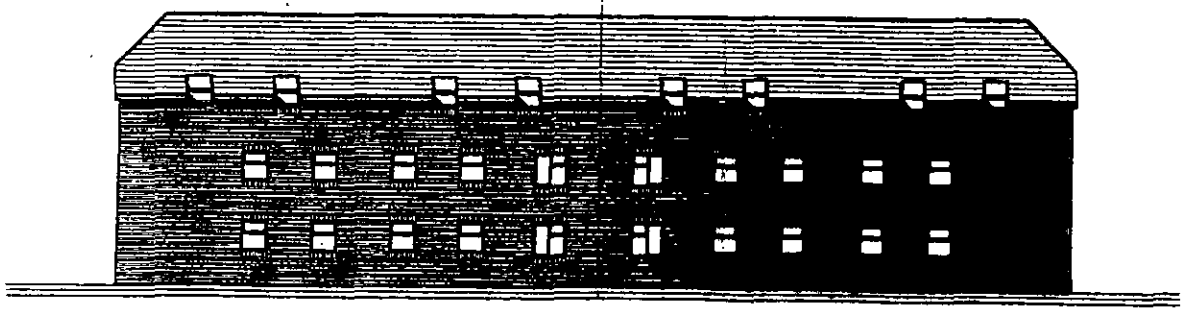
N W E S

BLOCK 1 BLOCK 2



SOUTH ELEVATION

BLOCK 2 BLOCK 1



NORTH ELEVATION

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EXTERNAL MATERIALS

ROOF

MARLEY MODERN ROOF TILES - SMOOTH RED.

UPVC FASCIAS, BARGEBOARDS & SOFFITS - WHITE.

SQUARE SECTION UPVC RAINWATER GOODS - BLACK.

EXTERNAL WALLS

BUFF MULTI FACING BRICKS.

DOUBLE GLAZED UPVC CASEMENT WINDOWS - WHITE.

VELUX OR SIMILAR VERTICAL WINDOWS & ROOF WINDOWS WITH MAHOGANY-GREY ALUMINIUM FINISH EXTERNALLY.

GABLES

AS MAIN ROOF, WITH DIAGONAL UPVC CLADDING TO GABLE.

31.JAN.2001* 3273

REV	DATE	DESCRIPTION	DRN	CKD

ACTIVE Property Services
DATUM HOUSE, CENTAUR ROAD,
BASINGSTOKE
RG24 8NG
TEL (01256) 354000
FAX (01256) 354700
Email: enquiries@activeuk.com

Project
FORMER PARKER PLATING PREMISES,
STATION ROAD,
EARLEY.

Title
PROPOSED DEVELOPMENT - ELEVATIONS.

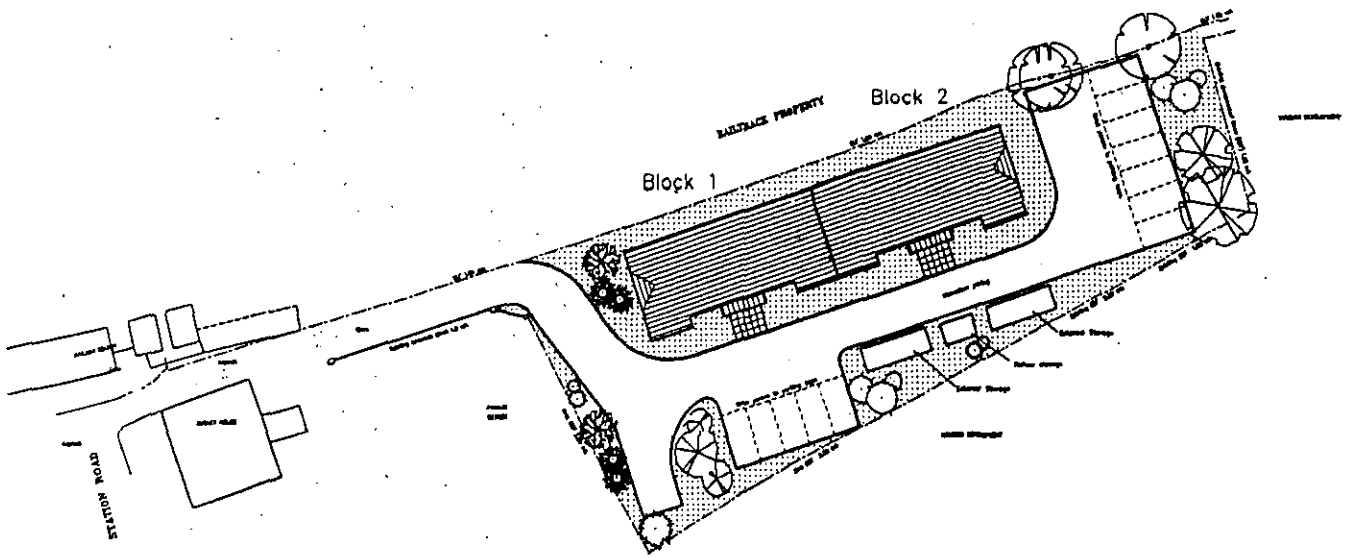
Client
KINGFISHER HOUSING ASSOCIATION.

Scale	Date
1:200	JANUARY 2001

Dwg no
3748-19

NOTE

BLOCKS 1 & 2 TO BE NOT LESS THAN 2M FROM RAILWAY BOUNDARY.



31.JAN.2001* 3273

ACTIVE Property Services

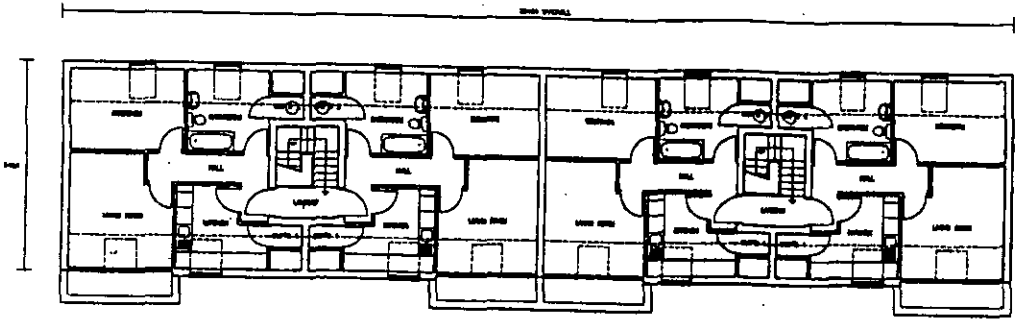
Project
FORMER PARKER PLANT SITE PREMISES, STATION ROAD, EARLEY.

Title
SITE PLAN – AS PROPOSED.

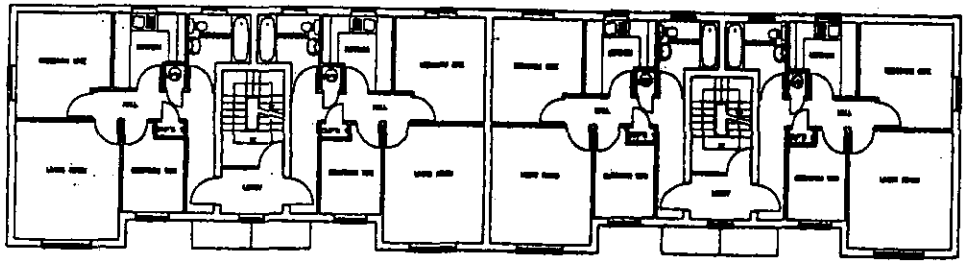
Client
KINGFISHER HOUSING ASSOCIATION.

Scale 1:500 | Date JULY 2000

Job no. 3748- 1 | Rev D

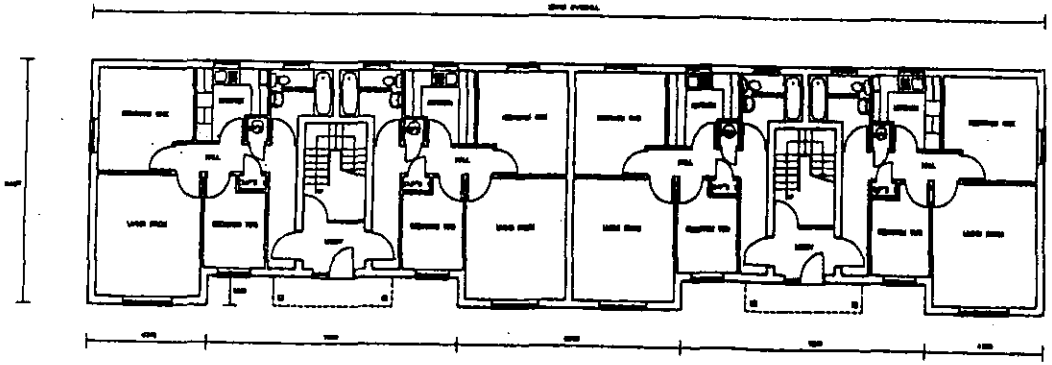


SECOND FLOOR PLAN



FIRST FLOOR PLAN

BLOCK 1 BLOCK 2



GROUND FLOOR PLAN

All dimensions are stated in mm.

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31.JAN.2001 3273

ACTIVE Property Services
DATUM HOUSE, ROBERTSON ROAD, CHADSTONE
NN4 0HG
TEL: 01604 [illegible]
FAX: 01604 [illegible]
Email: [illegible]

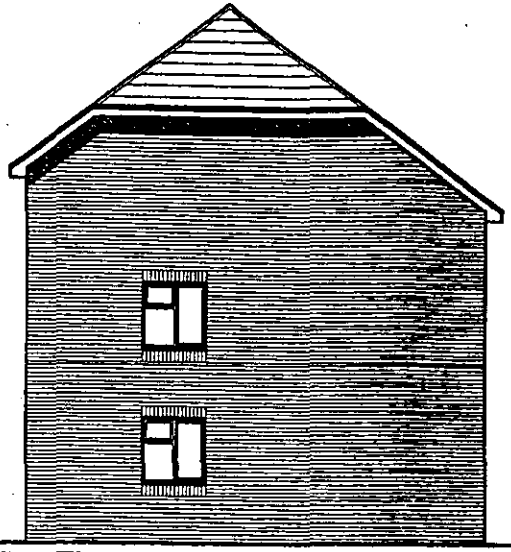
Project
FORMER PARKER PLANT PREMISES, STATION ROAD, EARLEY.

Title
PROPOSED DEVELOPMENT - GENERAL ARRANGEMENT FLOOR PLANS.

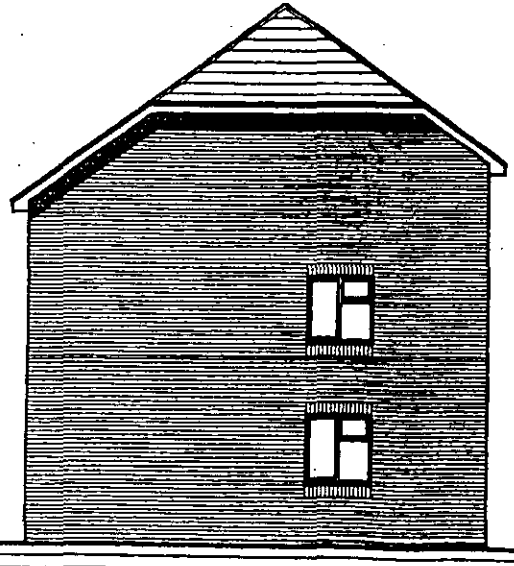
Client
KINGFISHER HOUSING ASSOCIATION.

Scale: 1:200 Date: JANUARY 2001

Dwg no: 3748-19 Rev:



WEST ELEVATION



EAST ELEVATION

All dimensions are stated in metres.

No responsibility can be accepted by [illegible] for variations made from these drawings.

All dimensions and angles must be [illegible] on site before work commences.

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EXTERNAL MATERIALS

ROOF

MARLEY MODERN ROOF TILES - SMOOTH [illegible]

UPVC FASCIAS, BARGEBOARDS & SOFFITS - WHITE.

SQUARE SECTION UPVC RAINWATER GOODS - BLACK.

EXTERNAL WALLS

BUFF MULTI FACING BRICKS.

DOUBLE GLAZED UPVC CASEMENT WINDOWS - WHITE.

[illegible] WITH TIMBER-EFFECT ALUMINIUM FINISH [illegible]

CANOPIES

AS MAIN ROOF, WITH ORNAMENTAL UPVC [illegible] TO GABLE.

31 JAN 2001 3273

REV	DATE	DESCRIPTION	CHK	DRG
B	15/01	BLOCKS 1 & 2 AMENDED.	MD	
A	20/11	MINOR ELEVATIONAL CHANGES.	MD	NL

ACTIVE Property Services
DATUM HOUSE, CENTROX ROAD,
BASINGSTOKE
RG21 6HG
TEL [illegible]
FAX [illegible]

Project
FORMER PARKER PLATING PREMISES,
STATION ROAD,
EARLEY.

Title
PROPOSED DEVELOPMENT - ELEVATIONS.

Client
KINGFISHER HOUSING ASSOCIATION.

Scale	Date
1:100	JULY 2000

Dwg no	Rev
3748-15	B











GROUND FLOOR PLAN

BLOCK 1 (MIRRORED) BLOCK 2

FIRST FLOOR PLAN

BLOCK 1 (MIRRORED) BLOCK 2

DWG NO.	21-8427
SCALE	1:100
DATE	DEC 2000

PROPOSED CHILDCARE NURSERY
CLIENT

PROPOSED TEMPORARY SCHOOL DEVELOPMENT – PHASE 1
TITLE

PROPOSED PLAYING FIELDS, NEW MALDEN
PROJECT

ACTAVE
ARCHITECTURE PLANNING INTERIORS
ACTAVE ARCHITECTURE PLANNING INTERIORS
UNION HOUSE, UNION ROAD, SURBITON, SURREY KT6 4TR
TEL: 020 8390 3800 FAX: 020 8390 3801

REV	DESCRIPTION	DATE
A	PLANNING AMENDMENTS	12.01.01
B	PLANNING AMENDMENTS	23.01.01

JAN 2001 * 2727

SCHEDULE OF ACCOMMODATION

GROUND FLOOR		
Nursery	1 classroom	62.4sqm
	2 classroom	62.4sqm
	Office	12.5sqm
	Staff room	12.5sqm
	Kitchen	12.5sqm
	Toilets	12.5sqm
	Store	12.5sqm
	Circulation	12.5sqm
FIRST FLOOR		
Nursery	3 classroom	62.4sqm
	Office	12.5sqm
	Staff room	12.5sqm
	Kitchen	12.5sqm
	Toilets	12.5sqm
	Store	12.5sqm
	Circulation	12.5sqm
TOTAL		312sqm

NEW BUILD

EXISTING SCHOOL BUILDING (BOTH BLOCKS)

Ground floor area	1,000sqm
First floor area	1,000sqm
TOTAL	2,000sqm

EXISTING

Classrooms	21
Hall	1
Staff room	1
Kitchen	1
Toilets	1
Store	1
Circulation	1
TOTAL	26

EXISTING SCHOOL AREA (est.) 2000 sqm

Ground floor area	1,000sqm
First floor area	1,000sqm
TOTAL	2,000sqm

NEW BUILD

Classrooms	3
Hall	1
Staff room	1
Kitchen	1
Toilets	1
Store	1
Circulation	1
TOTAL	9

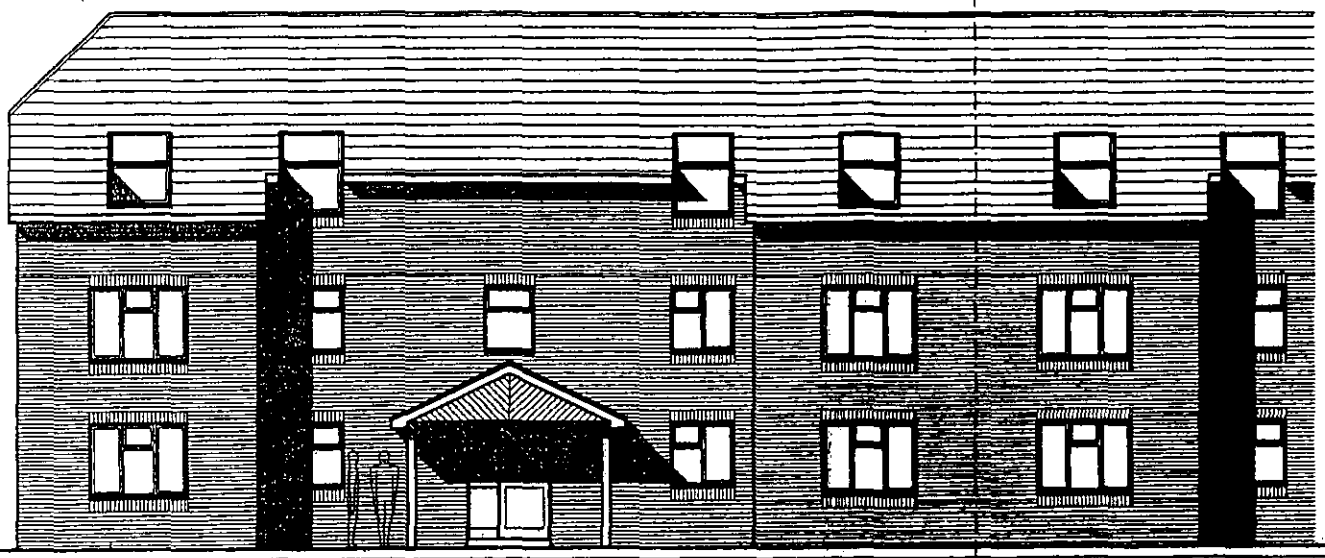
NOTES

1. All dimensions to be checked on site before commencement of any work.
2. Do not scale from this drawing.
3. This drawing is the property of Actave Architecture Planning Interiors and may not be reproduced without permission.
4. All work to be carried out in accordance with the relevant British Standards and Building Regulations.
5. Any discrepancies to be reported to the architect before proceeding.

REV	DESCRIPTION	DATE

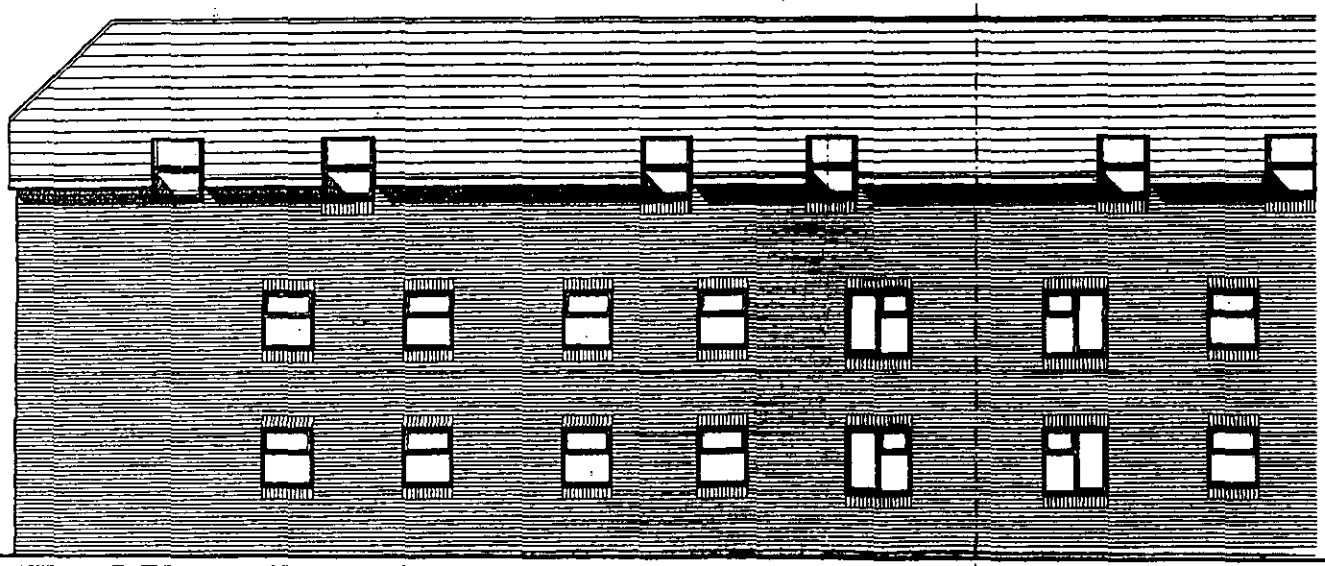
SECOND FLOOR PLAN
BLOCK 1
BLOCK 2 (MIRRORED)
BEDROOM
LIVING ROOM
KITCHEN
BATH
STUDY
SCHEDULE OF ACCOMMODATION
GROSS INTERNAL AREA
GROSS EXTERNAL AREA
(BOTH BLOCKS)
TOTAL
TOTAL (NET)
Chipendi 3
Chipendi 1
Kapiri
Mporokoso
Kitwe
Ndola
Luanshya
Mufulira
Solwezi
Zambezi
Kasama
Mongu
Livingstone
Lusaka
Siavonga
Choma
Monze
Mazabuka
Kafue
Chilanga
Kabwe
Mkushi
Serenje
Mpika
Nakonde
Chinsali
Isoka
Mpulungu
Kawambwa
Nchelenge
Samfya
Mansa
Luwingu
Mbala
Senga Hill
Shiwa Ngandu
Kapoche
Lundazi
Petauke
Nyimba
Chipata
Katete
Sinda
Mambwe
Nyimba
Lundazi
Chipata
Katete
Sinda
Mambwe
Petauke
Kapoche
Shiwa Ngandu
Senga Hill
Mpika
Nakonde
Chinsali
Isoka
Mpulungu
Kawambwa
Nchelenge
Samfya
Mansa
Luwingu
Mbala
Kafue
Chilanga
Kabwe
Mkushi
Serenje
Choma
Monze
Mazabuka
Siavonga
Livingstone
Lusaka
Kitwe
Ndola
Luanshya
Mufulira
Solwezi
Zambezi
Kasama
Mongu
Kapiri
Mporokoso
Chipendi 3
Chipendi 1
TOTAL
GROSS EXTERNAL AREA
(BOTH BLOCKS)
GROSS INTERNAL AREA
SCHEDULE OF ACCOMMODATION
NORTH
PROPOSED DEVELOPMENT - ZAMBIA
ZAMBIA HOUSING CORPORATION
DRAWING NO.
SCALE 1:100
DATE
ZAMBIA HOUSING CORPORATION
FORMER BANGWE BYPASS ROAD
LUSAKA
ZAMBIA

BLOCK 1 BLOCK 2 (MIRRORED)



SOUTH ELEVATION

BLOCK 2 BLOCK 1 (MIRRORED)



NORTH ELEVATION

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EXTERNAL MATERIALS

ROOF

MARLEY MODERN ROOF TILES – SMOOTH GREY.

UPVC FASCIAS, BARGEBOARDS & SOFFITS – WHITE.

SQUARE SECTION UPVC RAINWATER GOODS – BLACK.

EXTERNAL WALLS

BUFF MULTI FACING BRICKS.

DOUBLE GLAZED UPVC CASEMENT WINDOWS – WHITE.

YELLOW OR SIMILAR VERTICAL GROOVED ROOF WINDOWS WITH UMBER-GREY ALUMINIUM FINISH (QUALITY).

CANOPIES

AS MAIN ROOF, WITH DIAGONAL UPVC GLAZING TO GABLE.

31 JAN 2001 3273

Rev	Date	Description	Drn	Chk
D	05/01	SOUTH ELEVATION AMENDED	MR	
C	11/00	FLOOR PLANS AMENDED	MR	SL
A	09/00	PLANNING SUBMISSION DRAWING	MR	SL

ACTIVE Property Services
DATUM HOUSE, CHEQUERS ROAD, BASINGSTOKE RG2 0NG
Tel: 01256 338700
Fax: 01256 338701
Email: info@activeps.co.uk

Project
FORMER PARKER PLATING PREMISES, STATION ROAD, EARLEY.

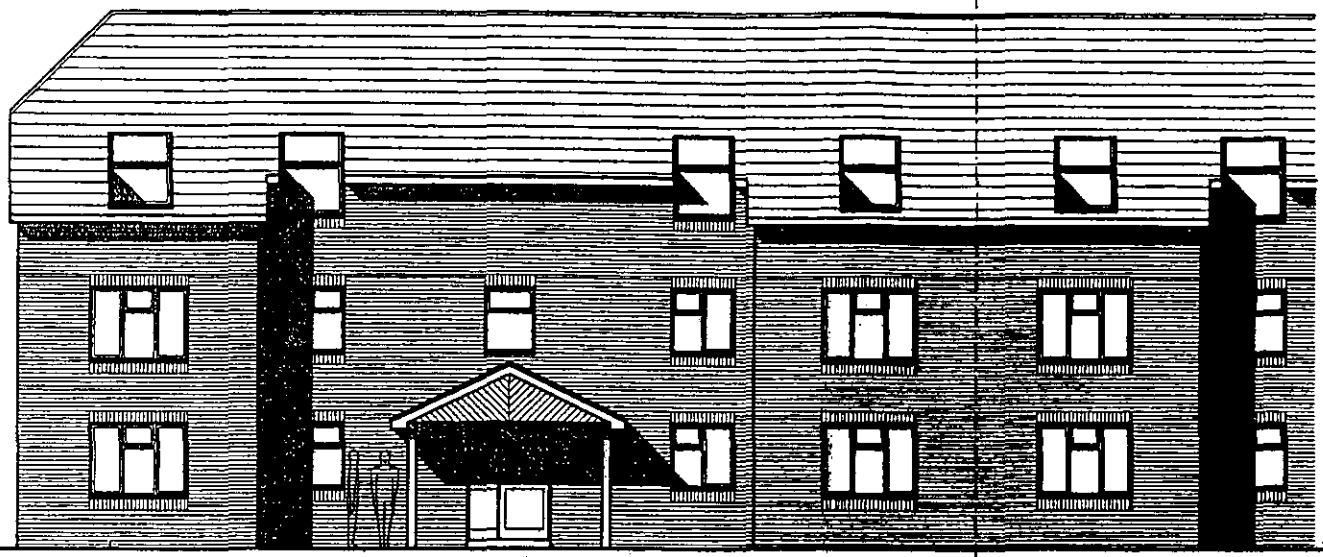
Title
PROPOSED DEVELOPMENT – ELEVATIONS.

Client
KINGFISHER HOUSING ASSOCIATION.

Scale 1:100 Date JULY 2000

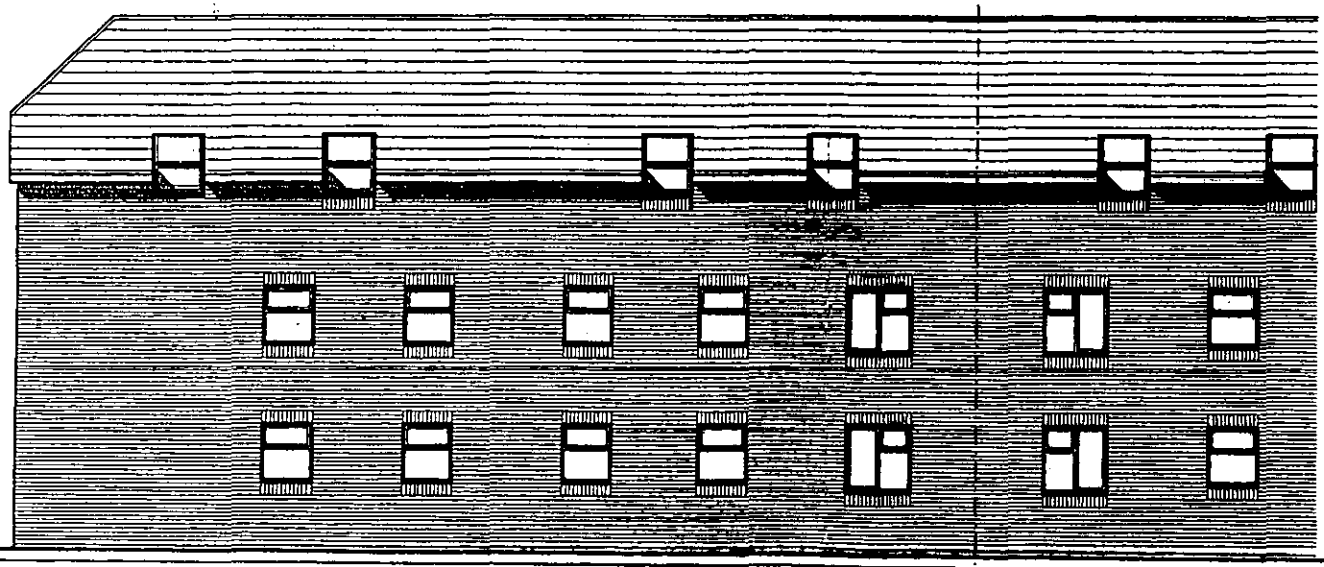
Dwg No 3748-14 Rev C

BLOCK 1 BLOCK 2 (MIRRORED)



SOUTH ELEVATION

BLOCK 2 BLOCK 1 (MIRRORED)



NORTH ELEVATION

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EXTERNAL MATERIALS

ROOF

MARLEY MODERN ROOF TILES - SMOOTH GREY.

UPVC FASCIAS, BARGEBOARDS & SOFFITS - WHITE.

SQUARE SECTION UPVC RAINWATER GOODS - BLACK.

EXTERNAL WALLS

BUFF MULTI FACING BRICKS.

DOUBLE GLAZED UPVC CASEMENT WINDOWS - WHITE.

YELLOW OR SIMILAR VERTICAL WINDOWS & ROOF WINDOWS WITH DARK GREY ALUMINIUM FINISH EXTERNALLY.

CANOPIES

AS MAIN ROOF, WITH DIAGONAL UPVC GLAZING TO GABLE.

31 JAN 2001 3273

Rev	Date	Description	Drn	Chk
C	29/1/01	SOUTH ELEVATION CORRECTED	RB	
B	11/01	ELEVATIONS 1 & 2 AMENDED.	RB	RL
A	20/12/00	NORTH ELEVATION CHANGED	RB	RL

ACTIVE Property Services

DATUM HOUSE, DENTON ROAD, BASINGSTOKE RG21 4NG

Tel: 01256 338700
Fax: 01256 338701
Email: mail@activeproperty.co.uk

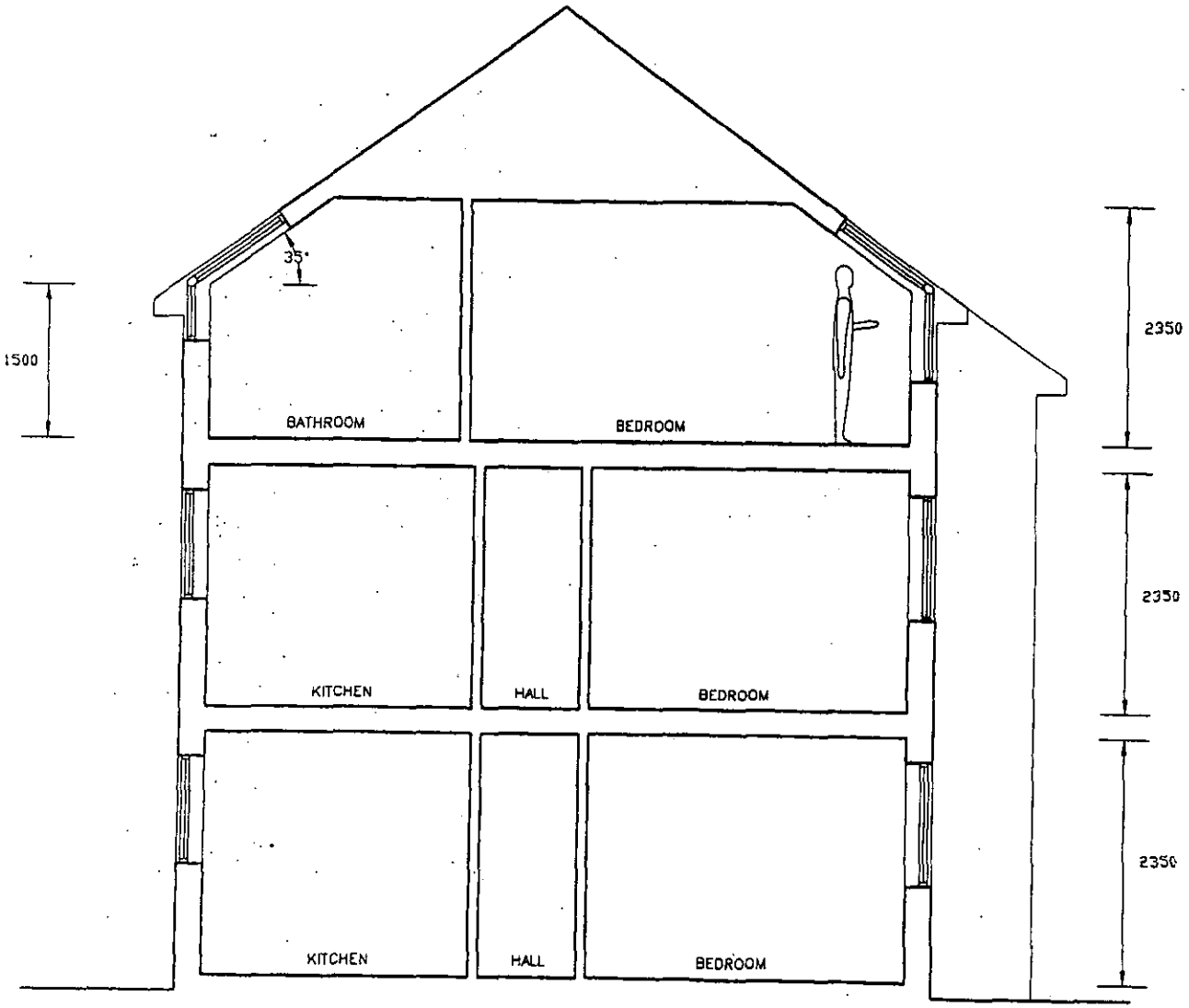
Project
FORMER PARKER PLATING PREMISES, STATION ROAD, EARLEY.

Title
PROPOSED DEVELOPMENT - ELEVATIONS.

Client
KINGFISHER HOUSING ASSOCIATION.

Scale	Date
1:100	JULY 2000

Dwg no	Rev
3748-14	C



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31.JAN.2001 5273

REV	DATE	DESCRIPTION	DRN	CHD
A	16/1/01	WORK CHANGED TO SUIT CHANGES IN FLAT LAYOUTS		MD

ACTIVE

ACTIVE Property Services
DATUM HOUSE, CENTAUR ROAD,
BASINGSTOKE
RG22 4HG
TEL: 01256 356700
FAX: 01256 356701

Project
FORMER PARKER PLATING PREMISES,
STATION ROAD,
EARLEY.

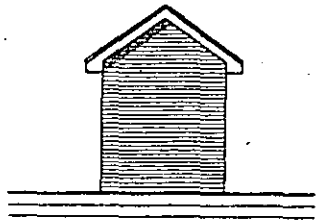
Title
PROPOSED DEVELOPMENT - GENERAL SECTION (BLOCKS 1 & 2).

Client
KINGFISHER HOUSING ASSOCIATION.

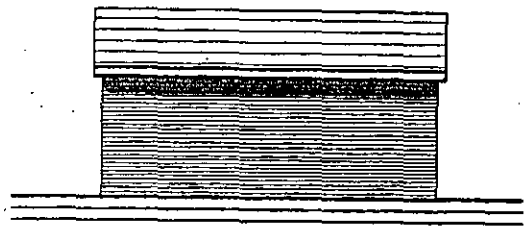
Scale	Date
1:50	JANUARY 2000

Dwg no	Rev
3748-16	A

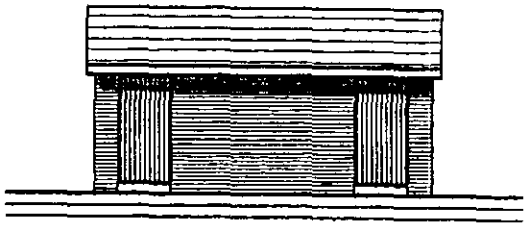
TENANTS STORES (2NO BLOCKS)



EAST & WEST ELEVATIONS

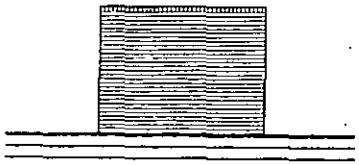


SOUTH ELEVATION (TO GARDENS)

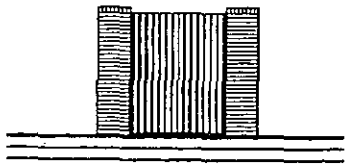


NORTH ELEVATION

REFUSE STORE



SOUTH ELEVATION



NORTH ELEVATION



EAST & WEST ELEVATIONS

All dimensions are stated in metres.

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All dimensions and angles must be checked on site before work commences.

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EXTERNAL MATERIALS

ROOF

MARLEY MODERN ROOF TILES - SMOOTH GREY.

UPVC FASCIA, BARGEBOARDS & SOFFITS - WHITE.

SQUARE SECTION UPVC RAINWATER PIPES & GUTTERS - BLACK.

EXTERNAL WALLS

BUFF MULTI FACING BRICKS.

TIMBER PANELLED DOORS/GATE - WHITE.

REV	DATE	DESCRIPTION	DRN	CHD

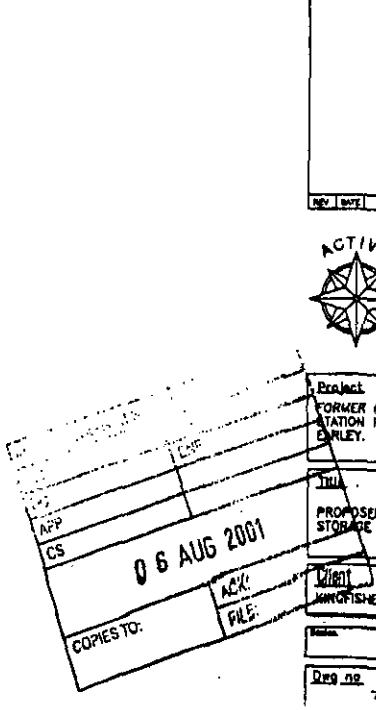
ACTIVE Property Services

DATUM HOUSE, ENTIGEN ROAD, BASINGSTOKE RG2- NG

TEL: 01256 [illegible]

FAX: 01256 [illegible]

Email: [illegible]@active.co.uk



Project

FORMER PARKER PLATING PREMISES, STATION ROAD, CRAWLEY.

Title

PROPOSED DEVELOPMENT - EXTERNAL STORAGE BUILDINGS.

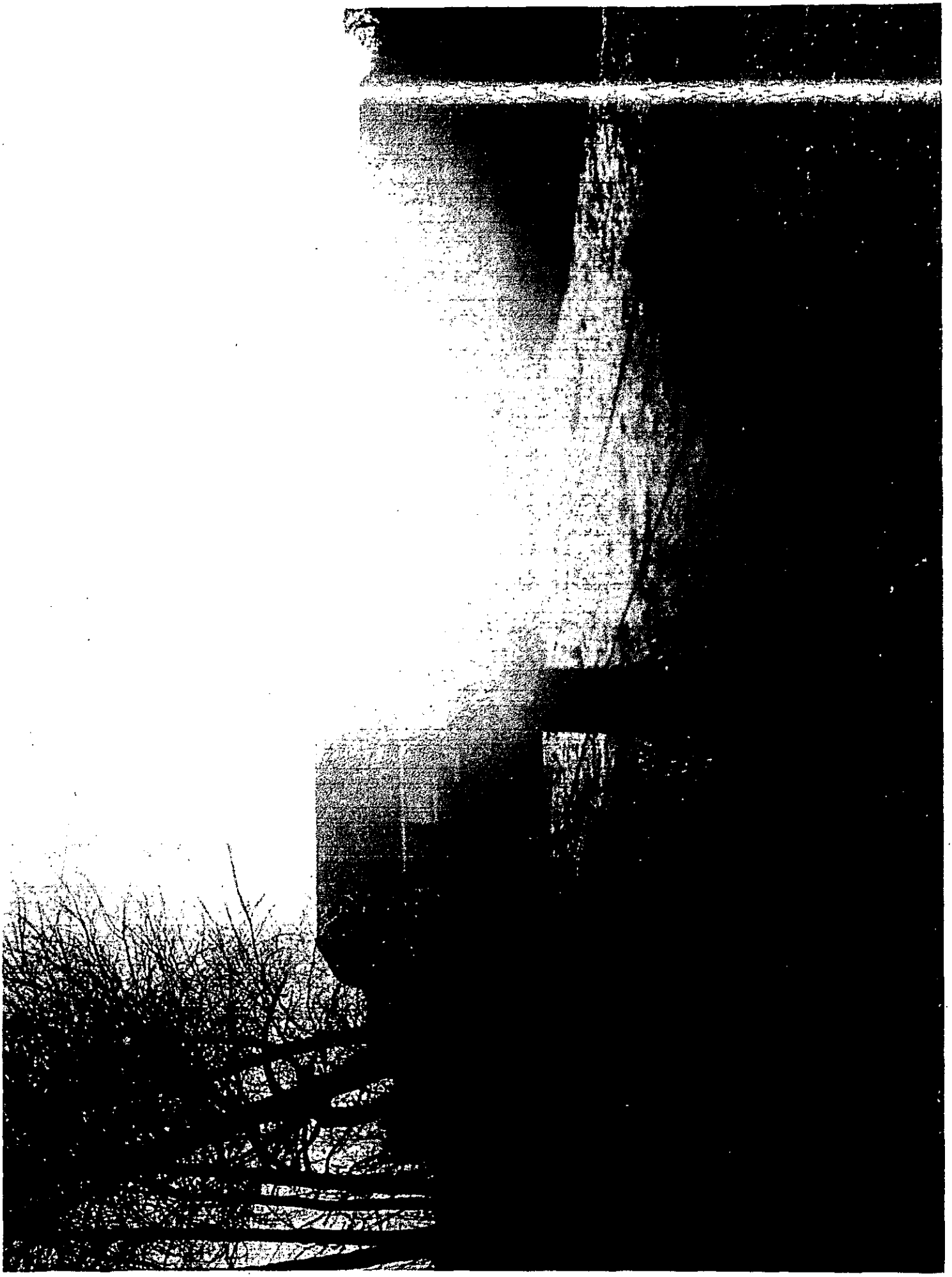
Client

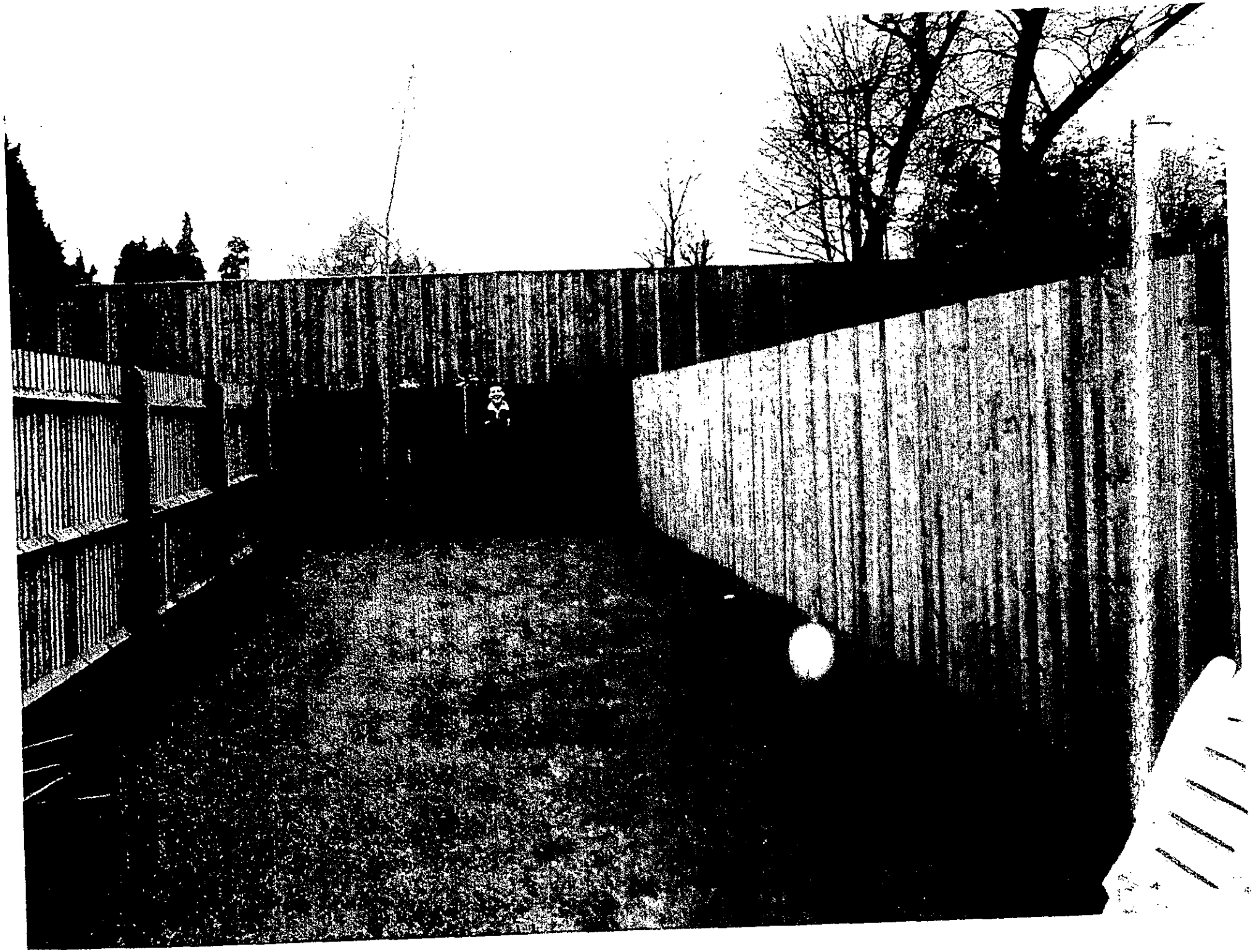
KINGFISHER HOUSING ASSOCIATION.

Scale 1:100 Date JULY 2001

Dwg no 3748-21







Mrs N Lake

Our Ref: 3748/KG/144
February 28, 2001

3748RAILTRACK.doc

ACTIVE
PROPERTY
SERVICES

Datum House, Roentgen Road,
Basingstoke, RG24 8NG
Telephone: 01256 356629
Fax: 01256 356708
E-mail:
Surveyors@activesol.co.uk

Mr A Nield
Outside Party Manager
Railtrack Southern
CP2-2-H
Waterloo Station
LONDON
SE1 8SW

PLANNING SERVICES	APP 40552
POL	TLS
DC NL	ENF
APP	
CS	
01 MAR 2001	
COPIES TO:	ACK:
	FILE:

Dear Mr Nield

FORMER PARKER PLATING PREMISES, STATION ROAD, EARLEY

You will be aware of a planning application to develop the above site, which is currently being considered by Wokingham District Council, their ref. F/2001/3273.

There is an issue with regards to fire brigade access to the site, primarily where your fence line is adjacent to the rear corner of Audley House (see enclosed drawing no 3748-20). I have met with the Fire Safety Officer on site, and he has suggested that we discuss with you the possibility of adjusting your fence so as to achieve a minimum dimension of 3.1m at that particular point. The current measurement is approximately 3.0m.

During the course of our telephone conversation, you suggested that I might meet on site with your colleague, Brian Cole, to discuss the matter in more detail, and I would welcome the opportunity to do so.

Yours sincerely
For ACTIVE *Property Services*

K. Gallop

Keith Gallop, FRICS
Director of Professional Services

Enc.

CC: Jan Morgan – Kingfisher Housing Association.
Nicola Lake – Wokingham District Council (Planning Services).

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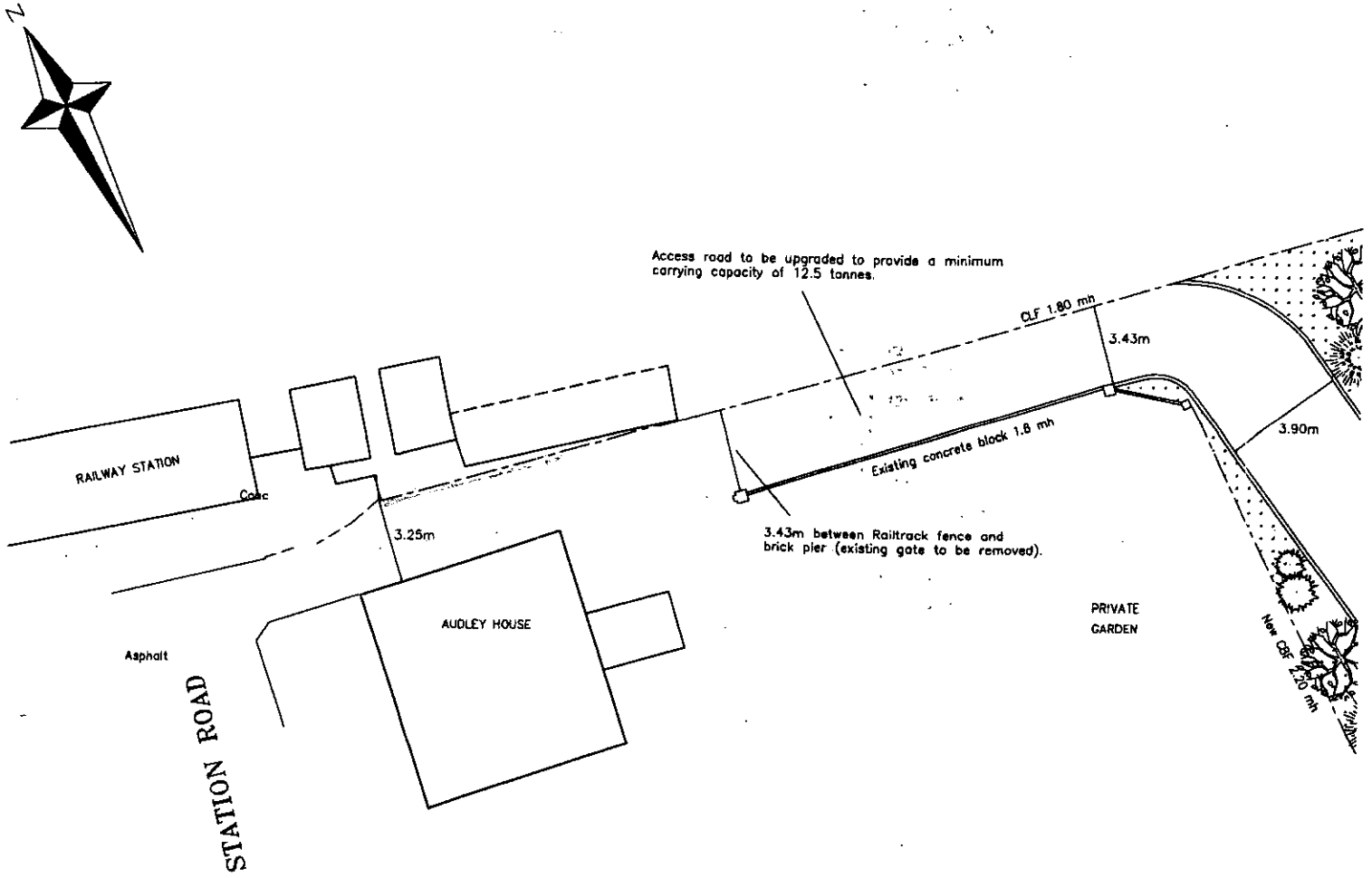
Registered office as above



All dimensions are stated in metres.
No responsibility can be accepted for errors arising from information supplied or plotted from electronic media files.
All dimensions and angles must be checked on site before work commences.

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Rev	Date	Description	Drn	Chkd

ACTIVE Property Services
DATUM HOUSE, DERWENT ROAD, BACKWORTH
NE24 3NS
Tel [redacted]
Fax [redacted]
Email [redacted]

Project
FORMER PARKER PLATING PREMISES, STATION ROAD, EARLEY.

Title
PROPOSED ACCESS TO SITE.

Client
KINGFISHER HOUSING ASSOCIATION.

Scale	Date
1:200	FEBRUARY 2001

Dwg No	Rev
3748-20	

Drawn by	Checked
KB	

FAX COVER SHEET

TO: Mr Keith Gallop

FROM: Miss. Nicola Lake

DESTINATION FAX No: 01256 356 708

DATE: 21 Feb 2001

TIME: 9.25

SUBJECT: Parker Plating Site, Station Road Farley - Application No F/2001/3273

TOTAL NUMBER OF PAGES (Inc. this cover sheet): 3

Please find attached two letter received in conjunction with the above application. The Fire Authority is of particular concern regarding access of emergency vehicle. The rail track letter largely regards Civil matters.

I hope this is of help. yours Sincerely Nicola Lake.

Environmental Services Department, P.O Box 157, Civic Offices, Shute End, Wokingham, Berkshire RG40 1WR. Tel (0118) 9746428. Fax (0118) 9746484.

ROYAL BERKSHIRE FIRE AUTHORITY

ROYAL BERKSHIRE
FIRE & RESCUE SERVICE

Wokingham Community Fire Office
The Fire Station Bridge Road Maidenhead Berkshire SL6 8PG
Telephone: Reading (0118) 932 2422 Facsimile: Maidenhead (01628) 773193

NL
40068

19 FEB 2001

COPIES TO: | ACK: | FILE:

Your reference:

My reference: MF/PAR/10457
(please quote on all correspondence)

When calling ask for: Mr M Fuller
Direct Line: (0118) 932 2462

Date: 15 FEB 2001

Dear Madam

GOODWILL ADVICE
EXAMINATION OF PLANS DEPOSITED WITH THE LOCAL AUTHORITY UNDER PLANNING APPLICATION NO F2001/3273
PARKER PLATING STATION ROAD EARLEY READING BERKSHIRE

Further to your letter dated 6 February 2001 with regard to the enclosed Drawing Nos 3748-1, 10-19, the following observations are made.

The hammerhead solution is satisfactory, however further detailed plans indicating the width and carrying capacity of the access road, together with confirmation of the gate width between Audley House and the boundary fence are required. The minimum requirements of 3.1 metres width for gated entrance and 3.7 metres width for access road do not appear to be met on the submitted plans.

Yours faithfully

M Fuller
Fire Safety Officer

For the Attn of Ms Nicola Lane
Environmental Services Dept
Planning Services
PO Box 157
Shute End
WOKINGHAM Berks
RG40 1WR

THAMES VALLEY
POLICE

PLANNING SERVICES	HPT. 40463
POL	TLS
DC	
APP	
CS	
28 FEB 2001	
COPIES TO:	ACK:
	FILE:

P.C. Dave STUBBS
Crime Prevention Design Adviser
(Berks)

Thatcham Police Station
20, Chapel Street
Thatcham, BERKS.
RG18 4QL
Tel. 01635 295156
Fax. 01635 295126

Date 23rd February 2001

For 'Secured by Design' standards and application forms
Visit the 'SBD' website at :-
www.securedbydesign.com

Ms. N. Lake
Planning Services
Wokingham District Council
PO Box 157
Shute End
Wokingham
BERKS.
RG40 1WR

Your Ref. 3273

Dear Ms. Lake

Parker Plating, Station Road, Earley.

Thank you for the details of this application.

I would like to see a window in the end elevations (east & west) from the living rooms, giving surveillance up the access drive and over the car parking at the end of the site from occupied rooms.

In the light of the duty on local authorities to do all that they reasonably can to prevent crime & disorder under Section 17 of the Crime & Disorder Act 1998, the crime risks that this proposal faces include car crime & burglary.

The council can help to discharge its duty in respect of its planning function under Sec. 17 by taking the above comments into account when arriving at its decision.

I trust this will be of assistance and thank you for your consultation.

Yours sincerely.

P.C. Dave STUBBS
Thames Valley Police
CPDA. (Berks.)

HIGHWAYS CONSULTATION SHEET

From: Nicola Lake **Date:** 06 February 2001

Application Number: F/2001/3273

Proposal: Proposed erection of 12 flats access and parking.

Parish: EARLEY TOWN

Site Address:
Parker Plating, Station Road, Earley, Reading.

Applicant:
Kingfisher Housing Association C/O Active Property Services.

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).

NO OBJECTION TO DEVELOPMENT SUBJECT TO COMMENTS & CONDITIONS AS PREVIOUS MEMO DATED 11TH DEC 2000 FOR PA F/2000/2246.

JR 12/6/01

Signed: _____ **Print name:** _____

ROYAL BERKSHIRE FIRE AUTHORITY

ROYAL BERKSHIRE
FIRE & RESCUE SERVICE

Wokingham Community Fire Office
The Fire Station Bridge Road Maidenhead Berkshire SL6 8PG
Telephone: Reading (0118) 932 2422 Facsimile: Maidenhead (01628) 773193

Your reference: F/2001/3273

My reference: BM/PAR/10457T
(please quote on all correspondence)

When calling ask for: Mr B Morgan
Direct Line: (0118) 932 2462

Date: 10 Aug 2001

Dear Nicola

GOODWILL ADVICE
EXAMINATION OF PLANS DEPOSITED WITH THE LOCAL AUTHORITY UNDER A PLANNING APPLICATION - PLAN NO F/2001/3273
FORMER PARKER PLATING PREMISES STATION ROAD EARLEY READING BERKSHIRE

Please be advised that I have been in contact with JHA Ltd in respect of the above premises.

They have previously supplied me with copies of their proposals. Whilst the road width for the indicated 15 metre section is less than that required by Approved Document "B" it is not considered to pose a problem to attending fire appliances.

Accordingly I have no objection to this reduction in roadway width.

Should your require any further information please do not hesitate to contact me as detailed above.

Yours faithfully

B Morgan
Fire Safety Inspecting Officer

For the Attn of Ms N Lake
Wokingham Building Control
Building Control Service
Environmental Services Department
PO Box 155
Shute End
WOKINGHAM Berks
RG40 1WW

PLANNING SERVICES	HPT 46668
POL	FLS
DC	ENI
APP	
13 AUG 2001	
	ADM
	File

NICOLA LAKE

ROYAL BERKSHIRE FIRE AUTHORITY

ROYAL BERKSHIRE
FIRE & RESCUE SERVICE

Wokingham Community Fire Office
The Fire Station Bridge Road Maidenhead Berkshire SL6 8PG
Telephone: Reading (0118) 932 2422 Facsimile: Maidenhead (01628) 773193

Your reference:

My reference: MF/PAR/10457
(please quote on all correspondence)

When calling ask for: Mr M Fuller
Direct Line: (0118) 932 2462

Date: 6 MAR 2001

Dear Madam

GOODWILL ADVICE
EXAMINATION OF PLANS DEPOSITED WITH THE LOCAL AUTHORITY
UNDER PLANNING APPLICATION F2001/3273
PARKER PLATING STATION ROAD EARLEY READING BERKSHIRE

Further to my inspection of the above premises on 27 February 2001 the following recommendations are made.

The rear boundary wall to Audley House would need to be removed to allow an acceptable width for access.

Consideration to be given to the repositioning of the chainlink fence to the Railtrack boundary to widen the initial access point.

Even with these measures taken the access to the site would still be below the normal minimum required in Approved Document "B".

Yours faithfully

M Fuller
Fire Safety Officer

For the Attn of Ms N Lake
Wokingham District Council
Environmental Services Dept
Planning Services
PO Box 157
Shute End
WOKINGHAM Berks

SERVICES	HPT 40877
	TLS
DC NL	ENF
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08 MAR 2001	
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	FILE:

APS File Ref: 3748/KG/182 Date: 30/07/01

FAX TRANSMISSION

PROPERTY SERVICES

Datum House, Roentgen Road, Basingstoke, RG24 8NG
Telephone: 01256 356629
Fax: 01256 356708
E-mail: Surveyors@activesol.co.uk

Confidential: ☐ Call Upon Receipt: ☐
Urgent: ☐ Number of Pages (incl. this page) 2

To Nicola Lake
Company: Wokingham District Council – Planning Services
Town: Wokingham Fax Number: 0118 974 6484
From: Keith Gallop

Message:

Re: Former Parker Plating Premises, Station Road, Earley
Your ref F/2001/3273

Following our telephone conversation, I attach a copy of the letter from the Fire Safety Inspecting Officer.

I have sent e-mail to Mr Morgan requesting him to correspond with you to confirm that he has no objections to the reduced width of roadway.

I hope that this will now allow you to progress the application to a satisfactory conclusion.

K. Gallop

Please telephone (01256) 356629 if any part of this fax is incomplete or illegible

NL

PLANNING SERVICES
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30 JUL 2001
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Registered office as above

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ROYAL BERKSHIRE FIRE AUTHORITY

ROYAL BERKSHIRE FIRE & RESCUE SERVICE

Wokingham Community Fire Office
The Fire Station, Bridge Road, Maidenhead, Berkshire SL6 8PG
Telephone: Maidenhead (01628) 771222 Facsimile: Maidenhead (01628) 773193

Your reference:

My reference: BM/FPG 99
(please quote on all correspondence)

When calling ask for: Mr B Morgan
Direct Line: (0118) 932 2462
e.mail: morganb@rbfrs.co.uk.

Date: 27 July 2001

Dear Tony.

Further to our telephone conversation and your subsequent fax.

Whilst the road width for the 15 metre section is less than that required by Approved Document 'B', it is not considered to pose a problem to attending fire appliances. As detailed in your supplied plan the roadway widens prior to the point at which crews would be required to dismount from the fire appliances and a hammer head is provided to facilitate fire engines manouvering.

In light of the above I have no objections to this reduced width of roadway for the section indicated in the supplied plan.

Should you require any further information please do not hesitate to contact me as detailed above.

Yours faithfully

Bryan Morgan
Fire Safety Inspecting Officer

Chief Fire Officer – Mike Clement-Green MIFireE

Our ref: SP\2001\003313\001
Your ref: F/2001/3273

Date: 20th June 2001

ENVIRONMENT AGENCY

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

For the attention of: Nicola Lake

44840

PLANNING SERVICES	HPT
RCL	TLS
DC NL	ENF
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CS	
22 JUN 2001	
COPIES TO:	ACK:
	FILE:

Dear Sir/Madam

ERECTION OF 12 FLATS, ACCESS & PARKING
PARKER PLATING, STATION ROAD, EARLEY, READING

I refer to your letter dated 1 March 2001 regarding the above. Please accept my apologies for the long delay in reply. Please quote ref: SU77SE/6/4 in any correspondence.
The Environment Agency has the following comments:

The Environment Agency has no objection, in principle, to the proposed development provided the following conditions are imposed on any planning permission granted:

PLANNING CONDITIONS

CONDITION: The construction of the surface drainage system shall be carried out in accordance with details submitted to and approved in writing by the Planning Authority before the development commences.
REASON: To prevent pollution of the water environment.
(Note: The Environment Agency asks to be consulted on any details submitted in compliance with this condition).

CONDITION: Before the development is commenced a detailed site investigation shall be carried out to establish if the site is contaminated, to assess the degree and nature of the contamination present, and to determine its potential for the pollution of the water environment. The method and extent of this site investigation shall be agreed with the Planning Authority prior to commencement of the work. Details of appropriate measures to prevent pollution of groundwater and surface water, including provisions for monitoring, shall then be submitted to and approved in writing by the Planning Authority before development commences. The development shall then proceed in strict accordance with the measures approved.
REASON: To prevent pollution of the water environment.

Cont/d..

Environment Agency
Swift House, Frimley Business Park, Frimley, Camberley, Surrey GU16 7SQ
Telephone : 01276 454300 Fax : 01276 454301

(Note: The Environment Agency asks to be consulted on any details submitted in compliance with this condition).

CONDITION: No soakaways shall be constructed in contaminated ground.
REASON: To prevent pollution of groundwater.

CONDITION: Surface water source control measures shall be carried out in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority before development commences.
REASON: To prevent the increased risk of flooding and to improve water quality.
(Note: The Environment Agency asks to be consulted on any details submitted in compliance with this condition).

PLANNING INFORMATIVES

The following planning informatives should be attached to any planning permission granted:

Under the terms of the Water Resources Act 1991, the prior written consent of the Environment Agency is required for any discharge of sewage or trade effluent into controlled waters (e.g. watercourses and underground waters), and may be required for any discharge of surface water to such controlled waters or for any discharge of sewage or trade effluent from buildings or fixed plant into or onto ground or into waters which are not controlled waters. Such consent may be withheld. *Contact Claire Murphy on 01276 45 4509 for details.*

ADVICE TO PLANNING AUTHORITY

Groundwater Protection:

It is noted from the response to question 16 of the completed planning application that the developer intends to dispose of surface water by connection to existing surface water drains. The Agency would like an assessment of the condition of the existing surface drainage system and to be informed of the results before discharging the above condition (regarding surface water drainage).

Development Control:

We are not aware of any watercourses on the site, but should there be any, we advise that:
(1) they should not be culverted; and
(2) a buffer zone is left on either side of any watercourse, and
(3) culverted watercourses should not be built over, but should ideally be opened up and made a feature of the site.

In any case, you should note that culverting of a watercourse requires the prior written approval of the local authority under the terms of the Public Health Act 1936, and the prior written consent of the Environment Agency under the terms of the Land Drainage Act 1991/Water Resources Act 1991. The Agency seeks to avoid culverting, and its consent for such works will normally be withheld.

There are alternatives to conventional storage for the control of surface water run-off that are favoured by the Environment Agency where ground conditions are suitable and groundwater

Cont/d..

is not at risk. These techniques not only cater for flood peak attenuation, but may also improve water quality and enhance the environment. Such systems include permeable pavements, grassed swales, infiltration trenches, ponds and wetlands. The developer is advised to discuss with the Agency how these techniques might be applied at this site.

In order to manage the disposal of surface water in a more sustainable manner, taking into account flood risk and other environmental factors, the Environment Agency is likely to recommend that restrictions are imposed on the discharge of surface water from the site. Particular care must be exercised where there is an increase in the impermeable area. The developer will be required to accommodate excess water and control its release into local watercourses, whether directly or by means of the local surface water sewerage system.

ADVICE TO APPLICANT

Roof water downpipes should be connected to the drainage system either directly, or by means of back inlet gullies provided with sealing plates instead of open gratings.

Surface water from car parking areas should discharge via deep seal trapped gullies incorporating a minimum water seal of 85mm or similar.

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.

Yours faithfully

Sarah Paxman
Development Planning Officer

cc: Active Property Services, Datum House, Roentgen Road, Basingstoke RG24 8NG

TOWN COUNCIL OBSERVATION SHEET

PLANNING SERVICES | HPT 400092
POL Nicola Lake | TLS
DC | ENF
APP
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19 FEB 2001
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APPLICATION NO: F/2001/3273 PLANNING OFFICER:

PARISH: EARLEY

PROPOSAL: Proposed erection of 12 flats access and parking

ADDRESS: Parker Plating, Station Road, Earley.

APPLICANT: Kingfisher Housing Association C/O Active Property Services

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As with the previous application on this site, Councillors remain extremely concerned about this latest proposal. Whilst the applicants appear to have overcome previous concerns about the overlooking of properties in Amber Close, the height, design and proposed location of this latest development has moved the problem to properties in Compton Close. The location of this development would appear to mean that the 1st floor and dormer type front windows will look directly into rear windows and back gardens of properties in Compton Close, and it is considered that this represents an unacceptable loss of privacy to these residents and is, therefore, extremely unneighbourly. Furthermore, because the windows involved appear to be in the main living areas of the flats in question, these concerns cannot be alleviated by applying planning conditions concerning the obscure glazing, etc., of the windows.

The proposal is deemed to be an overdevelopment of the site, is overbearing, and the rear of the block of flats will be extremely close to the railway line, which could cause an unacceptable noise disturbance to anyone occupying the flats once built. Furthermore, Councillors considered the design to be aesthetically unpleasing and out of keeping with other properties in the area.

It is considered that there is insufficient parking on the site, and that, because of the close proximity of the site to the railway station, the parking that is available could well be the subject of 'illegal' use by commuters parking there to then travel by train.

Councillors still remain extremely concerned about the route into the site, which is considered to be too narrow, and particularly to allow access by emergency vehicles. Furthermore, there remains some doubt that, if this proposal was to go ahead, the contractor's own vehicles would be able to gain access. Additionally, there still remains the concern previously expressed about the increased potential danger to pedestrians walking to and from the railway station, whose route would now take them across this access.

For these reasons, it is requested that this application is refused.

Finally, if the Planning Officer is mindful to approve these proposals, it is requested that a condition be imposed requiring that the developers meet the full cost of any necessary decontamination of the land, both now and in the future.

SIGNED: _____ DATE: 15 FEB 2001

CLERK TO EARLEY TOWN COUNCIL

WOKINGHAM DISTRICT COUNCIL

MEMORANDUM

From: Suzanne McLaughlin
Environmental Health

My Ref: SEM/20010146

To: Nicola Lake
Development Control

Your Ref: F/2001/3273

Date: 01 May 2001

Proposed erection of 10 flats with access and parking

Parker Plating, Station Road, Earley

I have reviewed the vibration report for the above development to assess the impact of vibration from the railway line.

The levels of vibration likely to occur inside the proposed dwellings will be tolerable, therefore a scheme for protecting the future occupants can only be requested as desirable and not essential.

SEMcLaughlin

RAILTRACK

Southern

M HOLDEN Director

PLANNING SERVICES	HPT 40141
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20 FEB 2001	
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	FILE:

16th February 2001

Development Control Manager
Wokingham District Council
PO Box 157
Shute End
Wokingham
RG40 1WR.

Tel : 020-7902-3460

Y/r F/2001/3273
O/r C7/01/148/1/032/AN

Dear Ms Lake,

TOWN & COUNTRY PLANNING ACT
EARLEY, PARKER PLATING, STATION ROAD
PROPOSED RESIDENTIAL DEVELOPMENT
APPLICATION No F/2001/3273.

I acknowledge receipt of your letter dated 6th February 2001, in respect of the above application, which was originally sent to Railtrack Great Western at Swindon. Please refer to the attached leaflet which should in future, assist your staff to advise the appropriate Railtrack Zone.

With regard to this application, there is a possibility that this land was once former railway land and as such, may have had some form of covenant placed on the conveyance agreement. Also, I have requested details of Railtrack's boundaries around the station area to ensure that there will not be any conflicting access arrangements. Hence, the relevant documentation will need to be retrieved and inspected by this office, which will in turn restrict my ability to respond within your timescale.

I therefore confirm that Railtrack is registering a Holding Objection until all the relevant enquiries have been made and any necessary recommendations and instructions have been forwarded to your office.

I will respond to you in due course.

Yours sincerely,

Alan Nield

pp B. Purcell.
Outside Party Engineer.

Engineering Manager. Suite 2.CP2 2H. General Offices.Waterloo Station. London. SE1 8SW
Tel : 020-7902-3460 Fax : 020-7902-3632 DX 119552 WATERLOO STN 2:
Railtrack PLC Registered Office Railtrack House Euston Square London NW1 2EE Registered in England and Wales No. 2904587 http://www.railtrack.co.uk

RAILTRACK

Southern

M HOLDEN Director

PLANNING SERVICES	RPT 40650
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05 MAR 200	
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	FILE:

1st March 2001

Development Control Manager
Wokingham District Council
PO Box 157
Shute End
Wokingham.
RG40 1WR.

Tel : 020-7902-3183

Y/r F/2001/3273
O/r C7/01/148/1/032/AN

Dear Ms Lake,

TOWN & COUNTRY PLANNING ACT
EARLEY, PARKER PLATING, STATION ROAD
PROPOSED RESIDENTIAL DEVELOPMENT
APPLICATION No F/2001/3273.

Further to my letter of 16th February 2001, in respect of the above application, I have now made the necessary checks and the land in question was never former railway land and the proposal should not infringe on Railtrack property.

I therefore confirm that Railtrack is withdrawing the Holding Objection to this proposal subject to the Applicant acting on the required 'Decision Notice'

You will appreciate that I need to be satisfied that Railtrack's infrastructure will not be adversely affected by the proposal, both during the period of construction and after completion. I therefore attach a copy of Railtrack's 'Comments / Conditions' Appendix containing engineering conditions I would wish to see observed in order to safeguard the adjoining railway.

Whilst I appreciate that you may not be able to incorporate my observations as a Condition of Planning Consent, I would be grateful if you could include an 'informative' in your Decision Notice to the effect that the Applicant should take due account of any comments on the Application.

I have forwarded a copy of this letter to the Applicant's Agent and look forward to receiving any details requested at the earliest opportunity, reserving the right to make any additional comments and conditions considered necessary to ensure the safe operation of the railway at that time. Please advise me of the outcome of this Application in due course.

Yours sincerely,

Alan Nield.

pp B. Purcell.
Outside Party Engineer.

Engineering Manager. Suite 2.CP2 2H. General Offices.Waterloo Station. London. SE1 8SW
Tel : 020-7902-3460 Fax : 020-7902-3632 DX 119552 WATERLOO STN 2:
Railtrack PLC Registered Office Railtrack House Euston Square London NW1 2EE Registered in England and Wales No. 2904587 http://www.railtrack.co.uk

RAILTRACK

Southern

Comments / Conditions To Be Observed In Connection With The Development Of Land Adjacent To The Railway

Planning Matters

1. If there are any trees on Railtrack's property adjacent to the development site, the design of the foundations of any proposed buildings close to the boundary must take into account the possibility of damage etc. caused by penetration of tree roots. Furthermore, it should be noted that Railtrack cannot accept liability for any such damage caused at a later date. The Building Research Establishment's guidance notes should be implemented.

2. You are no doubt aware that in Autumn leaves falling on to the rails can cause potential hazards to rail traffic, particularly where the railway is at or below the general ground level.

   Any new trees to be planted adjacent to the railway boundary should be in accordance with the attached information sheet on page 5 headed "Tree Species", and be located sufficiently clear of the common boundary not to create a nuisance through penetration of tree roots or overhanging branches which could provide a means of gaining access to the Railtrack's property, or inhibit the maintenance of Railtrack's fencing.

   Proposed tree species should be selected with due consideration for their mature height and root size. Where an inappropriate specie is selected regular maintenance lopping etc. may be required to prevent damage to Railtrack's infrastructure and the train operators' trains. This may be costly if stoppages of the train service are required to undertake maintenance safely.

3. It may be necessary to enhance /renew Railtrack's existing lineside boundary fencing as a result of the development in order to reduce the risk of trespass and possible vandalism. Railtrack will seek payment for any improvements necessary, but would (for their part) continue to maintain the fence for as long as it is required for railway purposes. This will apply only if the enhanced fencing is to a standard acceptable to Railtrack.

   Any additional fencing required on the railway boundary e.g. for screening purposes, must be independent of Railtrack's fencing and allow room for maintenance of both fences.

Building Regulation Matters

4. One set of detailed and fully dimensional drawings should be submitted for approval prior to commencement of work showing full structural details, particularly in respect of foundations (i.e. size, type and depth), services and drainage.

   A location plan will also be required (scale 1:1250 preferred) showing the distance of the scheme from the railway boundary, with special reference to new / existing structures and the nearest railway feature, such as a level crossing, bridge or station.

DevCondBP

Issued by : Railtrack PLC Outside Party Section, CP2 2H, Waterloo General Offices, London SE1 8SW
Date : October 2000

5. Full details of any proposed alteration to ground levels adjacent to Railtrack's lineside fencing should be submitted to Railtrack at the earliest opportunity for approval in the form of cross-sections to a natural scale showing existing and proposed levels. In any event the alteration must not reduce the effective height of Railtrack's fencing.

6. Full details of proposed drainage systems will be required. All drainage needs to be directed away from the railway and into local authority sewers, and it should be installed a minimum distance of 2 metres from the railway boundary.

   The use of soakaways is not favoured by Railtrack and therefore is unacceptable as they could have a detrimental effect on Railtrack's land. The drainage system should be designed to take this into account.

   No increases in surface water discharge into a Railtrack maintained drain or culvert may be made without prior written consent.

Additional Requirements for Protecting Railtrack's Interests

7. For all new developments adjacent to operational lines Railtrack accepts no liability in respect of noise and vibration. Developers should undertake their own investigations to establish any level of noise and vibration likely to originate from the operation of the railway, and design their mitigation measures accordingly.

8. All works, both temporary and permanent, should be designed and constructed so that they will have no influence on the stability of Railtrack's structures and adjoining land.

9. Common boundary or support walls must be of reinforced concrete. Sheet piling will not be acceptable, due to early corrosion.

10. Vibro-compaction will not be permitted, especially in the vicinity of structures, embankments or cutting slopes.

11. Railtrack advise that the use of bored, cast in-situ reinforced concrete piles are recommended. Normally these have no detrimental vibration effects during construction.

12. All structures should be situated at a minimum distance of 2 metres from Railtrack's boundary fence and at a sufficient distance to enable construction to proceed without, in the Railtrack Engineer's opinion, the risk of affecting the normal and safe running of the railway. This clearance will also enable construction and maintenance to proceed without the need to enter on to Railtrack property. Please note that unless previous safety protection has been arranged, access on to Railtrack property will not be permitted for any activity associated with any works.

13. Where the proposal includes the demolition of any existing buildings Railtrack will need to approve full details of the proposed method of demolition (together with those for temporary works) in the form of a Method Statement.

14. All new construction should be sufficiently clear of the boundary, and all foundations should be so designed, that they do not impose any surcharge on railway cutting slopes or structures. In addition, it should be borne in mind that cutting slopes could be subject to erosion through the effects of weathering, and all new construction should be at a sufficient distance from the slope to take this into account.

    At no time should an embankment supporting the railway be cut into or built upon.

15. A suitable kerb or approved crash barrier must be provided along any road or parking area adjacent to Railtrack's fencing to prevent damage by vehicles. Such barriers are to be positioned so as not to afford a means of scaling the fencing.

16. Railtrack reserves the right to request the screening of any light, including vehicular lights, which may interfere with the sighting of signalling apparatus and /or train drivers' vision on approaching trains.

17. Any scaffold which is to be constructed adjacent to the railway must be erected in such a manner that at no time will any poles over-sail or fall on to the railway. Black protective netting around the scaffold may need to be installed. A Method Statement for construction and dismantling of the scaffold will need to be provided for acceptance. Scaffolding may need to be erected under a track closure (possession) of the railway because of the dangers to trains and from the electrified conductor rail. A minimum of 16 weeks notice is required to arrange any possessions of the track.

18. Any cranes or other plant to be used on site must be positioned and operate in such a way that, in the event of mishandling or failure of any part of the equipment or subsidence of the ground supporting the equipment, they will not move or fall within 3 metres of the nearest rail. Their loads or jibs should not under any circumstances oversail Railtrack's property.

19. Full details of any tower cranes to be used on site should be submitted for approval, together with a plan showing the relevant jib radii. The cranes (and any other plant) must be positioned in such a way that, in the event of failure, they will not fall within 3 metres of the nearest rail, nor will their loads or jibs under any circumstances oversail Railtrack's property. A Method Statement must be prepared for Railtrack's approval e.g. it may be necessary to down-rate the crane capacity by 25% to reduce the risk of failure.

20. Railtrack is not in favour of play areas immediately adjacent to railway boundary fencing, due to the increased risk of trespass and vandalism. Should the proposal proceed, additional protection will need to be provided by the erection of a 3 metre high security fence adjacent to and parallel with Railtrack's own fence. he additional fence is to be maintained at the Developer's cost.

21. Golf courses will need to be screened to a minimum effective height in relation to the railway track of 6 metres, and in certain cases this may need to be increased. It is recommended that all shots/drives be directed away from the boundary to avoid the potential risk of a mis-hit golf ball causing damage or injury to passing trains, and railway staff or passengers.

22. Any hedge planted adjacent to Railtrack's boundary fencing for screening purposes should be so placed that when fully grown it does not damage the fencing or provide a means of scaling it. No hedge should prevent Railtrack from maintaining its boundary fencing.

23. All costs incurred by Railtrack in connection with the works should be reimbursed by the Developer. A Third Party Works Request Form is to be completed and submitted to this office before work commences. *This form is available on request.*

TREE SPECIES

Not Recommended	**Permitted**
Alnus glutinosa (Alder)	Betula (spp) (Birch)
Populus (spp) (Aspen, Poplar)	Malus Sylvestris (Crab Apple)
Fagus Sylvatica (Beech)	Acer Campestre (Field Maple)
Prunus Avium (Wild Cherry)	Prunus Padus (Bird Cherry)
Carpinus Betulus (Hornbeam)	Pyrys Communis (Wild Pear)
Tilia Cordata (Small-leaved Lime)	Pinus (spp) (Fir Trees - Pines)
Quercus (spp) (Oak)	Cretaegus (spp) (Hawthorn)
Salix Willow (spp) (Willows)	Corylus Avellana (Hazel)
Acer (spp) (Sycamore, Norway Maple)	Sorbus (spp) (Mountain Ash, Whitebeams)
Aesculus Hippocastanum (Horse Chestnut)	Robinia (Pseudo) (False Acacia)
Castanea Sativa (Sweet Chestnut)	Shrubby Salix (Willow Shrubs)
Platanus Hispanica (London Plane)	Thuja Plicata 'Zebrina'

BORDER LINE

Fraximus Excelsior (Ash)

OTHER TREES TO BE REFERRED.

Please note, the following complimentary guidelines are also available, which highlight some of Railtrack's safety concerns on the following subjects:

CG1- Mechanical Plant Working Adjacent to the Railway.
CG2- Development Above/Adjacent to Railway Tunnels.
CG3- Lighting Schemes Adjacent to the Railway.
CG4- Demolition Adjacent to the Railway.
CG5- Tree/Scrub Planting Adjacent to the Railway.
CG6- New Golf Course Schemes Adjacent to the Railway.
CG7- Recreational Schemes Adjacent to the Railway.
CG8- New Development Boundary Fencing Adjacent to the Railway.
CG9- Cranes Working Adjacent to the Railway.
CG10- Fire precautions for installations/Storage of Hazardous Substances/Materials adjacent to the Railway.
CG11- Railway Bridge Attachments.
CG12- Laying Services Overline Railway Structures.
CG13- Laying Services Underline Railway Structures.
CG14- Remedial Works to Services Under/ Adjacent to Railtrack's Infrastructure.

CG16- Near / Adjacent 'Piling' Scheme.

However it needs to be be noted that the above guidelines are only to be used as an informative ofsome of Railtrack's additional safety concerns.

WOKINGHAM DISTRICT COUNCIL

ENVIRONMENTAL SERVICES DEPARTMENT

M E M O R A N D U M

From: Nicola Lake
Senior Planner

Ext: 6481

To: Jo Ellis/John Mullaney
Environmental Health.

My Ref: F/2001/3273

Date: 3 April 2001

PARKER PLATING, STATION ROAD, EARLEY.
F/2001/3273.

Before Jo Ellis left she had asked for a vibration report within her comments dated 18 September 2000, which were a copy of her comments from the previous application and were received on the 19 Feb 2000. Please find attached a copy of the vibration report for the site, which has now been submitted as part of this application. Could you please let me have your initial comments within 7 days form the date of this memo. Please do not hesitate to contact me on the above extension, should you wish to discuss this matter further.

Yours sincerely

Nicola Lake.

POLICY AND PLANS CONSULTATION

Date: 20/2/01
Case Officer: Nicky Lake
Proposal 12 flats, access and parking
Location: Parker Plating, Station Road, Earley
Applicant Kingfisher Housing Assn

Redevelopment of factory in bad neighbour employment use to 12 flats.

Policy WEM18 of WDLP allows for the change of use of employment land to other uses.
Policy WOS5 and WEM10 of the WDLP encourage the redevelopment of sites occupied by bad neighbour uses to other uses. The principle of the use is welcomed. The site is in a sustainable location for housing, which is the predominant use in the area. Low levels of parking can be considered as part of the proposal because of its proximity to the station.

The site is contaminated so contaminants will need to be removed to make the site suitable for housing use. You should therefore consult with Environmental Health, the Environmental Agency to include Waste Regulation and possibly also the Health and safety Executive before determining how this issue should be dealt with by condition. It is likely to involve the removal of material from the site and its replacement with other material before development can commence. This will be *necessary to comply with policy WOS6(e)*

I note that the development is 3 storey. The high cost of site clear up may necessitate this density of development. It may be necessary to realign some of the rooms to prevent overlooking and achieve compliance with policy WOS3. The site does not include play space. Consideration will need to be given if there is sufficient nearby space and if not whether the proposal meets the requirements of Policy WOS4 of the WDLP. It may be that the environmental benefits from removing contamination outweigh this requirement.

22/02/01

TO: **DEVELOPMENT CONTROL**
Nicola Lake

FROM: Environmental Design

DATE: 23 February 2001

Location:	Parker Plating, Station Road, Earley, Reading
Proposal:	Proposed erection of 12 flats with access and parking.
Application Number:	F/2000/3273

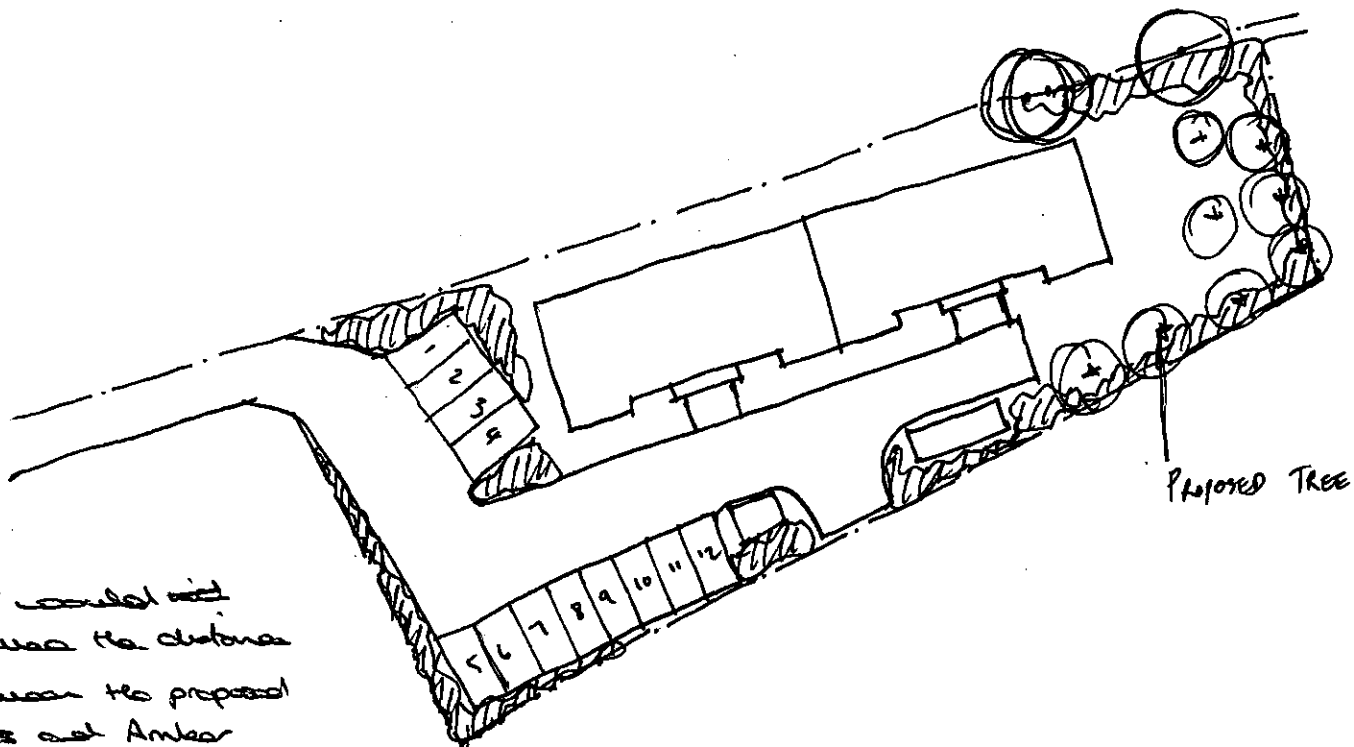
In response to your consultation dated 6 February 2001 for the above application, the landscape comments are as follows:

I have no objection to the proposals. However, the site layout does not seem to make best use of the limited space available, as there is a large area taken up by the access road within the site which has to double back on itself. I have attached a revised sketch layout showing a suggested alternative for the parking area and which provides an area of open space for the flats that can accommodate more planting than is shown on the proposed site plan.

The applicant needs to provide a detailed landscape scheme showing the location of all new trees and shrubs, full species name, planting densities and size of plant at time of planing.

Catherine Brimble

Catherine Brimble
Landscape Architect



This would not reduce the distance between the proposed Flats and Amber Close.

PARKER PLANTING
1:500

Nicola Lake

From: John R Mitchell
Sent: 12 February 2001 09:34
To: Nicola Lake
Subject: FW: 12 Flats at Parker Plating App:- F/2001/3273

For info

ta
John

-----Original Message-----
From: David [SMTP:david_swindells@lineone.net]
Sent: 10 February 2001 15:48
To: John.Mitchell@wokingham.gov.uk
Cc: malvernk@plcbrk.siemens.co.uk; Diana93881@aol.com; Caroline Smith; Stephen Conway
Subject: 12 Flats at Parker Plating App:- F/2001/3273

The proposals I have seen do not match the requirements which this council applies to car parking. Access arrangements are unsatisfactory and there are car parking issues relating to the yellow lines on Station Road and the lack of provision for residents of Station Road. I do not wish this application to be supported.

Wokingham District Council
Planning Application

Town and Country Planning (General Development Procedure) Order 1995 – Notice under Article 8

AND/OR

Planning (Listed Buildings and Conservation Areas) Regulations 1990 and Planning (Listed Buildings and Conservation Areas) Act 1990

Application No: F/2001/3273

Proposal:
Proposed erection of 12 flats access and parking.

Location:
Parker Plating Station Road Earley Reading

This application is being advertised in the Reading Chronicle newspaper on the 16/02/2001 for the following reason(s);

PROPOSAL IS A MAJOR DEVELOPMENT

The application can be inspected 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)

Comments should be sent in writing QUOTING THE APPLICATION NUMBER to the Case Officer Nicola Lake P.O. Box 157 Council Offices, Shute End, Wokingham, Berkshire, RG40 1WR to arrive before **09/03/2001**. Written comments submitted will become available for public inspection.

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

Date: 16/02/2001

WOKINGHAM D.C. DEVELOPMENT CONTROL

Valid

Start date: 21 JAN 20	31 JAN 2001
Officer: NL	Application No. F/2001/3273

Map No. 52 Site ...016...
Easting: ..... Flood Pln .....
Northing: ..... Mineral .....

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

Description:
(F.) PROPOSED ERECTION OF 12 FLATS
ACCESS & PARKING

Location: PARKER PLATING SITE, STATION ROAD

Parish: EARLEY Ward: ~~Hungerford~~ L

Applicant: KINGFISHER HOUSING ASSOCIATION
resubmission 2000/2246 ~~refused~~ W/drawn

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

Enforcement Section to be notified ☐ tick if required

Additional information required for validation

		Reason	Requested	Received
1	1:2500 OS location plan showing property edged in blue/red			
2	1:500 block plan showing existing & proposed dev. + adj. Properties			
3	Forms unsigned			
4	Correct S 66 certificate		phoned 30/1 ✓	✓
5	Elevation plans	Plan required for Block 2 – handed plans		31 JAN 2001
6	Floor plans	not acceptable S. elevation shows 5 windows on 2nd floor, floor plan only shows 4.		
7	Metric scale disclaimer		to follow	✓
8	Encroachment letter			
9	Miscellaneous			

APPLN NO. _____

ACTION REQUIRED BY DEVELOPMENT CONTROL

Conservation Area .....

Listed Building 1 2 2*

Advertisement Required ....Major development.....

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

INTERNAL CONSULTATIONS

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

EXTERNAL CONSULTATIONS

Adjacent D P A : .....
Adjacent Parish : Woodley
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. new pre-apps.....

.....

—Royal Berks Fire & Rescue Service
.....The Fire Station.....
Bridge Road
Maidenhead, Berks
SL6 8PG

NEIGHBOURS:

.....S/N+ See map (as for prev. app.).....
.....
.....+ all names & addresses on attached lists.....
.....
.....
.....
.....
.....
.....

31.JAN.2001* 327

Our Ref: 3748/KG/129
January 22, 2001

3748WDC.doc

PROPERTY SERVICES

Datum House, Roentgen Road,
Basingstoke, RG24 8NG
Telephone: 01256 356629
Fax: 01256 356708
E-mail:
Surveyors@activesol.co.uk

Mrs N Lake
Wokingham District Council
Planning Services
PO Box No 157
Council Offices
Shute End
WOKINGHAM
RG40 1WR

Dear Mrs Lake

FORMER PARKER PLATING PREMISES, STATION ROAD, EARLEY
YOUR REF: F/2000/2246

Further to our meeting of January 11, 2000, and your follow up letter of the same date, I enclose a revised submission on behalf of my client, Kingfisher Housing Association, for their proposals to redevelop the above site.

As required, WS Atkins Noise & Vibration have been instructed to carry out a vibration assessment on the site. Their report along with, if found necessary, any proposals for a scheme of protection to the flats, will be submitted to you in due course.

I hope all is in order but, should you have any queries or require any further information, then please do not hesitate to contact me.

Yours faithfully
For ACTIVE *Property Services*

K. Gallop

Keith Gallop, FRICS
Director of Professional Services

Enc.

Cc: John Newman – Kingfisher Housing Association.

Certificate No 964/95

ACTIVE Solutions Europe Ltd
Registered in England
no. 2374757
Registered office as above

DOCUMENT TRANSMITTAL SHEET

ACTIVE Property Services

Job No: 3748 Client: Kingfisher Housing Association

Sheet No: 2 Project: Station Road, Earley

Drawing Number	Title	Size	Revision
01	Site location plan	A3	0
02	Proposed Dev. – Option A	A3	
03	Proposed Dev. – Option B	A3	
04	Proposed Dev. – Option C	A3	
05	Gen. Arrangement – 1 bed flats	A3	
06	Gen. Arrangement – 2 bed flats	A3	
07	Proposed Dev. – Option D	A3	
08	Ground/1st floor plans	A3	
09	2nd floor plan	A3	
10	Site plan - existing	A3	0
11	Site plan - proposed	A3	D
12	Ground/1st floor plans	A3	B
13	2nd floor plan	A3	B
14	Elevations – blocks 1 & 2	A3	B
15	Elevations – blocks 1 & 2	A3	B
16	General section	A3	A
17	External storage building	A3	

Date of Issue	Day	22
	Month	01
	Year	01
Distribution		
Denley King Partnership		
Kingfisher Housing Association		1
Wokingham District Council - EHO		
Wokingham District Council – Planning Dept.		6
Transco		
Scottish & Southern Energy Plc		
Thames Water Utilities		
Welling Partnership		
Total Number of Copies		56
Issue Form		P
Status		A

Issue Form: **P** = Prints **D** = Floppy Disc **N** = Negative **CD** = Compact Disc **E** = E-mail
Status **P** = Preliminary **A** = Approval **T** = Tender **C** = Construction **R** = Record

31.JAN.2001* 3273

Our Ref: 3748/KG/131
January 30, 2001

3748WDC.doc

PROPERTY SERVICES

Datum House, Roentgen Road,
Basingstoke, RG24 8NG
Telephone: 01256 356629
Fax: 01256 356708
E-mail:
Surveyors@activesol.co.uk

Mrs C Hurst
Wokingham District Council
Planning Services
PO Box No 157
Council Offices
Shute End
WOKINGHAM
RG40 1WR

31 JAN 2001

Dear Mrs Hurst

FORMER PARKER PLATING PREMISES, STATION ROAD, EARLEY
YOUR REF: F/2000/2246

Following our telephone conversation, I enclose six copies of drawing no 3748-14C with the south elevation corrected, and drawing no's 3748-18 and –19 showing the complete plans and elevations.

I hope you are now able to register this application. However, should you have any queries or require any further information, then please do not hesitate to contact me.

Yours faithfully
For ACTIVE *Property Services*

K. Gallop

Keith Gallop, FRICS
Director of Professional Services

Enc.

Cc: John Newman – Kingfisher Housing Association.

plans added & substituted.

Certificate No 964/95

ACTIVE Solutions Europe Ltd
Registered in England
no. 2374757
Registered office as above

DOCUMENT TRANSMITTAL SHEET

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Job No: 3748 Client: Kingfisher Housing Association

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06	Gen. Arrangement – 2 bed flats	A3														
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08	Ground/1st floor plans	A3														
09	2nd floor plan	A3														
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11	Site plan - proposed	A3	D													
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13	2nd floor plan	A3	B													
14	Elevations – blocks 1 & 2	A3	B	C												
15	Elevations – blocks 1 & 2	A3	B													
16	General section	A3	A													
17	External storage building	A3														
18	General arrangement plans	A3		0												
19	South & north elevations	A3		0												

	Date of Issue	Day	22	30												
		Month	01	01												
Distribution		Year	01	01												
Denley King Partnership																
Kingfisher Housing Association			1	1												
Wokingham District Council - EHO																
Wokingham District Council – Planning Dept.			6	6												
Transco																
Scottish & Southern Energy Plc																
Thames Water Utilities																
Welling Partnership																
Total Number of Copies			56	18												
Issue Form			P	P												
Status			A	A												

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Status **P** = Preliminary **A** = Approval **T** = Tender **C** = Construction **R** = Record

1789/a

SECTION 66 CERTIFICATE

WOKINGHAM DISTRICT COUNCIL

31 JAN 2001 * 3273

Application No.

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

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.

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

OR

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 + See Note (a) to Certificate A	Address at which notice was served	Date on which notice was served
Mr & Mrs D Newman	c/o Swinnard Electro Platers Ltd. North Farm Road High Brums Tunbridge Wells TN2 3DH	August 15, 2000

OR

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

(b) Insert description of steps taken.

- 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) .....

.....

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

- Notice of the application as attached to this Certificate, has been published in the (c) .....

(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).

on (d) .....

1789/b

CERTIFICATE D

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.

OR

● 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) . . . . . .

. . . . . .

(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).

● Notice of the application as attached to this Certificate, has been published in the (c) . . . . . .

on (d) . . . . . ●

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 . . . K. Crosby . . . . . for Active Property Services

On behalf of . . . Kingfisher Housing Association . . . . . .

Date . . . . . 22/1/01 . . . . . .

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

• (1) PARKER PLATING (READING) LTD. HUNGERFORD WORKS EARLEY 1.4.86

ADDRESS STATION ROAD PARISH ~~WOODLEY~~

PLOT No. Old Property ORD. SHEET No. SU.7571 (52)

BUILDER

Plan No.	Applicant	Description of Development	Date of Decision	Decision
F/15/59	Parker Plating (Reading) Ltd	Lavatory Accomodation	12/1/60	App. App.
F/A/62	"	Factory Extension	22/2/62	App. App.
F/9/62	"	Electroplating Shop & Store Shed	29/11/62	App. C/A.
F/12/64	"	Extension	6/8/64	App. C/A.
16/71	"	Extension	21.1.71	App. App.
1933/72	"	raise roof + extend plating shop x 23 ft	23.11.72	— C/A.
[illegible]2223	"	OFFICE ADD. & CAR PARKING	15.11.84	N/R C/A
29886 37596	"	RENEWAL " (B)(A)	16.3.88	C/A
	" o/l	" 29886 (B1)	29.5.91	C/A

DATE OF COMPLETION

MINISTRY DECISION

SPECIAL ORDERS P.D. Enq - % use - 24.7.97. P.D Enq. Spray Booths. 1.8.97. N/R

DRAINAGE ~~42854~~ " o/l. " 37596 (B1) 5.7.94 C/A

1933

(2) PARKER PLATING STATION ROAD

ADDRESS PARISH EARLEY

PLOT No. HUNGERFORD WORKS ORD. SHEET No. SU.7571(52)

BUILDER

Plan No.	Applicant	Description of Development	Date of Decision	Decision
97/65910/P	PARKER PLATING W/DR	o/l. B1 ow. (42854)	17.12.97	C/A
97/67228/P				
F/2600/2246				

MINISTRY DECISION

SPECIAL ORDERS

1792

NL

I have today displayed the site notice(s) in a prominent position on the land/ buildings to which the application number F/2001/3273 relates.

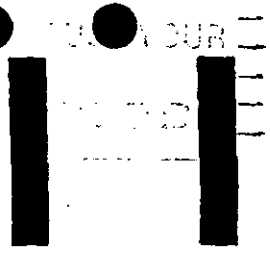
Address of site FORMER PARKER PLATING PREMISES, STATION ROAD, EARLEY.

Signed K. Cully

Date 12/2/01

Postage will be paid by licensee

Do not affix Postage Stamps if posted in Gt. Britian, Channel Islands, N Ireland or the Isle of Man



Business reply service
License no. RG147

Planning Services
Environmental Services Department
Wokingham District Council
Council Offices
Shute End
Wokingham
Berkshire RG40 1BR

1

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

31.JAN.2001* 3273

1.	**APPLICANT'S NAME**	Kingfisher Housing Association
	ADDRESS	Chailey Court, 25-27 Winchester Road, Basingstoke
	POST CODE	RG21 8UE **PHONE** 01256 302302
2. If the applicant has an agent, all correspondence will be sent to the agent	**AGENT'S NAME**	Active Property Services
	ADDRESS	Datum House, Roentgen Road, Basingstoke
	POST CODE	RG24 8NG **PHONE** 01256 356629
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**	Former Parker Plating Premises, Station Road, Earley.
4. WHAT IS THE APPLICATION FOR ? Give brief details and state for what purpose this site and any buildings will be used.		Residential development to provide 8no. two bedroom flats and 4no. one bedroom flats.
5. Give the area in hectares or part of a hectare	**AREA OF SITE**	0.1582 Hectares.
6. State the applicant's interest in the land e.g. owner, prospective purchaser, lessee	**OWNERSHIP**	Prospective purchaser.
7. List all the plans and drawings submitted with the application	**PLANS/DRAWINGS**	Drawing no's 3748-1, -10, -11D, 12B, 13B, 14B, 15B, 16A.

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

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

Vacant site, ceased as industrial use in 1998.

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.

Marley Modern roof tiles - smooth grey.

UPVC eaves joinery, rainwater goods, cladding & windows.

Buff Multi facing bricks.

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.

New & existing timber closeboarded fencing, 1.8m high.

16. HOW WILL SURFACE WATER BE DISPOSED OF?

Connection to existing surface water drains.

17. HOW WILL FOUL SEWAGE BE DISPOSED OF?

To existing system YES/NO

If no, please give details

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

Existing pedestrian and vehicular access to be retained.

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

N/A

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	/ *	/ *	/ *
BUNGALOW	/ *	/ *	/ *
FLAT/MAISONETTE	8 / 3 *	/ *	/ *
OTHER	4 / 2 *	/ *	/ *

*** 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.

N/A - revised application.

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 K Cadby **ON BEHALF OF** Kingfisher HA **DATE** 22/1/01

for Active Property Services

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".

1769c

PLANNING APPLICATION

PART 2

This part of the form need only be completed if the application involves non-residential development. Please answer all questions in print or block letters. If the answer is not applicable, write N/A in the space. You may wish to amplify your answers in a covering letter.

24. STATE THE GROSS FLOOR SPACE (by external measurement) OF ALL BUILDINGS TO WHICH THIS APPLICATION REFERS. Please give all floor areas in SQUARE METRES.

	USE CLASS	Existing floor space		Proposed additional floorspace created by	
		Retained in existing use	Lost by change of use or demolition	New building	Change of use
A1	SHOPS				
A2	FINANCIAL AND PROFESSIONAL SERVICES				
A3	FOOD AND DRINK				
B1(a)	OFFICE (other than A2)				
B1 (b)	RESEARCH AND DEVELOPMENT				
B1 (c)	LIGHT INDUSTRIAL				
B2	GENERAL INDUSTRIAL				
B3-7	SPECIAL INDUSTRIAL				
B8	STORAGE OR DISTRIBUTION				
C1	HOTELS AND HOSTELS				
C2	RESIDENTIAL INSTITUTIONS				
D1	NON-RESIDENTIAL INSTITUTIONS				
D2	ASSEMBLY AND LEISURE				
OTHER	Please Specify				
OTHER	Please Specify				
	TOTAL				

25. IF C1 OR C2 USE IS PROPOSED, PLEASE STATE NUMBER OF BED SPACES

26. WHAT PROVISION IS BEING MADE FOR PARKING?

	Cars	Lorries
Existing		
Proposed		

27. DESCRIBE THE ACTIVITY OR PROCESSES TO BE CARRIED ON
Please provide details of any equipment, plant or machinery to be installed and any end products. You may wish to amplify your answers in a covering letter.

28. WHO WILL OCCUPY THE PREMISES?
a) Give the name and current operating address of the proposed occupier
b) Will these premises be vacated?

29. IF KNOWN, HOW MANY PEOPLE ARE LIKELY TO BE EMPLOYED ON SITE AFTER COMPLETION OF THE DEVELOPMENT?

Existing Staff	Transferred Staff	New Staff	Total

30. DOES THE PROPOSAL INVOLVE THE USE OR STORAGE OF ANY OF THE HAZARDOUS SUBSTANCES LISTED IN THE NOTES?
If so, state this material, the quantity and method of storage.

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'.

1769d

YOUR PLANNING APPLICATION

WHY DO YOU NEED TO MAKE A PLANNING APPLICATION ?

New buildings, major alterations and enlargement of existing buildings, and many changes in the use of buildings and land need planning permission.
The Town and Country Planning Acts impose a duty on Local Authorities to control these changes, and this means that a balance has to be found between the need and pressure for change, and the desire to protect the character of settlements and the countryside.
The merits of each application are, therefore, carefully examined.

WHAT ELSE MAY YOU HAVE TO DO ?

Listed Building Consent:	for works to a Listed Building; or for demolition works on land within the curtilage of a Listed Building or within a Conservation Area.
Advertisement Consent:	for the display of advertisements or signs
Building Regulation Approval:	for most new building or construction work.

Special forms are available for these types of applications.

You should also check whether there are any other regulations with which you may need to comply.

WHAT HAPPENS TO THE APPLICATION ?

It will first be checked to see if it is complete and if it is, it will be registered.

Consultations will be carried out with public and other bodies, such as the Highway Authority, or Local Parish Councils.

Publicity may be given to allow local people the opportunity to comment on your proposals.

The application will be considered in relation to the Council's planning policies and guidelines, the past history of decisions on that site or in the locality, other standards (such as parking, or visibility at road junctions), and any other material considerations.

The site will be visited by a Planning Officer You may be asked to submit more information, or to amend your application.

The application will then be considered either by a Planning Committee or Sub Committee (made up of Councillors) or by the Chief Officer responsible for planning matters. Objections to an application will be taken into consideration by the Committee or the Chief Officer.

Shortly after the application has been determined, you will receive a Decision Notice.

HOW LONG WILL IT TAKE ?

An application will generally be determined within eight weeks although a longer period may sometimes be required for a complicated application.

WHAT SORT OF DECISION CAN BE MADE ?

Your application may be approved.

Your application may be approved subject to certain conditions. These could impose restictions on the use of land or buildings, or require further details to be approved at a later stage, (e.g. materials or landscaping).
You may appeal against the conditions, but this opens the entire permission to review by the Secretary of State.

Your application may be refused. The reason will be listed on the Decision Notice.

WHAT HAPPENS IF THE APPLICATION IS REFUSED ?

You have the right to appeal against the refusal to the Secretary of State, but you have to do that within six months. Appeals can be dealt with by written representations by both sides, or by a Public Inquiry.
You may ask the Planning Officer whether an amended application would be more likely to receive planning permission.

DATA PROTECTION ACT 1984

'Information contained in this form is likely to be personal data within the terms of the Data Protection Act 1984, and as such will be held by the Council on computer (such as the PLANAPS applications processing system) and may be used by the Council only for purposes registered under the terms of the Data Protection Act.'

F/3000/2246
N Sharkey & F Barry
3 Amber Close
Earley
RG6 7ED

F/2000/2246
O Evans
9 Amber Close
Earley
RG6 7ED

F/2000/2246
Miss A Catling & A Czaijkowski
Flat 3
Audley House
Station Road
Earley
RG6 7DY

F/2000/2246
Julie Williams & Petition
Martin pole Nicholas
7 Broad Street
Wokingham
RG40 1AY

F/2000/2246
Mr & Mrs D Richards
4 Compton Close
Earley
RG6 7EA

F/2000/2246
N Swift
24 Amber Close
Earley
RG6 7ED

F/2000/2246
W Blay
6 Moorside Lane
Parkgate
Neston
CH64 6QP

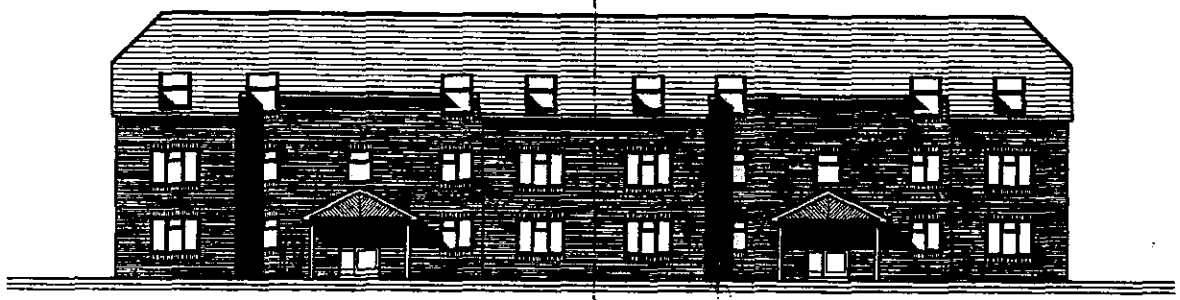
F/2000/2246
Q Evans
9 Amber Close
Earley
RG6 7ED

App. withdrawn
Letter sent 21/12/00

Applicationo	Name & Address
F/2000/2246	P C Cassono 7 Compton Close Earley RG6 7EA
F/2000/2246	R Collett 8 Compton Close Earley RG6 7EA
F/2000/2246	S & P Gaunt 7 Amber Close Earley RG6 7ED
F/2000/2246	A Edge 20 Amber Close Earley RG6 7ED
F/2000/2246	G & T Wheeler 14 Amber Close Earley RG6 7ED
F/2000/2246	S Edge 20 Amber Close Earley RG6 7ED
F/2000/2246	Mr & Mrs Mushtaq 17 Amber Close Earley RG6 7ED
F/2000/2246	B Damosec & S Lefevre 8 Amber Close Earley RG6 7ED
F/2000/2246	Mr K O'Neill 1 Station Road Earley RG6 7DY
F/2000/2246	N Sharkey & Petition 3 Amber Close Earley RG6 7ED
F/2000/2246	S Melling 11 Amber Close Earley RG6 7ED

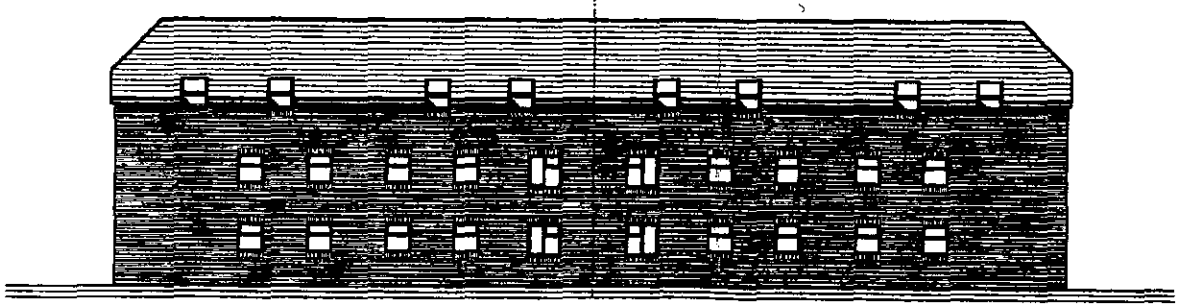
31.JAN.2001* 3273

BLOCK 1 BLOCK 2



SOUTH ELEVATION

BLOCK 2 BLOCK 1



NORTH ELEVATION

All dimensions are stated in metres.

No responsibility can be accepted by ACTIVE Property Services where reliance is placed upon dimensions scaled from these drawings.

All dimensions and angles must be checked on site before work commences.

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EXTERNAL MATERIALS

ROOF

MARLEY MODERN ROOF TILES - SMOOTH GREY.

UPVC FASCIAS, BARGEBOARDS & SOFFITS - WHITE.

SQUARE SECTION UPVC RAINWATER GOODS - BLACK.

EXTERNAL WALLS

BUFF MULTI FACING BRICKS.

DOUBLE GLAZED UPVC CASEMENT WINDOWS - WHITE.

VELUX OR SIMILAR VERTICAL WINDOWS & ROOF WINDOWS WITH SILVER-GREY ALUMINIUM FINISH EXTERNALLY.

GABLES

AS MAIN ROOF, WITH DIAGONAL UPVC CLADDING TO GABLE.

31.JAN.2001 * 3273

REV	DATE	DESCRIPTION	DRN	CKD

ACTIVE Property Services
DATUM HOUSE, ROENTGEN ROAD,
BASINGSTOKE
RG24 8NG

Project
FORMER PARKER PLATING PREMISES,
STATION ROAD,
EARLEY.

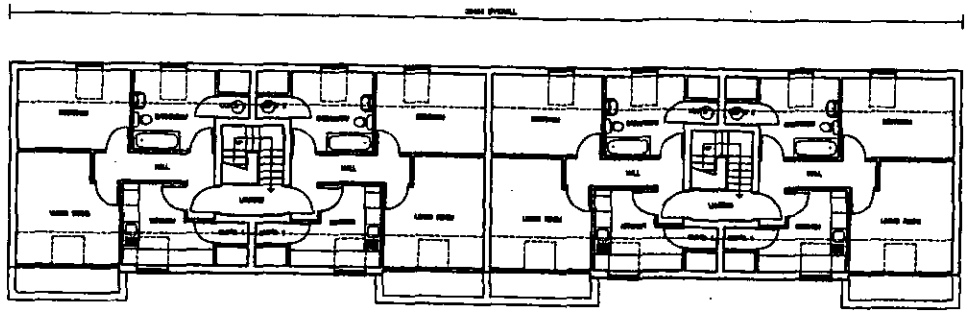
Title
PROPOSED DEVELOPMENT - ELEVATIONS.

Client
KINGFISHER HOUSING ASSOCIATION.

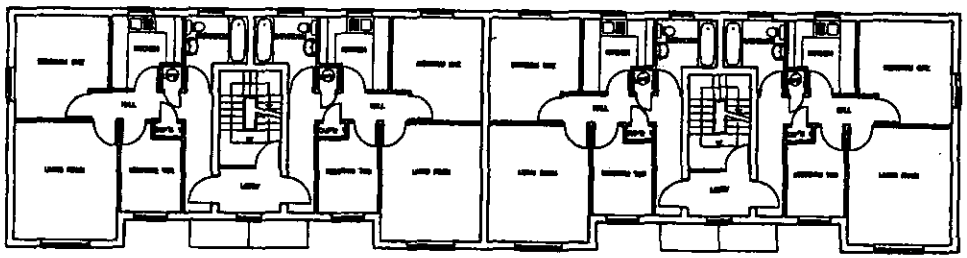
Scales	1:200	Date	JANUARY 2001

Dwg no 3748-19 Rev

Drawn by	KG	Checked	

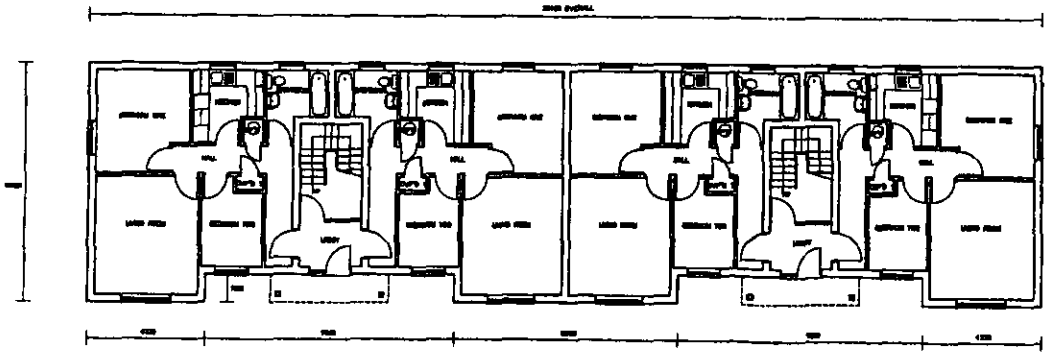


SECOND FLOOR PLAN



FIRST FLOOR PLAN

BLOCK 1 BLOCK 2



GROUND FLOOR PLAN

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31.JAN.2001 3273

Rev	Date	Description	Drn	Chd

ACTIVE Property Services
DATUM HOUSE, ROENTGEN ROAD,
BASINGSTOKE
RG24 8NG
TEL: [illegible]
FAX: [illegible]
Email: [illegible]

Project
FORMER PARKER PLATING PREMISES,
STATION ROAD,
EARLEY.

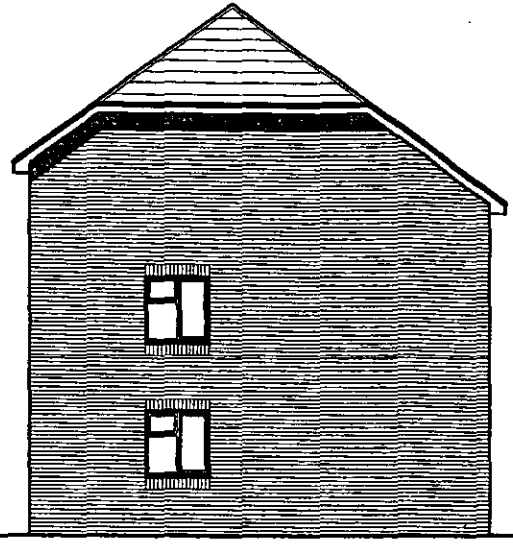
Title
PROPOSED DEVELOPMENT – GENERAL ARRANGEMENT FLOOR PLANS.

Client
KINGFISHER HOUSING ASSOCIATION.

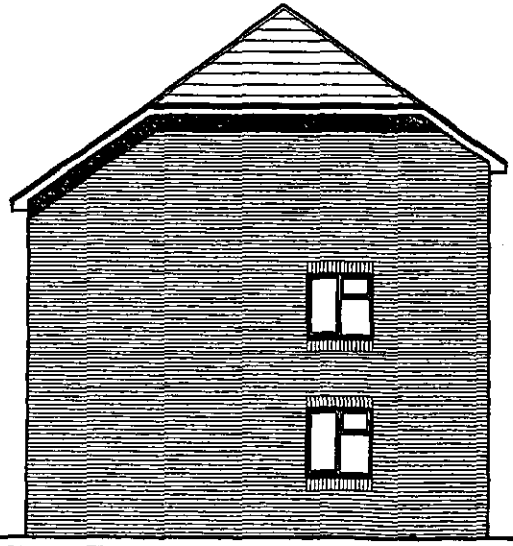
Scales	Date
1:200	JANUARY 2001

Dwg no	Rev
3748–18	

Drawn by	Checked
KC	



WEST ELEVATION



EAST ELEVATION

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EXTERNAL MATERIALS

ROOF

MARLEY MODERN ROOF TILES - SMOOTH GREY.

UPVC FASCIAS, BARGEBOARDS & SOFFITS - WHITE.

SQUARE SECTION UPVC RAINWATER GOODS - BLACK.

EXTERNAL WALLS

BUFF MULTI FACING BRICKS.

DOUBLE GLAZED UPVC CASEMENT WINDOWS - WHITE.

VELUX OR SIMILAR VERTICAL WINDOWS & ROOF WINDOWS WITH UMBER-GREY ALUMINIUM FINISH EXTERNALLY.

CANOPIES

AS MAIN ROOF, WITH DIAGONAL UPVC CLADDING TO GABLE.

31. JAN. 2001 * 3273

REV	DATE	DESCRIPTION	DRN	CHD
B	12/01	BLOCKS 1 & 2 ADVANCED.	KG	
A	09/00	MINOR ELEVATIONAL CHANGES.	KG	SL

ACTIVE Property Services
DATUM HOUSE, ROENTGEN ROAD,
BASINGSTOKE
RG24 8NG
TEL (Direct)
FAX (Direct)

Project
FORMER PARKER PLATING PREMISES,
STATION ROAD,
EARLEY.

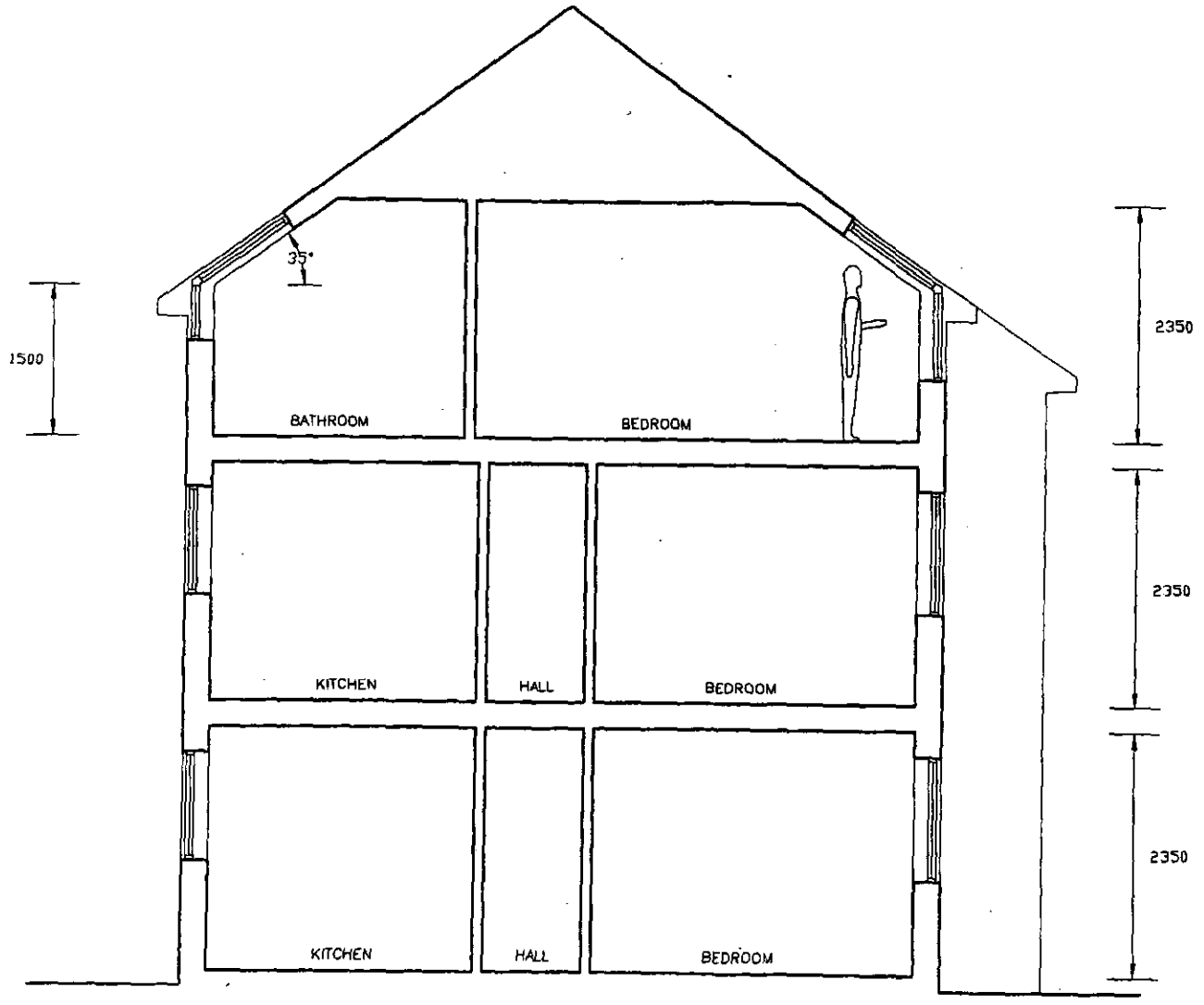
Title
PROPOSED DEVELOPMENT – ELEVATIONS.

Client
KINGFISHER HOUSING ASSOCIATION.

Scale	Date
1:100	JULY 2000

Dwg no	Rev
3748-15	B

Drawn by	Checked
KG	



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31 JAN 2001 5273

REV	DATE	DESCRIPTION	DRN	CHD
A	08/06	MINOR CHANGES TO SUIT CHANGES IN PLOT LAYOUTS	HD	

ACTIVE Property Services
DATUM HOUSE, ROEMOTEN ROAD, BASINGSTOKE RG24 8NQ
TEL: (01256) 356600
FAX: (01256) 356701

Project
FORMER PARKER PLATING PREMISES, STATION ROAD, EARLEY.

Title
PROPOSED DEVELOPMENT – GENERAL SECTION (BLOCKS 1 & 2).

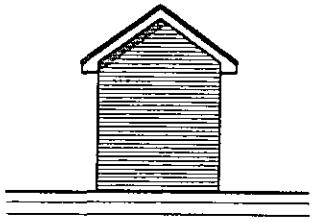
Client
KINGFISHER HOUSING ASSOCIATION.

Scale	Date
1:50	JULY 2000

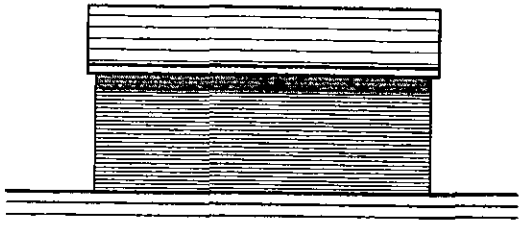
Dwg no	Rev
3748-16	A

Drawn by	Checked
KG	

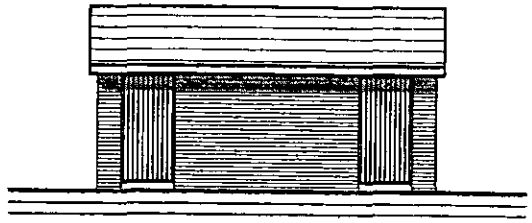
TENANTS STORES (2NO BLOCKS)



EAST & WEST ELEVATIONS

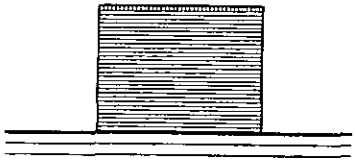


SOUTH ELEVATION (TO GARDENS)

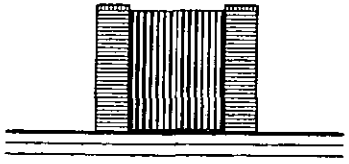


NORTH ELEVATION

REFUSE STORE



SOUTH ELEVATION



NORTH ELEVATION



EAST & WEST ELEVATIONS

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All dimensions and angles must be checked on site before work commences.

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EXTERNAL MATERIALS

ROOF

MARLEY MODERN ROOF TILES - SMOOTH GREY.

UPVC FASCIAS, BARGEBOARDS & SOFFITS - WHITE.

SQUARE SECTION UPVC RAINWATER GOODS - BLACK

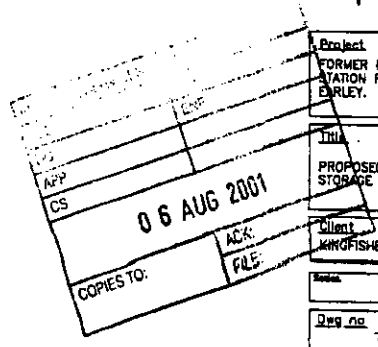
EXTERNAL WALLS

BUFF MULTI FACING BRICKS.

TIMBER PANELLED DOORS/GATE - WHITE.

REV	DATE	DESCRIPTION	DRN	CKD

ACTIVE Property Services
DATUM HOUSE, ROENTGEN ROAD,
BASINGSTOKE
RG24 8NG
TEL: [01256] 389628
FAX: [01256] 389705
Email: Surveyors@activeps.co.uk



Project
FORMER PARKER PLATING PREMISES,
STATION ROAD,
EARLEY.

Title
PROPOSED DEVELOPMENT - EXTERNAL STORAGE BUILDINGS.

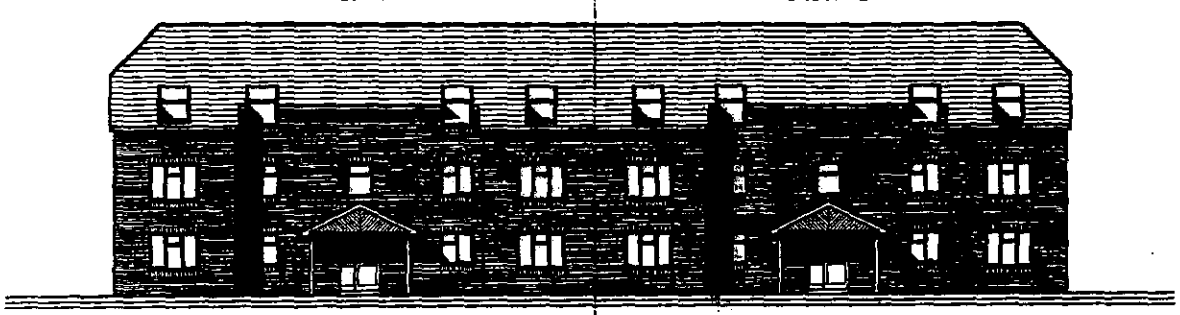
Client
KINGFISHER HOUSING ASSOCIATION.

Scale	Date
1:100	JULY 2001

Dwg no	Rev
3748-21	

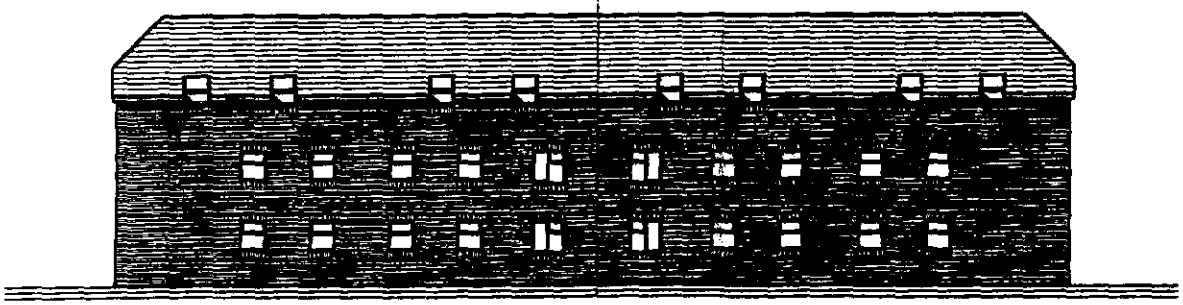
Drawn by	Checked
KC	

BLOCK 1 | BLOCK 2



SOUTH ELEVATION

BLOCK 2 | BLOCK 1



NORTH ELEVATION

APPLICATION F/2001/3273.
ALLOWED ON APPEAL.

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EXTERNAL MATERIALS

ROOF

MARLEY MODERN ROOF TILES - SMOOTH GREY.

UPVC FASCIA, BARGEBOARD & SOFFITS - WHITE.

SQUARE SECTION UPVC RAINWATER GOODS - BLACK.

EXTERNAL WALLS

BUFF MULTI FACING BRICKS.

DOUBLE GLAZED UPVC CASEMENT WINDOWS - WHITE.

YELLUX OR SIMILAR VERTICAL MASCHER & ROOF WINDOWS WITH UMBER-GREY ALUMINIUM FINISH EXTERNALLY.

GABLES

AS MAIN ROOF, WITH DIAGONAL UPVC CLADDING TO GABLE.

31.JAN.2001 3273

Rev	DATE	DESCRIPTION	DRN	CHD

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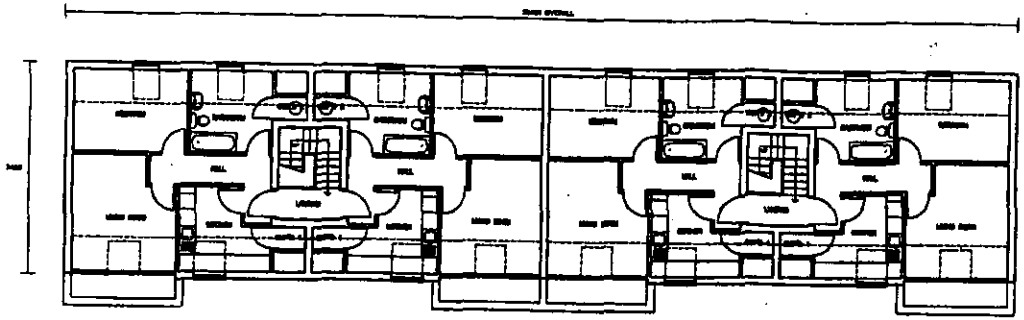
Project
FORMER PARKER PLATING PREMISES,
STATION ROAD,
EARLEY.

Title
PROPOSED DEVELOPMENT - ELEVATIONS.

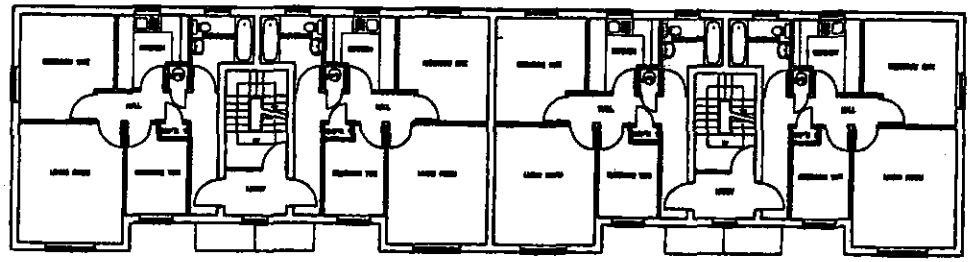
Client
KINGFISHER HOUSING ASSOCIATION.

Scale	Date
1:200	JANUARY 2001

Dwg no	Rev
3748-19	

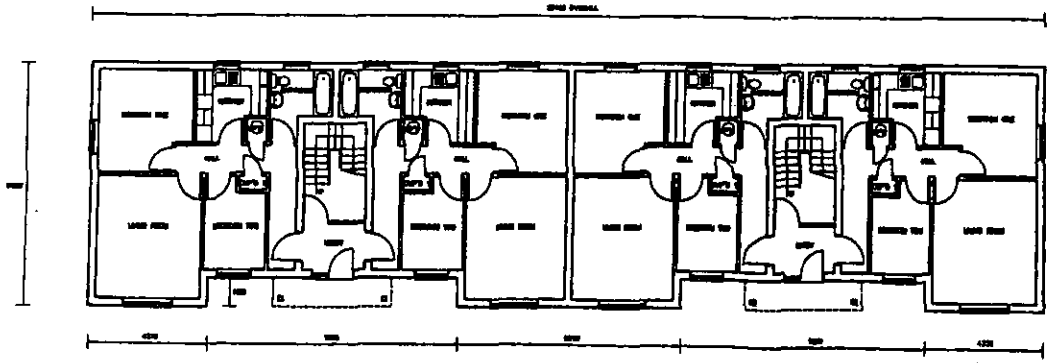


SECOND FLOOR PLAN



FIRST FLOOR PLAN

BLOCK 1 BLOCK 2



GROUND FLOOR PLAN

APPLICATION F/2001/3273.
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Project.
FORMER PARKER PLATING PREMISES,
STATION ROAD,
EARLEY.

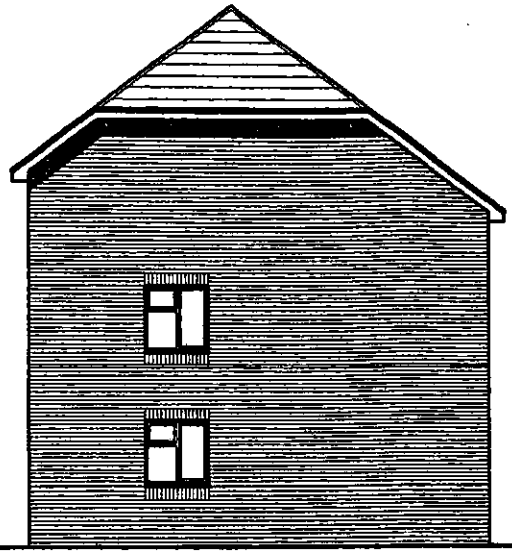
Title.
PROPOSED DEVELOPMENT - GENERAL ARRANGEMENT FLOOR PLANS.

Client.
KINGFISHER HOUSING ASSOCIATION.

Scale.	Date.
1:200	JANUARY 2001

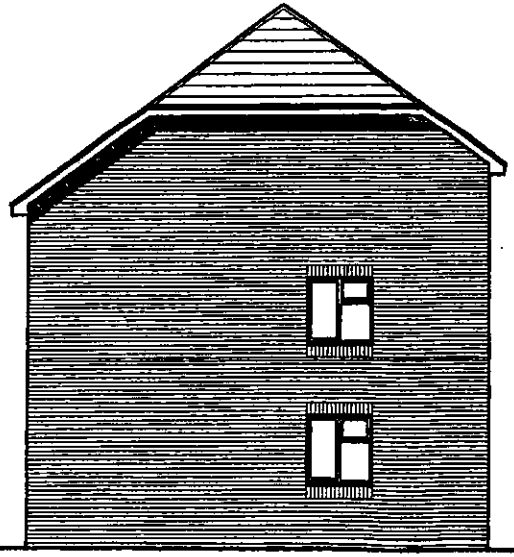
Dwg no.	Rev.
3748-18	

Drawn by.	Checked.
KG	



WEST ELEVATION

APPLICATION F/2001/3273.
ALLOWED ON APPEAL.



EAST ELEVATION

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EXTERNAL MATERIALS

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MARLEY MODERN ROOF TILES - SMOOTH GREY.

UPVC FASCIAL BARGEBOARDS & SOFFITS - WHITE.

SQUARE SECTION UPVC RAINWATER GOODS - BLACK.

EXTERNAL WALLS

BUFF MULTI FACING BRICK.

DOUBLE GLAZED UPVC CASEMENT WINDOWS - WHITE.

VELUX OR SIMILAR VERTICAL WINDOWS & ROOF WINDOWS WITH UMBER-GREY ALUMINIUM FINISH EXTERNALLY.

GABLES

AS MAIN ROOF, WITH DIAGONAL UPVC CLADDING TO GABLE.

31 JAN 2001 3273

REV	DATE	DESCRIPTION	DRN	CHD
B	12/01	BLOCKS 1 & 2 ADJOINED.	HP	
A	09/00	PORCH ADDITIONAL CHANGES.	HP	PL

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Project
FORMER PARKER PLATING PREMISES,
STATION ROAD,
EARLEY.

Title
PROPOSED DEVELOPMENT - ELEVATIONS.

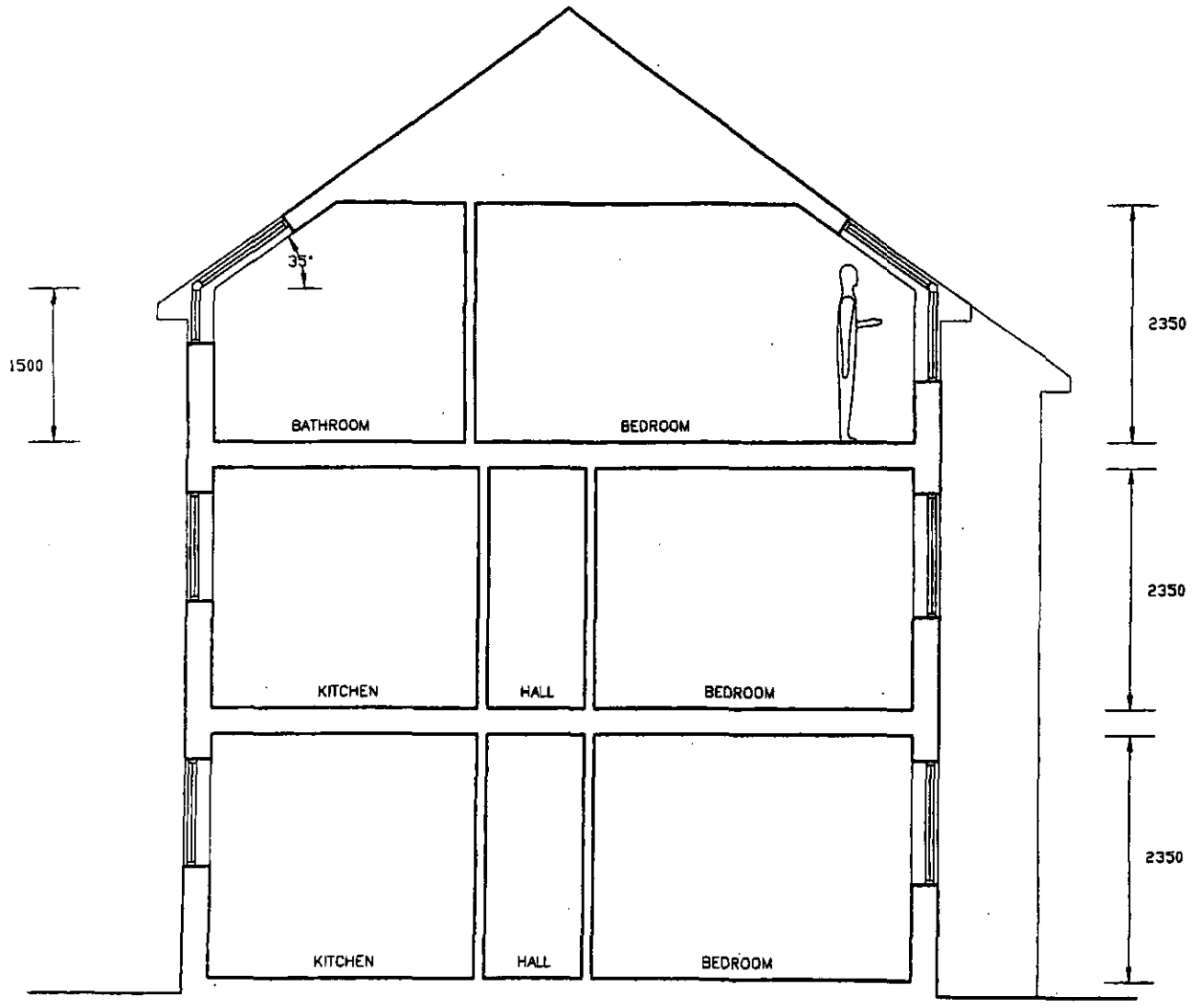
Client
KINGFISHER HOUSING ASSOCIATION.

Scale	Date
1:100	JULY 2000

Dwg no	Rev
3748-15	B

Drawn by KC Checked

APPLICATION F/2001/3273.
ALLOWED ON APPEAL.



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31.JAN.2001 5273

REV	DATE	DESCRIPTION	DRN	CHD
A	26/10	MINOR CHANGES TO SUIT CHANGES IN FLAT LAYOUTS.	HP	

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Project
FORMER PARKER PLATING PREMISES,
STATION ROAD,
EARLEY.

Title
PROPOSED DEVELOPMENT - GENERAL SECTION (BLOCKS 1 & 2).

Client
KINGFISHER HOUSING ASSOCIATION.

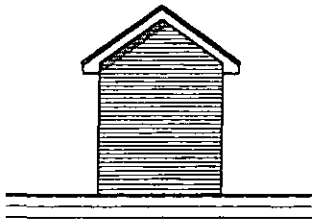
Scale	Date
1:50	JULY 2000

Dwg no	Rev
3748-16	A

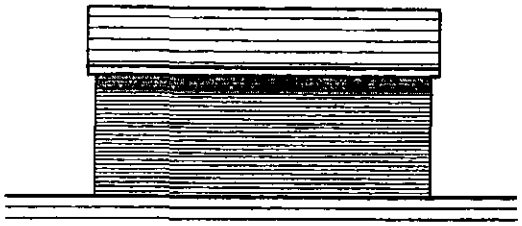
Drawn by KC Checked

APPLICATION F/2001/3273.
ALLOWED ON APPEAL.

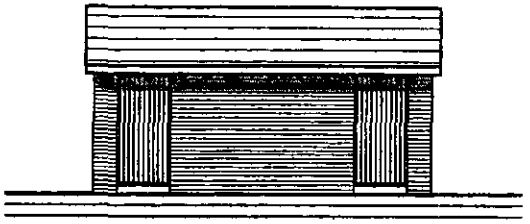
TENANTS STORES (2NO BLOCKS)



EAST & WEST ELEVATIONS

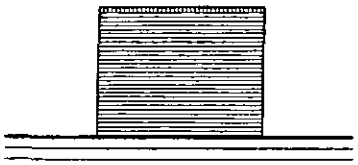


SOUTH ELEVATION (TO GARDENS)

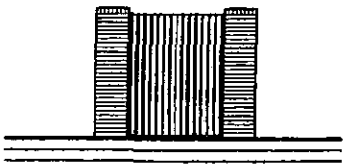


NORTH ELEVATION

REFUSE STORE



SOUTH ELEVATION



NORTH ELEVATION



EAST & WEST ELEVATIONS

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EXTERNAL MATERIALS

ROOF

MARLEY MODERN ROOF TILES - SMOOTH GREY.

UPVC FASCIAS, BARGEBOARDS & SOFFITS - WHITE.

SQUARE SECTION UPVC RAINWATER GOODS - BLACK.

EXTERNAL WALLS

BUFF MULTI FACING BRICKS.

TIMBER PANELLED DOORS/GATE - WHITE.

REV	DATE	DESCRIPTION	DRW	CHD

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0 6 AUG 2001
ACK:
FILE:
COPIES TO:

Project
FORMER PARKER PLATING PREMISES,
STATION ROAD,
EARLEY.

Title
PROPOSED DEVELOPMENT - EXTERNAL STORAGE BUILDINGS.

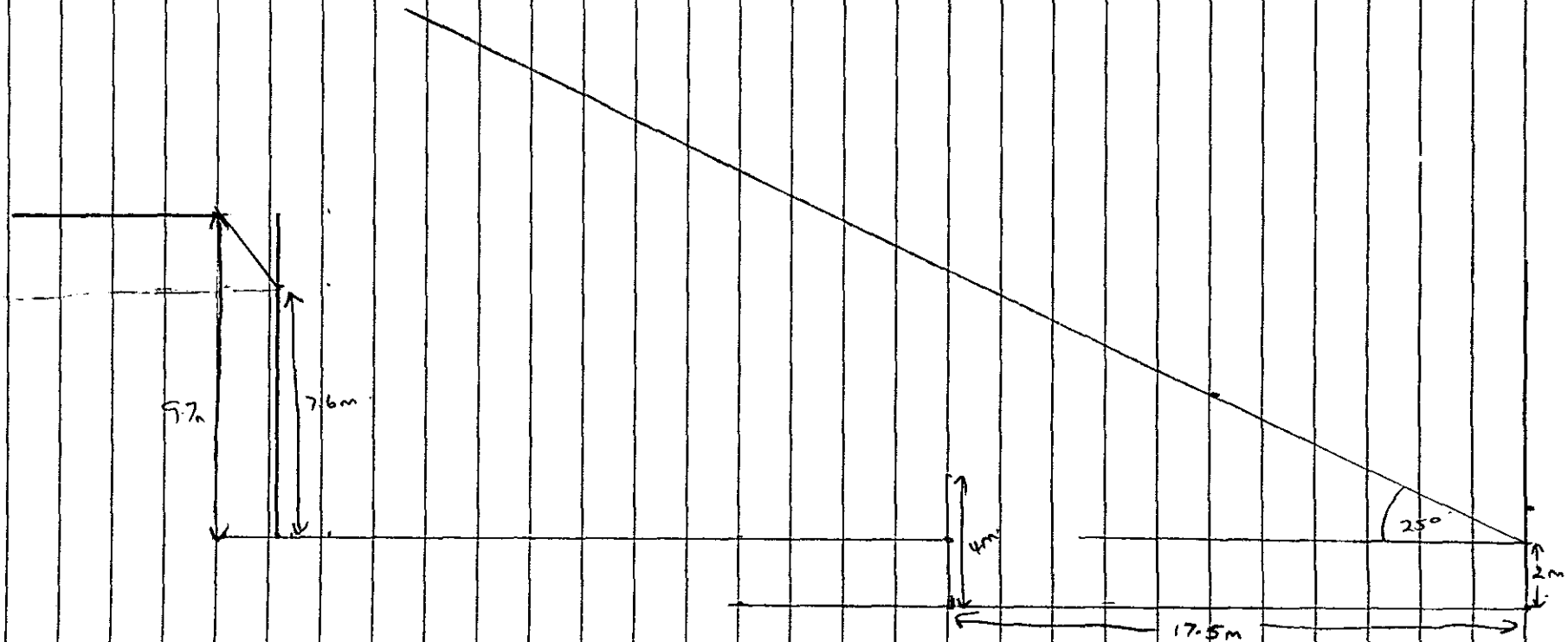
Client
KINGFISHER HOUSING ASSOCIATION.

Scale	Date
1:100	JULY 2001

Dwg no	Rev
3748-21	

Section through from Parker Plating to Amber Close

Scale 1:200



7.6

9.7

6.8

PRP Planning

Parker Plating Premises
Station Road
Earley
Reading

Residential development to provide 12 flats (affordable)

Application Number F/2001/3273

Grounds of Appeal (Section G)
Against Refusal of Planning Permission by
Wokingham District Council
S78 Town and Country Planning Act 1990

Purpose of issue:	Appeal Statement
Project code:	A2468TP
Date:	14 November 2001

PRP Planning
1 Lindsey Street
Smithfield
LONDON
EC1A 9HP

Contents

1.0 Introduction

2.0 Site Description and Location

3.0 Proposed Scheme

4.0 Development Plan Policies

5.0 Relevant Government Guidance and Advice

6.0 Reasons for Refusal and Grounds of Appeal

7.0 Consultation and Third Parties

8.0 Conclusion

9.0 List of Documents and Drawings

1.0 INTRODUCTION

1.1 This statement provides the grounds of appeal against refusal of planning permission for the residential development of twelve flats, parking and access on the site of the former Parker Plating Works at Station Road, Earley. It sets out: -

- a description of the site and its location, (2);
- details of the proposed scheme, (3);
- a concise statement of development plan policies relevant to the appeal (with copies of text of policy in Documents 11, 12, 13), (4);
- relevant government guidance and advice, (5);
- reasons for refusal and grounds of appeal, (6);
- consultation and third parties, (7);
- conclusion, (8);
- list of documents, drawings, (9).

1.2 It should be noted that officers recommended that permission be **Granted** subject to conditions in their committee report to Development Control Sub-Committee on 22 August 2001 (Document 8). This report will be referred to in this statement.

1.3 In the committee report to Development Control Sub-Committee 22 August 2001 it was noted that there were no objections by Highways, Environmental Health, Railtrack, the Environment Agency or the Fire and Rescue Service to the proposal. (Para 3, Doc 8). Objections were received from Earley Town Council and local residents (Para 3, Doc 8).

2.0 SITE DESCRIPTION AND LOCATION

1 The site is located to the rear of dwellings in Compton Close, Amber Close and Station Road and is bounded by the railway to the north shown in the site location plan (Document 4). Earley Railway Station is located close to the access to the site.

2 The site is currently vacant and was previously occupied by Parker Plating as electro plating works up until 1998. The Local Authority has implemented remedial measures to abate a statutory nuisance of mobile contamination of cadmium into four adjoining gardens Document 7(i) letter from Wokingham District Council to Kingfisher Housing Association 07/11/00). Further investigations into remediation required on the site have been undertaken as part of the application (Document 9 AERC Ltd to Kingfisher Housing Association 25/10/01 Contamination Assessment).

3.0 PROPOSED SCHEME

3 The proposed development is for the erection of two blocks of flats each containing four two bed flats and two one bed flats creating a total of 12 dwellings (Document 6 Revised Plans). The dwellings would be accessed from the existing access road which runs between Audley House and the railway station. The two blocks are contiguous with separate entrances and consist of ground and two upper floors. Twelve surface car parking spaces are provided, together with amenity space and landscaping. Provision is also made for external storage and refuse storage.

4 The original planning application (Document 1) showed two separate blocks with ten flats (Document 5). This has been amended from the original drawings, in discussion with the planning officer, to show the current layout as amended with the two blocks side by side, (twelve flats in total) more than 2m from Railtrack boundary as requested, with 1:1 car parking and the storage areas (Document 6 Revised Plans). A vibration study was undertaken to assess the effects of rail vibration on the proposed development. (Document 10). These are the plans which were refused and which form the basis of this appeal.

4.0 DEVELOPMENT PLAN POLICIES RELEVANT TO THE APPEAL

5 The development plan for the site consists of the Loddon Area Local Plan (Adopted 1995) (Document 11) and the Berkshire Structure Plan (1991-2006) (Document 12). The Wokingham District Local Plan (Deposit Draft with Proposed Amendments February 2000 – Reprint September 2001) (Document 13) is an emerging Local Plan and has been approved by the District Council as policy for development control purposes pending its adoption as a statutory local plan. The weight to be accorded to the policies of the Deposit Draft Wokingham District Council will be decided by the Inspector in accordance with the stage of the adoption process which the plan has attained. The relevant policies are identified with a brief commentary where appropriate. (See Documents 11, 12, 13).

6 **BERKSHIRE STRUCTURE PLAN (1991-2006): RELEVANT POLICIES (Document 12)**

The relevant policies in the Plan are: -

- Policy OS1
- Policy EN1
- Policy H5

7 **Policy OS1 The Overall Strategy** states the need to seek sustainable development and improvement to the quality of life in Berkshire by pursuing a number of objectives including development which respects limits set by environmental, infrastructure and other constraints upon the development of land; giving priority to meeting Berkshire's economic and social needs including the provision of low cost housing and steering development to locations which minimise the need for travel and can be well served by public transport (Berkshire Structure Plan 1991-2006, *Policy OS1, Objectives i, ii and iv*).

8 **Policy EN1** seeks to protect and enhance the character and quality of the environment in built up areas where new development must be appropriate in scale, form, impact, character and siting to its location. In particular development should embody a high standard of design, layout and landscaping and help maintain and where possible, enhance the character of its surroundings. It also states that: -

> ***"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 underused urban land will be supported. "(Policy ENI Berkshire Structure Plan)".***

9 **Policy H5 Development within Settlements and Redevelopment / Change of Use** - states that provision for housing development will be achieved by: -

i) building on suitable undeveloped land within built up areas;
ii) redevelopment or adaptation of an existing building or set of buildings;
iii) change of use of suitable permanent non-residential buildings and by the subdivision of existing dwellings.

10 The proposed scheme complies with these policies as it provides affordable housing; meets the housing needs of Berkshire in a sustainable way, maintains and enhances the character of its surroundings, re-uses brown field vacant and derelict land within the urban area and minimises the need to travel.

LODDON AREA LOCAL PLAN (1995) : RELEVANT POLICIES (Document 11)

11 This is the statutory local plan for the area which was adopted in 1995. It will be replaced by the Wokingham District Local Plan which is at the Deposit Draft stage with amendments. The relevant policies of this plan are: -

- LH1
- LH8
- LBE1
- LBE2
- LT5
- LT6

12 **Policy LH1 Housing Development on Unidentified Sites** acknowledges that proposals for development, especially on smaller sites will be brought forward in response to a variety of local circumstances within the built up area. This is likely to continue during the life of the local plan and such development allows for an increase in the diversity of housing in a particular settlement area (Para 1.2.06 Loddon Area Local Plan 1995). Residential development will be allowed on these unidentified housing sites and will be considered favourable subject to local and environmental constraints and other provisions of the plan. In interpreting this policy the District Council will wish to ensure that the following criteria are complied with: -

a) The protection of open and wooded areas gaps and garden areas which are important to the character of the settlement concerned;
b) No significant adverse affect on the character of the area;
c) No significant adverse affect on settlement boundaries and surrounding countryside;
d) No loss of public open space or recreational facility;

e) The provision of adequate garden areas, space about buildings and off-street parking for all new dwellings;
f) The presence of adequate local highway capacity to cater for traffic generating by the development.

13 **Policy LH8 Variety of Housing** refers specifically to sites over 0.4 ha and although referred to in the officers report is not applicable. It does, however, encourage a mix of housing types, sizes and densities, particularly lower cost and smaller (one and two bedroom) dwellings.

14 **Policy LBE1 Design of New Development** states that: -

"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 safer 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.'

15 **Policy LBE2 Inappropriate Design** states that proposals for development that is inappropriate in terms of its relation with a 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.

16 **Policy LBE5 Sunlight and Daylight** seeks to ensure good daylighting conditions and adequate sunlight penetration to both new and existing development.

17 **Policy LT5 Road Safety** urges the Highway Authority to take appropriate measures to promote road safety for all road users.

18 **Policy LT6 Parking Provisions** seeks the provision of appropriately located car parking in accordance with the District Council's adopted standards. These standards are now out of date as both PPG3 and PPG13 states that local authorities should reduce their standards in accordance with national guidance.

19 The proposed scheme allows for a diversity of housing in the area which will have no adverse effect on the character of the area and provides affordable housing in the form of small dwellings.

WOKINGHAM DISTRICT LOCAL PLAN (DEPOSIT DRAFT) : RELEVANT POLICIES (Document 13)

20 The relevant policies of this emerging Local Plan are: -

- WH1
- WH6
- Housing Density Policy
- WOS3
- WBE1
- WT6
- WT7

21 **Policy WH1 Housing Development – Unidentified Sites** states that on unallocated housings sites, redevelopment will be considered favourably subject to local environmental and amenity considerations and all other relevant policies in order to made the best use of land in built up areas.

22 **Policy WH6 Variety of Housing** seeks a mix and balance of dwellings to meet requirements, particularly the provision of affordable housing and smaller dwellings.

23 **The Housing Density Policy** was approved by the Council on 12 June 2000 as a draft policy for the purpose of development control. It required that no residential development should be less than 30 dwellings per ha. on sites over 0.3 ha within the settlement boundary subject to not compromising the quality of the environment. Higher density will generally be acceptable in locations with good public transport connections. A high quality of design is sought.

24 **Policy WOS3 Development Control Principles** sets out a series of principles against which development proposals will be assessed including an appropriate 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. Other principles include a location to reduce the need to travel and encourage walking, cycling and public transport have no significant effect on traffic and related environmental problem and design considerations.

25 **WBE1 Development in its Local Context** states that the Council will require good contemporary design and have regard to considerations such as visual and environmental impact, accessibility, layout, form, scale, massing and materials of development and privacy and amenity of the existing environment.

26 **WT6 Parking Provision** states that parking standard are maxima and should be used to control the growth in the use of the private car. Car parking spaces must be appropriately located. Appendix 7 has a maximum parking standard 1.5 – 1.75 spaces per 1 and 2 bed dwellings. **WT7 Road Safety** promotes appropriate measure for all road users.

27 The proposed scheme provides much needed affordable housing in the form of small dwellings, at a higher density which is commensurate with its highly accessible location by public transport.

5.0 GOVERNMENT GUIDANCE AND ADVICE

28 **PPG3 Housing (March 2000)** sets out the Government's policies on a range of issues relating to the provision of housing. Local Authorities should plan for meeting the housing needs of the whole of the community, including those in need of affordable housing (Para 1). Priority should be given to re-using previously developed land within urban areas in preference to the development of Greenfield sites (Para 2). More sustainable patterns of development should be created by developing sites which exploit accessibility by public transport to jobs and other facilities / services (Para 2). More efficient use of land should be made by encouraging housing development with a higher density (30-50 dwellings per hectare) and seeking greater intensity of development with good pubic transport accessibility (Para 58), reduced off street parking standards (Para 61) and good design and layout (Para 54).

29 **PPG13 Transport (March 2001)** seeks to integrate planning and transport by promoting more sustainable transport choices for people promoting accessibility to jobs and facilities / services by public transport, walking and cycling and reducing the need to travel, especially by car (Para 4).

6.0 REASONS FOR REFUSAL AND GROUNDS OF APPEAL

30 On the 27 September 2001 a notification of refusal of permission was issued by Wokingham District Council (application F/2001/3273). This was issued some five weeks after the Development Control Committee met on the 22 August 2001 at which the officers report recommended to **GRANT Planning Permission Subject to Conditions.** (See Document 8 Report Development Control Committee 22 August 2001).

REASON 1

> ***"The proposed development by reason of its poor quality design would result in the formation of an obtrusive feature to the detriment of the character and appearance of the surrounding areas. As such the proposed development is contrary to policies OS1 and EN1 of the Berkshire Structure Plan, LH1, LBE1 and LBE2 of the Loddon Area Local Plan and WOS3, WBE1, and WH1 Wokingham District Local Plan (Deposit Draft)."***

31 The two aspects cited in this reason for refusal relate to: -

a) Poor quality design
b) Formation of an obtrusive feature to the detriment of the character and appearance of the surrounding area.

32 I will take these in turn and show that the proposed scheme would not be detrimental to the character and appearance of the surrounding area and indeed represents a new development, which would provide affordable housing in a sustainable location, resulting in the cleaning up of a former industrial and contaminated site which was formerly detrimental to the character and the appearance of the surrounding area.

33 **Design** – The Council have provided no evidence to substantiate their statement regarding design. PPG1 (Para 19) states that permission should not be refused on design grounds unless there are exceptional circumstances. The residential scheme, surrounded on three sides by residential introduces a diversity of building form within the residential area. Two separate but linked blocks are located 2 metres from the northern boundary with the railway and its rectangular form is constrained by the size and shape of the site. This plan form is rectilinear and can be considered as being reminiscent of the Victorian railway architecture in the vicinity. The front elevation is south facing towards the rear of the dwellings along Compton Close with two separate entrances and main living areas to the flats. The rear elevation fronting the railway has smaller windows of bedrooms and bathrooms. The height of the block is 2½ storeys with two flats per floor in each of the blocks.

34 The materials are traditional and in keeping with the local area using proposed buff multi facing bricks with white double glazed upvc windows, fascias, bargeboards and soffits. Roof tiles will be modern Marley and smooth grey in colour. A condition (2) on relating to approving external materials is acceptable.

35 The context for the design in varied with no single, unifying feature or character. The rectilinear form of the Victorian Railway Station has already been mentioned above. The new 2½ storey building also reflects that of Audley House rear the entrance to the site. Post war housing to the south offers little context and the more recently developed Amber Close has a partly hipped gable feature on some houses which is picked up on the proposed development. The window treatment is similar to the pattern used in the surrounding development.

36 **Formation of an Obtrusive Feature** - The second reason for refusal one is that the building will form an obtrusive feature to the detriment of the character and appearance of the surrounding area. There are no grounds in terms of proximity, overlooking, privacy, sunlight or daylight or potential noise disturbance from introducing residential in to a residential neighbourhood which could justify this reason for refusal. To the east of the site are new houses built in 1999 in Amber Close. The side elevation of the proposed scheme has two

small windows at ground and first floor with none at second floor level. The rear boundary fence of these dwellings is the equivalent of a 4 metre high due to drop in levels of approximately 2m and the rear gardens are approximately 17m in length. The distance from the proposed side facing windows would be around 28m to the rear elevation of the existing dwellings, i.e. in excess of what is considered an acceptable distance to maintain the privacy and reduce overlooking. The Council does not have any specific standards regarding distances between dwellings and proposed layouts are expected to have an acceptable effect on the existing adjacent dwellings in terms of privacy, outlook, sunlight and daylight. An informal guidance note produced by Wokingham District Council for applications for large housing sites gives an indication of the acceptable distance between windows across gardens. (Document 14).

It says that: -

> ***"Direct overlooking between windows across gardens a distance of 21m will rarely be acceptable, and greater distances may be sought between proposed and existing dwellings.***

37 A distance of 28m i.e. well in excess of 21m is therefore no detriment to existing dwellings. Whilst there is a change in levels with the dwellings in Amber Close (being some 2m lower) with regard to daylight there would be no detrimental effect on these dwellings because of the distance of 28m from between the proposed and existing dwellings. The distance between the rear of dwellings in Compton Close, whose rear gardens run in a line parallel to the building is approximately 38m which is almost twice the distance at which it may be judged there may be some detriment to privacy and overlooking.

38 There are no open views of the site from the residential area and existing landscaping will be further enhanced. (Conditions 2, 12, 13, 14 cover this). The only open views of the site are from the railway line and platforms but these would not be out of keeping.

39 **Policy** the proposed scheme meets the objective of the Berkshire Structure Plan Policy OS1 by creating a sustainable development which re-uses former industrial contaminated land, thus meeting the area's social needs by providing affordable housing in a location which minimises the need for travel and is well served by public transport.

40 The design and layout of the scheme reflects the constraints of the size and shape of the site and its location next to the railway. It maintains and enhances the character of its surroundings by the provision of a modern building form which replaces former unsightly industrial buildings and processes which were detrimental to their surroundings and resulted in 'creeping contamination' to surrounding residential properties.

41 It is worth noting that officers did not consider that the scheme was contrary to these policies (OS1 AND EN1) in their report to committee but subsequently referred to them only in the Refusal Notice as being relevant.

42 The mixed character of the area will not be adversely affected. Local residents will not be harmed by the new building in relation to overlooking, privacy, daylight and sunlight. The building is located well away from existing dwellings, well in excess of normal standards for privacy and overlooking. The materials will blend in with existing dwellings in the vicinity. It therefore, has no adverse effect on the character of the area and brings significant benefits to the area. It therefore, does not conflict with Policies LH1, LBE1 and LBE2 of the Loddon Area Local Plan.

43 The scheme has been assessed against the development principles set out in WOS3 (Deposit Draft Wokingham District Local Plan) and is not detrimental to the amenities of adjoining occupiers and is appropriate to the character of the area. Policy WH1 (Deposit Draft) is complied with in regard to its lack of impact or adverse effects on residential properties and the character of the area.

44 The scheme does not conflict with Policy WBE1 (Deposit Draft) in relation to: -

a) Its environmental impact – the previous use had a serious environmental impact on the site and its surroundings. The proposal will clean up the site leading to environmental benefits.
b) Its visual impact – it has been shown that there is no impact regarding privacy and overlooking and there are no public views into the site except from the railway station platform or train.
c) Accessibility – it is well located next to a railway station and a few minutes walk from a major bus route on Wokingham Road.
d) The local townscape – this is the rear of the residential properties and the railway station with limited public views.
e) The layout, form, scale, massing and materials of development are discussed above.
f) Safety and security – introducing a residential use close to the station will potentially improve surveillance of the areas in the vicinity of the station.
g) The privacy and amenity of the existing environment – already discussed above.

45 Having regard to these considerations the scheme is not in conflict with them (as stated in the Council's Committee Report Document 8) in which it states: -

> ***"It is therefore considered that due to the distance between the dwellings and the application site, the proposed flats would not result in significant overlooking of the private amenity areas of the existing dwellings."***
>
> ***"However due to the distance between the proposed development and the existing dwellings the flats would not impinge on the daylight to these dwellings."***
>
> ***"It is considered..... there would be no significant adverse impact upon the residential amenity of the adjacent dwellings due to the noise, disturbance and fumes from these areas."***
>
> ***"The proposed development would not appear out of keeping with its surroundings and therefore would have no detrimental impact upon the character or appearance of the surrounding area".***
>
> ***"..... the proposed development would have no adverse impact upon the existing services and infrastructure of the surrounding area.***

REASON 2

> ***"The proposed development would result in the over development of the site leading to poor access arrangements, bring pedestrians into conflict with vehicles entering and exiting the application site, as well as a lack of amenity open space provision. As such the proposed development is contrary to policy EN1 of the Berkshire Structure Plan, LBE1, LBE2 and LH1 of the Loddon Area Local Plan and WOS3 and WBE1 of the Wokingham District Local Plan (Deposit Draft)."***

46 Government policy clearly states that the inefficient use of land should be avoided and it encourages a higher density in highly accessible locations with regard to public transport. The site is not suitable for family housing with gardens and the proposal is to develop it at a higher density commensurate with its location and high degree of accessibility. Off site parking is being provided for with 1 space per dwelling. The existing access is maintained due to site boundary constraints and ownership, but it is deemed adequate in terms of highway safety for the number of cars entering and exiting the site. Traffic generation from a small residential site of this nature is unlikely to be excessive and there were no objections from the highways authority in this regard. The existing access road is also suitable for emergency vehicles as stated in the letter from Fire and Rescue Services (Document 15).

The access arrangements are therefore adequate for the nature of the development and comply with the requirements of the statutory agencies.

47 The lack of amenity space provision is not an issue. The Council has no amenity space standards. There is some provision for amenity space although this is limited due to the constraints of the site. External storage areas have been provided for bicycles and other storage and there is space for sitting out.

48 Access is satisfactory and there are no objections from the Highway authority or Fire and Rescue Service. There are no recorded traffic accidents at this access / junction. Traffic management measures can be incorporated to ensure that access speeds are low together with appropriate signage if considered necessary. The access was formerly used by industrial works and there was no conflict with pedestrians. The lack of amenity space provision is not considered a sufficient reason for refusal as this is a high density development close to public transport and meeting a social need for affordable housing.

49 It is therefore not contrary to Policy EN1 Berkshire Structure Plan, nor LB1, LB2 and LH1 of the Loddon Area Plan and WS3 and WB1 of the Working District Plan (Deposit Draft).

50 The proposed scheme complies with national guidance relating to housing and transport PPG3 and PPG13 as it provides affordable housing by re-using previously developed land within an urban area and exploits accessibility by public transport. Its higher density makes efficient use of land and its location encourages public transport, walking or cycling.

7.0 CONSULTATIONS AND THIRD PARTIES

51 The Committee Report to Development Control Committee (22 August 2001) (Document 8) stated that there were no objections (subject to conditions) from: -

- Highways
- Environmental Health
- Railtrack
- Environment Agency
- Fire and Rescue Service
- Landscaping
- Crime Prevention

52 The conditions attached to the Committee Report which reflect the comments above are accepted by the appellant.

53 Earley Town Council (ETC) and thirteen local residents have objected to the scheme on the following grounds: -

- Overlooking and loss of privacy
- Overshadowing and overbearing
- Over development
- Noise and disturbance during construction works
- Damage to Audley House
- Security to the existing dwellings
- Out of character with the area
- Highways Safety
- Access for emergency vehicles
- Noise to occupiers form railway (ETC)
- Illegal commuter parking (ETC)
- Decontamination (ETC)

54 The grounds of appeal against refusal deal with the first three categories of objection and are therefore not sustained. Noise and disturbance during construction is dealt with by proposed condition (9 and 10) and as is (15) to future occupiers and decontamination (16). Noise and disturbance to Audley House arising from construction works will be controlled by conditions (see above) and no damage once the site is developed is anticipated. Security to existing dwellings is not compromised by this scheme and will be enhanced by 'cleaning up a contaminated site' which, if left in a vacant state creates a potential security risk and vandalism opportunity.

55 Access for emergency vehicles has been approved (see Document 15) and there no grounds for refusal on highway safety. Illegal commuter parking is not considered to be a problem and appropriate signage will deter possible users.

8.0 CONCLUSION

56 The grounds of appeal are that the proposed scheme meets strategic objectives, housing policies and National Guidance with regard to the provision of affordable house, on a brownfield site in a sustainable location with high public transport accessibility. The scheme does not harm or have detrimental impacts on the amenity or character of the surrounding area. Access arrangements are satisfactory and there are no objections on these grounds, nor is there evidence of existing or past traffic hazards in this location.

57 The benefits of the scheme are: -

- The provision of affordable housing in the form of small dwellings to meet need;
- Re-using and cleaning up a vacant, contaminated brownfield site within the urban area;
- Promoting a highly accessible site in terms of public transport;
- Incorporating a scheme to introduce housing diversity into the area;
- Lack of any environmental or amenity impacts on surrounding residents.

58 I, therefore, request that permission be granted for the scheme.

9.0 LIST OF DOCUMENTS

Document 1: Original Planning Application sent to LPA

Document 2: Site Ownership Certificates and Certificate details submitted to LPA at application stage

Document 3: LPA's Decision Notice

Document 4: Site Location Plan

Document 5: Copies of plans sent to LPA as part of Application
Drawing nos.
- 3748/01
- 3748/10
- 3748/11A
- 3748/12A
- 3748/13A
- 3748/14A
- 3748/15A
- 3748/16A

Document 6: Amended plans (as refused)
Drawing nos.
- 3748/01
- 3748/10
- 3748/11D
- 3748/14C
- 3748/15B
- 3748/16A
- 3748/18
- 3748/19

Document 7: Relevant correspondence with LPA
i) WDC (Environmental Health) to Kingfisher Housing Association 07/11/01
ii) LPA to Active Property Services 11/01/01
iii) Environmental Agency to LPA 20/06/01

Document 8: Development Control Sub-Committee Officers report 22/08/01

Document 9: Letter from AERC Ltd to Kingfisher Housing Association 25/10/01 (Contamination Assessment and Remediation Method Statement)

Document 10: Vibration from Rail Traffic Study W S Atkins March 2000

Document 11: Extract from Loddon Area Local Plan (1995)

Document 12: Extract from Berkshire Structure Plan (1991-2006)

Document 13: Extract from Wokingham District Local Plan (Deposit Draft with Proposed Amendment February 2000 – Reprint September 2001)

Document 14: Informal Guidance Note

Document 15: Letter from Fire & Rescue Services 27/07/01

APPLICATION NO.3273

Name of appellant:
Kingfisher Housing Association

Site address:
Former Parker Plating Premises, Station Rd

Proposal:Proposed erection of 12 flats access & parking

Case Officer:NL

Allowed 20/03/02

WRITTEN REPRESENTATION APPEAL

CASE OFFICER: NL

APPLICATION NUMBER: 3273

APPELLANT: Kingfisher Housing Association

SITE: Former Parker Plating Premises, Station Rd, Earley

APPEAL REF: APP/X0360/A/01/1077725

START DATE: 22/11/01

DATE OF SITE VISIT 04/03/02.

ALLOWED 20/03/02

Progress Record	Date Actioned	Initials
Appeal Logged:	23/11/01	
Entered on Access:	03/12/01	DG
Notification Letters Due:	**06/12/01**	
Notification Letters Sent:	05/12/01	DG
Questionnaire Due:	**06/12/01**	
Questionnaire Sent:	06/12/01	DG
Statement Due:	**03/01/02**	
Statement Sent:	03/01/02	DG
Comments on Statement Due	24/01/02	
Comments on Statement Sent		
Decision letter circulated:	22/03/02	DG
Decision entered on Access:	21/03/02	DG

Appeal Decision

Site visit made on 04 March 2002

by H W J Russon DipTP MRTPI

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

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

Date
20 MAR 2002

Appeal Ref: APP/X0360/A/01/1077725
Parker Plating Premises, Station Road, Earley, Reading

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
- The appeal is made by Kingfisher Housing Association against the decision of Wokingham District Council.
- The application (Ref: F/2001/3273), dated 22 January 2001, was refused by notice dated 27 September 2001.
- The development proposed is residential development to provide 8 two bedroom flats and 4 one bedroom flats.

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

Policy Background

1. This part of Reading is covered by the approved Berkshire Structure Plan, the adopted Loddon Area Local Plan and the emerging Draft Wokingham District Local Plan. All three plans generally seek to protect and enhance the environment of built up areas and require that new development achieve high standards of design and layout. I note in particular that the emerging District Local Plan contains a number of policies which seek to make the best use of land in built up areas and, on housing sites, that a mix and balance of dwellings are provided including the provision of affordable housing and smaller dwellings. This draft plan also allows for high density housing development especially on sites with good public transport connections and it indicates that parking standards are maxima and should be used to control the growth in the use of the private car.

2. Although the draft plan has yet to be formally adopted it has reached an advanced stage in its adoption process and the policies it contains seem to closely follow national guidance as set out in Planning Policy Guidance Notes 3 and 13. I shall therefore give this document considerable weight in this appeal.

Main Issues

3. Bearing this in mind and from my inspection of the site and its surroundings and the representations made I consider that there are three main issues in this appeal. First, the impact of these proposed flats on the character and appearance of the surrounding residential area. Second, whether the proposal would represent an over-development of the site particularly in terms of the number of units involved, the space about the buildings and the relationship of the flats to nearby dwellings. Third, whether the access arrangements for the development would result in any serious highway safety problems.

Inspector's Reasoning

Impact of Scheme on the Character of the Area

4. On the first issue, I note at the outset that the Council has made no objection in principle to the re-development of the appeal site for housing purposes. Nevertheless they are concerned about the intrinsic design of the flat block and its affect on the character of the surrounding area. During my visit I observed that the appeal site abuts to the south, east and west the gardens of semi-detached and terraced 2 storey houses and to the north the main railway line and platform of Earley station. Most of the houses have long back gardens and were built during the post war period of brick with pitched roofs (hipped at the gables) and they have little architectural merit. An exception to this rule is Amber Close a modern development of terraced properties again built in brick under a pitched roof.

5. The proposed flats have a long rectangular plan form and are sited close to the railway boundary and face due south towards the rear elevations of the houses in Crompton Close. Although this plan form is markedly different from the surrounding housing estate the proposed building nevertheless reflects the linear nature of the railway line and the Victorian railway buildings nearby. The flats are on three floors but because the top floor has been incorporated into the roof space the building is only effectively 2½ storeys and thus it would relate well to the scale and height of the surrounding houses.

6. There are two main entrances each under a portico and the main elevation of the building has a simple but pleasing pattern of windows that are similar in design and appearance to the recent development at Amber Close. Traditional building materials are to be used in the construction of the flats (facing brick and concrete tile) with white UPVC windows, fascias, bargeboards and soffits. It seems to me therefore that this block of flats has been carefully conceived and provided care was taken in the choice of brick type and colour I have no doubt that it would harmonise with other nearby buildings and have no adverse impact on the character and appearance of this area.

Density

7. Turing to the second issue, undoubtedly this is a high-density scheme. However bearing in mind that this is a brownfield site in a highly sustainable location I would expect that effective use be made of such land. Indeed local plan policies allow for high density housing on sites such as this with good public transport connections and this approach also closely follows the advice set out in Planning Policy Guidance Note 3 (paragraph 58).

Amenity Space

8. As to the space about the buildings I accept that there are no gardens as such for the occupiers of the flats but in a development of this type I would not expect to find such facilities. Some amenity open space is provided, although undoubtedly this is limited due to the physical constraints of the site. External facilities are to be provided for the storage of bicycles and other more bulky items and the layout provides for a number of areas where residents would be able to sit out and enjoy the fresh air. These areas could also be landscaped to make them more attractive. I would therefore make no criticism of the appellant's proposals in this respect.

Privacy

9. I note the concerns of some residents about the question of overlooking and loss of privacy. Dealing first with the relationship of the flats to the Amber Close development, the eastern gable end of the proposed building contains only two small bedroom windows at ground and first floor level and these would be separated from these modern dwellings by a distance of around 28 metres. Along this eastern boundary of the site there is also a considerable change in ground levels and this situation along with the presence of the existing 2 metre high fence provides for effective screening. It seems to me therefore that this distance and screening would adequately protect the living conditions of these nearby residents.

10. In the opposite direction towards Audley House, there would also be two bedroom windows in the gable end elevation of the building but these windows would be over 36 metres away and this distance should ensure satisfactory levels of privacy. Looking south from the proposed flats I accept that a large number of habitable room windows would look across the back gardens of the houses facing Compton Close. However these dwellings are much further away (around 38 metres) and again the existing 2 metres high fence provides effective screening. Planting as part of an overall landscaping scheme for the site could also reinforce the screening along this southern boundary. I am therefore satisfied that this development would not seriously harm the living conditions of these neighbouring residents.

The Proposed Access

11. I now turn to the concerns expressed about the access arrangements for the proposed development. During my site visit I observed the narrow driveway that gives access to this land and I accept that it only allows for one way traffic over its entire length. I am also aware of the very close proximity of Audley House, which has been converted into flats. However it seems to me that this access arrangement must be considered in the context of the previous use of the site as a plating works and the fact that this industrial activity would have generated a fairly high level of traffic movement, including many large delivery lorries and similar vehicles. Because of the appeal site's highly sustainable location, car parking spaces are to be provided on a ratio of 1 space per flat and it seems to me that the traffic generation from a small residential complex of this nature is likely to be comparatively light. It would certainly be an improvement on the previous use. Indeed, with the presence of the railway station on the doorstep I would anticipate that many residents are likely to use public transport rather than their private car and thus the normal pattern of car trips from this site could well be reduced.

12. I understand that no objection has been received from the Fire Authority about access for emergency vehicles and although the driveway is immediately adjacent to the pedestrian access to the station I do not consider that this arrangement is in any way dangerous. There is sufficient width at this point to enable persons emerging from this gate to walk in safety to the car park and Station Road. I fully accept that pedestrians visiting the site will have to walk along the driveway and that this will on occasions bring them into conflict with vehicles. However I do not regard this as a serious problem, bearing in mind the comparatively few vehicle movements involved and the fact that cars are likely to be travelling at very low speeds. I am moreover reinforced in these views by the fact that the Local Highway Authority has raised no objection to the appellant's proposals.

Construction Noise and Contaminated Land

13. Finally I am aware of the concerns about noise and disturbance during the construction of the proposed flats and the contaminated nature of the land. However it seems to me that these matters can be adequately dealt with by conditions attached to any planning permission.

Conclusions

14. In all the circumstances and having regard to all other matters raised, I conclude that the appeal should be allowed.

Conditions

15. Regarding conditions in the interests of visual amenity and in order to protect nearby residents I shall impose conditions concerning the submission of details of boundary treatments, buildings materials, detailed slab levels, the landscaping of the site, hours of work, noise protection and control of external lighting. Furthermore in order to prevent pollution I shall require details to be submitted about surface water drainage, and arrangements for the de-contamination of the land. Finally in the interests of the proper planning of the site I shall require the provision of the storage facilities, vehicle car parking, turning space and access road prior to the occupation of the flats together with precautions being taken against the deposit of mud on the highway.

Formal Decision

16. In exercise of the powers transferred to me, I allow the appeal and grant planning permission for residential development to provide 8 two bedroom flats and 4 one bedroom flats on land at the former Parker Plating Premises, Station Road, Earley, Reading, in accordance with the terms of the application [Ref: F/2001/3273] dated 22 January 2001, and the plans submitted therewith, subject to the following conditions:

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

    2) 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 0800 and 1700 Monday to Friday and 0800 to 1300 on Saturdays, nor at any time on Sundays or Bank Holidays.

    3) No external lighting shall be installed on the site or affixed to any building on site unless the Local Planning Authority has first approved in writing details of its position, height, design and intensity.

    4) Construction work shall not begin until a scheme for protecting the proposed flats and associated amenity space from noise has been submitted to and approved by the Local Planning Authority; all works which form part of the scheme shall be completed before any of the flats are occupied. The approved scheme shall be retained and maintained for the duration of the use.

    5) No flat shall be occupied until space has been laid out within the site for bicycles to be parked in accordance with the approved plans.

    6) No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. These details shall include indications of all existing trees

and hedgerows on the land and details of any to be retained. The details shall also include measures for screen planting along the southern boundary of the site. All hard and soft landscape works, with the exception of planting, seeding and turfing shall be carried out in accordance with the approved details and completed prior to the occupation of any of the flats or in accordance with a programme agreed with the Local Planning Authority.

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

8) No trees, hedgerows or shrubs within the curtilage of the site, except those shown on the approved plans shall be felled, lopped or pruned nor shall any roots be removed or pruned without the prior consent of the Local Planning Authority during the construction of the flats and for a period of five years after completion of the development. The branch structure and trunks of the trees to be retained and their root system shall be protected against damage during site works in accordance with a scheme to be submitted to and approved by the Local Planning Authority. Any trees hedgerows or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

9) No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the building is occupied. Development shall be carried out in accordance with the approved details.

10) Development shall not begin until a contaminated land assessment and associated remedial strategy has been submitted to and approved by the Local Planning Authority in writing. Except as otherwise agreed in writing by the Local Planning Authority all works comprised within the strategy which are not within buildings shall be carried out before the commencement of any development approved by this permission. All works within buildings shall be carried out before the occupation of any part of the building to which such internal works relate. If during any works contamination is encountered which has not previously been identified then the additional contamination shall be fully assessed and an appropriate remedial scheme shall be agreed in writing with the Local Planning Authority. Upon the completion of the works, this condition shall not be discharged until a closure report has been submitted to and approved by the Local Planning Authority.

11) No development shall take place until samples of the materials to be used in the construction of the external surfaces of the proposed flats hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

12) Before work commences on site details of the slab levels of the proposed flats shall be submitted to and approved by the Local Planning Authority in writing. The constructed development shall not vary from the approved levels.

13) None of the flats shall be occupied until vehicle parking and turning space as shown on the approved plans has been provided. This parking and turning space shall be permanently maintained and used for no other purpose.

14) The flats shall not be occupied until the means of vehicular access has been constructed in accordance with details to be submitted to and approved by the Local Planning Authority.

15) Prior to work commencing 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 a scheme to be agreed in writing with the Local Planning Authority.

16) Precautions shall be taken for the duration of the construction period to prevent the deposit of mud and similar debris (including blown litter) on the highway, in accordance with details to be agreed in writing with the Local Planning Authority prior to work commencing on site.

17) Before work commences on site, the construction of the surface water drainage system shall be carried out in accordance with details submitted to and approved in writing by the Local Planning Authority.

18) No soakaway shall be constructed in contaminated land.

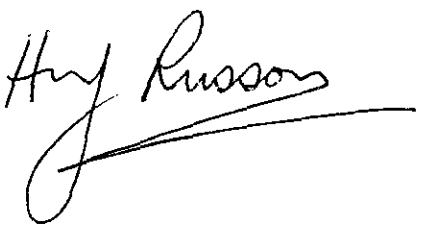
19) Surface water source control measures shall be carried out in accordance with details, which shall have been submitted to and approved in writing by the Local Planning Authority, before work commences on site.

Information

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

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

19. 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.



WOKINGHAM DISTRICT COUNCIL

TOWN AND COUNTRY PLANNING ACT 1990

APPEAL BY: Kingfisher Housing Association
SITE: Former Parker Plating Premises, Station Rd, Earley
APPLICATION NO.: ~~Error! MergeField was not found in header record of data source.~~ F/2001/3273.
PROPOSAL: Proposed erection of 12 flats access & parking

LIST OF PERSONS CIRCULATED WITH NOTICE OF APPEAL

District Councillor(s) for Little Hungerford

Mrs D F Carpenter

Mrs C A Smith

Mr D Swindells

Clerk(s) of Parish / Town Councils of Earley & Woodley

Mr R Raymond, Earley Town Council, Radstock House, Radstock Lane, Earley, Reading, RG6 2UL
Ms D Mander, The Pavilion, Woodford Park, Haddon Drive, Woodley, RG5 4LY

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

Environmental Design, WDC

Environmental Health, WDC
-FAO Suzanne McLaughlin

Policy & Plans
-FAO Liz Gibbons

Railtrack, Southern, Suite2. CP2 2H. General Offices, Waterloo Station. London. SE1 8SW
- FAO B. Purcell

Royal Berkshire Fire & Rescue Service, The Fire Station. Bridge Rd, Maidenhead, SL6 8PG
- FAO M Fuller

Crime Prevention Design Adviser, The Police Station, 20 Chapel ST, Thatcham. RG18 4QL
- FAO Dave Stubbs

Applicationo	Name & Address
F/2001/3273	P C Cassano 7 Compton Close Earley RG6 7EA
F/2001/3273	R A Collett 8 Compton close Earley RG6 7EA
F/2001/3273	Miss A L Catling & A Czajkowski Flat 3, Audley House Station Road Earley RG6 7DY
F/2001/3273	Mr O Evans 9 Amber Close Earley Reading
F/2001/3273	Miss S Melling 11 Amber Close Earley Reading
F/2001/3273	C Hassey 3 Station Road Earley RG6 7DY
F/2001/3273	E Villa 5 Compton Close Earley Berks RG6 7EA
F/2001/3273	J Barnes 3 Compton Close Earley Reading RG6 7EA
F/2001/3273	Winifred Blay 6 Moorside Lane Parkgate Neston CH64 6QP
F/2001/3273	Niall Sharkey & Fiona Barry 3 Amber Close Earley READING RG6 7ED

F/2001/3273	The Owner/Occupier 6 Compton Close Earley READING RG6 7EA
F/2001/3273	The Owner/Occupier 2 Compton Close Earley READING RG6 7EA
F/2001/3273	Mrs Micuta Bryony Cottage 5 Station Road Earley READING Berks RG6 7DY
Application Refused	Letters sent 27/09/01

3243

PRP Architects

54065

NL/DC

1 Lindsey Street
Smithfield
London
EC1A 9HP

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COPIES TO | ACK: | FILE:

The Planning Inspectorate
3/03 Kite Wing
No 2 The Square
Temple Quay
BRISTOL
BS1 6PN

Date: 08 March 2002

Our ref: A2468TP-005/6.1/tr3/ps

Direct Line:

Email:

For the attention of Ms Margaret Pocock

Dear Madam

Planning Appeal Kingfisher Housing Association and Wokingham Borough Council
Parker Plating Works, Station Road, Early, Reading
Planning Inspectorate Reference APP/X0360/A/01/1077725

We understand that the Planning Inspector carried out a site visit on Monday 4 March 2002, accompanied by the Appellant and the Local Planning Authority.

The Appellant would be grateful to learn if the Inspector is able to make an early determination of this appeal and we therefore look forward to receiving the Appeal Report as soon as this is possible.

We are sending a copy of this letter to the LPA for their information.

Yours faithfully

Peter Stanway
Consultant Town Planner and Architect

cc Ms Gillian Taylor Kingfisher Housing Association
Ms Nicola Lake Wokingham District Council

COPY

WOKINGHAM UNITARY
Aiming for Excellence

PLANNING SERVICES

Fax Cover Sheet

DATE: 12/03/02

TO: Margaret Pocock.

FROM: Dan Greenbrell **Planning Services.** (Adam)

NUMBER OF PAGES INCLUDING THIS HEADER SHEET: 5

RECIPIENT FAX NUMBER: 0117 325624.

OUR FAX NUMBER: (0118) 974 6484

SUBJECT: 1077725

NOTES: It seems the agent has sent you the application form from the previous application on this site, which was withdrawn 20/12/00 (valid 16/08/00).

A copy of the correct application form follows.

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

31 JAN 2001* 3273

1.	APPLICANT'S NAME	Kingfisher Housing Association
	ADDRESS	Chailey Court, 25-27 Winchester Road, Basingstoke
	POST CODE	RG21 8UE PHONE 01256 302302
2. If the applicant has an agent, all correspondence will be sent to the agent	AGENT'S NAME	Active Property Services
	ADDRESS	Datum House, Roentgen Road, Basingstoke
	POST CODE	RG24 8NG PHONE 01256 356629
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	Former Parker Plating Premises, Station Road, Earley.
4. WHAT IS THE APPLICATION FOR ? Give brief details and state for what purpose this site and any buildings will be used.		Residential development to provide 8no. two bedroom flats and 4no. one bedroom flats.
5. Give the area in hectares or part of a hectare	AREA OF SITE	0.1582 Hectares.
6. State the applicant's interest in the land, e.g. owner, prospective purchaser, lessee	OWNERSHIP	Prospective purchaser.
7. List all the plans and drawings submitted with the application	PLANS/DRAWINGS	Drawing no's 3748-1, -10, -11D, 12B, 13B, 14B, 15B, 16A

8. DOES THE APPLICATION INVOLVE ANY OF THE FOLLOWING ?
Tick the box(es)

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

EXTERNAL APPEARANCE	☐	SITING	☐
MEANS OF ACCESS	☐	DESIGN	☐
		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.

Vacant site, ceased as industrial use in 1998.

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.

Marley Modern roof tiles - smooth grey.
UPVC eaves joinery, rainwater goods, cladding & windows.
Buff Multi facing bricks.

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.

New & existing timber closeboarded fencing, 1.8m high.

16. HOW WILL SURFACE WATER BE DISPOSED OF?

Connection to existing surface water drains.

17. HOW WILL FOUL SEWAGE BE DISPOSED OF?

To existing system YES/NO
If no, please give details

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

Existing pedestrian and vehicular access to be retained.

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

N/A

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	/ *	/ *	/ *
BUNGALOW	/ *	/ *	/ *
FLAT/MAISONETTE	8 / 3 *	/ *	/ *
OTHER	4 / 2 *	/ *	/ *

* 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.

N/A - revised application.

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 K. Cadby for Active Property Services ON BEHALF OF Kingfisher HA DATE 22/1/01

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".

1769c

PLANNING APPLICATION

PART 2

This part of the form need only be completed if the application involves non-residential development. Please answer all questions in print or block letters. If the answer is not applicable, write N/A in the space. You may wish to amplify your answers in a covering letter.

24. STATE THE GROSS FLOOR SPACE (by external measurement) OF ALL BUILDINGS TO WHICH THIS APPLICATION REFERS.
Please give all floor areas in SQUARE METRES.

	USE CLASS	Existing floor space		Proposed additional floorspace created by	
		Retained in existing use	Lost by change of use or demolition	New building	Change of use
A1	SHOPS				
A2	FINANCIAL AND PROFESSIONAL SERVICES				
A3	FOOD AND DRINK				
B1(a)	OFFICE (other than A2)				
B1 (b)	RESEARCH AND DEVELOPMENT				
B1 (c)	LIGHT INDUSTRIAL				
B2	GENERAL INDUSTRIAL				
B3-7	SPECIAL INDUSTRIAL				
B8	STORAGE OR DISTRIBUTION				
C1	HOTELS AND HOSTELS				
C2	RESIDENTIAL INSTITUTIONS				
D1	NON-RESIDENTIAL INSTITUTIONS				
D2	ASSEMBLY AND LEISURE				
OTHER	Please Specify				
OTHER	Please Specify				
	TOTAL				

25. IF C1 OR C2 USE IS PROPOSED, PLEASE STATE NUMBER OF BED SPACES

26. WHAT PROVISION IS BEING MADE FOR PARKING?

	Cars	Lorries
Existing		
Proposed		

27. DESCRIBE THE ACTIVITY OR PROCESSES TO BE CARRIED ON
Please provide details of any equipment, plant or machinery to be installed and any end products. You may wish to amplify your answers in a covering letter.

28. WHO WILL OCCUPY THE PREMISES?
a) Give the name and current operating address of the proposed occupier
b) Will these premises be vacated?

29. IF KNOWN, HOW MANY PEOPLE ARE LIKELY TO BE EMPLOYED ON SITE AFTER COMPLETION OF THE DEVELOPMENT?

Existing Staff	Transferred Staff	New Staff	Total

30. DOES THE PROPOSAL INVOLVE THE USE OR STORAGE OF ANY OF THE HAZARDOUS SUBSTANCES LISTED IN THE NOTES?
If so, state this material, the quantity and method of storage.

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'.

1769d

YOUR PLANNING APPLICATION

WHY DO YOU NEED TO MAKE A PLANNING APPLICATION ?

New buildings, major alterations and enlargement of existing buildings, and many changes in the use of buildings and land need planning permission.
The Town and Country Planning Acts impose a duty on Local Authorities to control these changes, and this means that a balance has to be found between the need and pressure for change, and the desire to protect the character of settlements and the countryside.
The merits of each application are, therefore, carefully examined.

WHAT ELSE MAY YOU HAVE TO DO ?

Listed Building Consent: for works to a Listed Building; or for demolition works on land within the curtilage of a Listed Building or within a Conservation Area.

Advertisement Consent: for the display of advertisements or signs

Building Regulation Approval: for most new building or construction work.

Special forms are available for these types of applications.

You should also check whether there are any other regulations with which you may need to comply.

WHAT HAPPENS TO THE APPLICATION ?

It will first be checked to see if it is complete and if it is, it will be registered.

Consultations will be carried out with public and other bodies, such as the Highway Authority, or Local Parish Councils.

Publicity may be given to allow local people the opportunity to comment on your proposals.

The application will be considered in relation to the Council's planning policies and guidelines, the past history of decisions on that site or in the locality, other standards (such as parking, or visibility at road junctions), and any other material considerations.

The site will be visited by a Planning Officer You may be asked to submit more information, or to amend your application.

The application will then be considered either by a Planning Committee or Sub Committee (made up of Councillors) or by the Chief Officer responsible for planning matters. Objections to an application will be taken into consideration by the Committee or the Chief Officer.

Shortly after the application has been determined, you will receive a Decision Notice.

HOW LONG WILL IT TAKE ?

An application will generally be determined within eight weeks although a longer period may sometimes be required for a complicated application.

WHAT SORT OF DECISION CAN BE MADE ?

Your application may be approved.

Your application may be approved subject to certain conditions. These could impose restictions on the use of land or buildings, or require further details to be approved at a later stage, (e.g. materials or landscaping).
You may appeal against the conditions, but this opens the entire permission to review by the Secretary of State.

Your application may be refused. The reason will be listed on the Decision Notice.

WHAT HAPPENS IF THE APPLICATION IS REFUSED ?

You have the right to appeal against the refusal to the Secretary of State, but you have to do that within six months. Appeals can be dealt with by written representations by both sides, or by a Public Inquiry.
You may ask the Planning Officer whether an amended application would be more likely to receive planning permission.

DATA PROTECTION ACT 1984

'Information contained in this form is likely to be personal data within the terms of the Data Protection Act 1984, and as such will be held by the Council on computer (such as the PLANAPS applications processing system) and may be used by the Council only for purposes registered under the terms of the Data Protection Act.'

* * * TRANSMISSION RESULT REPORT (12.MAR.2002 11:02) * * *

TTI WDC PLAN&TRANSPORT

DATE	TIME	ADDRESS	MODE	TIME	PAGE	RESULT	FILE
12.MAR.	10:54	01173728624	ES	7'23"	P. 5	OK	272

S : STANDARD
M : MEMORY
D : DETAIL
P : POLLING
F : FINE
L : SEND LATER
E : ECM
* : PC

1077725 Wokingham 3/03

PARKER PLATING HOLDINGS LTD.

EX-WORKS: STATION ROAD, EARLEY, READING, BERKS RG6 7DY

DIRECTORS: D. NEWMAN
Mrs. J. NEWMAN

REGISTERED OFFICE
SWINNARD ELECTROPLATERS LTD
NORTH FARM ROAD
HIGH BROOMS
TUNBRIDGE WELLS
TN2 3DH
Tel.: 01892 529181
Fax. 01892 517981
Reg. No: 1509443

RECEIVED
29 NOV 2001
P.T.S

The Planning Inspectorate
Tollgate House
Houlton Street
Bristol
BS2 9DJ

27 November 2001

RECEIVED IN PINS AA
30 NOV 2001

To Whom It May Concern:

Re: **Parker Plating Works : Station Road, Earley**

In our opinion Kingfisher Housing have thoroughly researched ~~the development of this~~ brownfield site in conjunction with the local authority and are projecting a very suitable planning application.

The location, adjacent to a railway station offering easy access to Reading and Waterloo, and also immediate to a bus network, would appear very appealing for low cost housing which is in much demand in the area.

The existing planning consent is for B2 industrial use and our company occupied the land for some 60 years, during which time the entire surrounding area was developed for housing. The most recent development, about 5 years ago, also reclaimed contaminated land from an old oil depot.

Whilst there is a possibility that the B2 usage could be re-utilised such usage could create further environmental and traffic concerns. It is also unlikely that planning approval for sufficient industrial units to realise the remediation costs would be obtained.

We have witnessed how a vacant and derelict site can deteriorate during the two years following the enforced remedial works and a prolonged vacancy can only be detrimental to the neighbourhood.

There have been many local reports recently of a shortage of essential workers e.g. nurses, firemen, even teachers and dentists, due to the lack of affordable housing in the area. It must be prudent therefore, and in the interests of the community, to endorse this small development of brownfield land.

Signed:

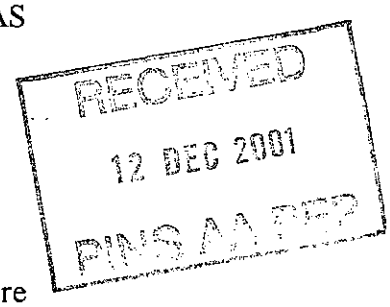
D. Newman
Director

J. Newman.

Mrs. J. Newman
Director

12 Culford Close
Lower Earley,
READING
RG6 3AS

10th December 2001



Dear Sir,

RE- Planning Application APP/X036/A/01/1077725

(Application for 12 flats Station Road Earley READING Berkshire

I note that a request for a planning approval has been submitted to your Department for determination.

The planning application is to my mind deficient I a number of issues: -

- The access to the small site is too constricted. Not only would a very small entrance leading from Station Road access the site and very importantly on a narrow road accessed by a block of flats.
- In addition to the road access the access via the flats is very dangerous especially in the evening when the station is closed and passengers from READING and LONDON come off the train and have to use this small poorly illuminated entrance.
- The number of building is too large for the site and there is insufficient car parking space allocated. Additional carparking would have to be on the "yellow lines" or in the station carpark which from 7-30am until about 6-30pm is full on weekdays
- The number of car parking allocated spaces does not match the requirements of the district in planning terms and any visitors to the site would have to park on surrounding roads which are currently subject to traffic regulation orders.

In respect of the above aspects I would be grateful if you would reject the current application which has already been rejected by the District Planning Authority.

Yours sincerely,

David Swindells

Covering letter for
Nos 2, 3, 4, 5, 6, 7 + 8
Compton Close

Mr R Collett
8 Compton Close
Earley
Reading
RG6 7EA

8-12-01

To:
MRS M. POCOCK

REF APP/X0360/A/01/1077125

The above residents wish to object to the 12 flats by the Kingfisher Association because:

1. as Station Road + Compton Close are both Cul de Sacs just wide enough for 2 way traffic extra traffic from these flats would cause a hazard.
2. as we see it there is the point all these houses are being overlooked.
3. a very narrow entrance for emergency vehicles.
4. Relieving to the traffic problems Bad roads lead on to Wokingham Road which is jammed to capacity in both directions every morning except Saturday or Sunday

Yours
R. A. Collett
(R. A. COLLETT)

P.S. Copy of decision please

6 Moorside Lane
Parkgate
Neston CH64 6QP

Your ref APP/X0360/A/01/1077725

11th December 01

Dear Madam

Appeal by Kingfisher Housing Association
site Former Parker Plating Premises
Station Rd, Earley
Proposal erection of 12 flats, access + parking

I wish to be notified of the result of the above appeal
so please could you send me a copy of the decision.

I am opposed to the proposal for the following reasons

(1) Those set out in my letter of 11th March 01
a copy of which I enclose, together with copies of
the material referred to in that letter

(2) Those expressed by the Planning Committee
held in the Council Chamber on 14th February
2001, An extract from the Minutes of
that Meeting is enclosed. The interests & safety
of those living in the area already viz
members of the public
+ car parking
Station Rd Earley, and of those endeavouring
to have regard to the environment by using
the train for travel + needing to reach the
Station by car, should be provided for, in
any proposed redevelopment of the site. If the
planning system does not ensure this what is its point?

Yours faithfully
Winifred A Blay.

Mrs M. Pocock,
The Planning Inspectorate, Room 3/03
Kite Wing, Temple Quay House,
2 The Square, Temple Quay

PLANNING COMMITTEE

Minutes of the meeting of the Planning Committee held in the Council Chamber at the Council Offices, Radstock Lane, Earley, Berkshire on Wednesday, 14 February 2001 which commenced at 7.35 pm.

F/2001/3273 Proposed erection of 12 flats access and parking. Parking Plating, Station Road, Earley.

As with the previous application on this site, Councillors remained extremely concerned about this latest proposal. Whilst the applicants appear to have overcome previous concerns about the overlooking of properties in Amber Close, the height, design and proposed location of this latest development had moved the problem to properties in Compton Close. The location of this development would appear to mean that the 1st floor and dormer type front windows would look directly into rear windows and back gardens of properties in Compton Close, and it was considered that this represented an unacceptable loss of privacy to these residents and was, therefore, extremely unneighbourly. Furthermore, because the windows involved appeared to be in the main living areas of the flats in question, these concerns could not be alleviated by applying planning conditions concerning the obscure glazing, etc. of the windows.

The proposal was deemed to be an overdevelopment of the site, was overbearing, and the rear of the block of flats would be extremely close to the railway line, which could cause an unacceptable noise disturbance to anyone occupying the flats once built. Furthermore, Councillors considered the design to be aesthetically unpleasing and out of keeping with other properties in the area.

It was considered that there was insufficient parking on the site, and that, because of the close proximity of the site to the railway station, the parking that was available could well be the subject of 'illegal' use by commuters parking there to then travel by train.

Councillors still remained extremely concerned about the route into the site, which was considered to be too narrow, and particularly to allow access by emergency vehicles. Furthermore, there remained some doubt that, if this proposal was to go ahead, the contractor's own vehicles would be able to gain access. Additionally, there still remained the concern previously expressed about the increased potential danger to pedestrians walking to and from the railway station, whose route would now take them across this access.

For these reasons, it was requested that this application was refused.

Finally, if the Planning Officer was nevertheless mindful to approve these proposals, it was requested that a condition be imposed requiring that the developers meet the full cost of any necessary decontamination of the land, both now and in the future.

6 Moorside Lane
Parkgate
Neston
CH64 6QP

11th March 2001

Dear Sir/Madam,

Application Number F/2001/3273
Site Address Parker Plating, Station Rd, Earley, Reading
Proposal - Erection of 12 flats access + parking.

I wish to object to the above development.
I have been unable to object within 21 days of your letter of 6 February, because I live at a distance, and received no reply from your Dept to my request for information, dated 18th February, a copy of which I enclose.

I am the owner of 2 Station Road, a terraced bungalow property, which has been owned by my family since 1926 and always rented out. As a private Landlord with a social conscience I recognise the need for more Housing Association accommodation in the area, at reasonable rents However such development is not appropriate where it will adversely affect the access to public transport (Earley Station), and the safety of existing residents in Station Rd (access for emergency vehicles) where the parking + traffic management problems are already acute.

No 2 Station Road has nowhere where the tenants can park a vehicle. Your Council used the house for a homeless family in 1994, and the person placed in the house by the Council was very angry as she was unable to cope without a car due to disability and there was no-where she could keep her car within the distance she could walk. I also hope that the opportunity will be taken to cure the long ~~term~~ standing problem of lack of parking for No 2 and No 3 Station Rd, as my current tenants M. Leddington and C. Clarke also hoping. They and I agree with the letter from Craig Hassey to your Dept dated 22nd February a copy of which is enclosed and with the reply of Cllr Swindells dated 25 February also enclosed

Yours faithfully
Winifred Blay

Development Control Manager,
Wokingham District Council
Environmental Services Dept
Planning Services
P.O. Box 157
Shute End,
Wokingham, Berks
RG40 1WR

12 Culford Close.
Lower Earley,
READING
Berkshire

25th February

Dear Craig,

RE: - Developments on the former Parker Plating Works (12 Flats)

Thank you for your letter on the above topic. I have already lodged an objection to the above development. There are many issues that make the proposal to build 12 Flats on the site totally unacceptable. The issue of parking is only one. In cases of emergency the entrance proposed would be totally unacceptable for the emergency services to access the area. When it comes up before Development Control I will be opposing the application. I understand that my two Liberal Democrat colleagues Cllr Diana Carpenter and Cllr Caroline Smith are of the same mind as I am.

The Parking arrangements for Nos. 2 & 3 Station Road are not acceptable and you should be permitted to have some parking arrangements to prevent you having to have cars parked on yellow lines. I have taken up this issue and will do so again. My temporary solution would be for you and your neighbour at number 3 should be permitted to park in the station car park provided you indicate that you are a resident of either number 2 or 3 Station Road. Unless some such arrangement is made you would have to park any cars over 300 yards away and across Wokingham Road. There are prohibition notices in Kenton Road which restrict car parking on Monday to Friday so I believe you have a good case for further consideration of your plight.

Your points are well made in your letter and the local councillors will not support this application

Yours sincerely

Cllr David Swindells
Liberal Democrat Councillor
Little Hungerford Ward –Earley
Cc Cllr Diana Carpenter
Cllr Caroline Smith

Mr. Craig Hassey
3 Station Road
Earley
Reading
Berkshire
RG6 7DY

22nd Febuary 2001

Ms. Nicola Lake
Environmental Services Department
Planning Services
PO. Box 157
Shute End
Wokingham
RG40 1WR

Dear Ms. Lake,

Proposed Flat Development On Parker Plating Site, Station Road
Application Number F/2001/3273

I am writing with regards to the current application to develop the above site with twelve flats including access and parking. Due to the impact expected on the immediate area to both myself and neighbouring residents, I would like to raise these with the planning authorities and ensure that they are discussed at the relevant level.

My immediate concern is regarding the impact of additional traffic on what is already a busy residential road. As Station Road provides the only vehicle access to Earley Station, at times there are large volumes of traffic using this road. Particularly busy times are during the commuter rush hours, with approx 100 cars using the station car park daily. In addition, when some train services are cancelled – large double decker Reading Buses are used to provide services instead and also use this road. The introduction of these flats will not only add to this existing volume, but will also prove a significant hazard to existing traffic.

From the current plans I have viewed, both the current and previous development proposals required the conversion of the small access road to the site (running next to flats at Audley House) into a residential road. This will result in a total of three streams of traffic running directly into the area in front of the station – one from the car park, one running down Station Road itself and a third from the proposed new development.

For a number of years, both current and previous residents in both numbers 2 and 3 Station Road have been lobbying Wokingham Council for the provision of dedicated on-street parking. This is as these properties do not have any off street parking and the solid yellow line directly outside prevents legal parking between 8am and 6pm, Monday to Saturday.

I enclose a copy of a letter I received from Wokingham Council Traffic Management in response to an E-mail I sent regarding this situation in January last year. Their opinion is that as no personal injury accidents have occurred recently at Station Road – there is no justification in the expense of providing this service to residents.

In my opinion, if the proposed development is approved, it will add to an existing issue that may result in an accident along this road. At present, I have seen no plans as to how Wokingham Council will address the traffic management as a result of this proposal. Key danger points I can identify if this proposal is approved :-

- A third stream of traffic being introduced in front of Earley Station, where there previously have only been two. Road users familiar to Station Road may be unaware of this new access and will not be looking for on-coming traffic from this direction.
- The current lack of road markings will confuse drivers as to right-of-way priorities in front of the Station. This will mean that there will be an increased risk of accidents as drivers negotiate access between the different traffic flows.
- The lack of residential parking also adds further risks as we have to park along solid yellow lines near the Station area, both during and outside the designated time periods. This results in our car and our need for parking to be considered within the overall traffic planning. This would impact any proposed solution for the area.
- In addition to our cars – the current area in front of the station also has a designated taxi rank actually on Station Road. In the two years I have lived at this property, I can count less than a dozen times I have seen this being used by any local taxis. If the proposed development is allowed – this taxi rank will only add to the confusion of drivers.
- Particularly during the evening rush hour, it is not uncommon for cars to wait to collect passengers actually directly infront of the station. This can make accessing the whole area (for example, to turn around after driving down Station Road) impossible. Though legal – it would make using the proposed access to Parker Plating impossible for any of the residents in the proposed development.

Though I recognise the need for further housing and the re-use of Brown Field land for residential homes, I feel that this development would have too great an impact on the existing residents. In addition to my concerns – I am also aware of the concerns of residents on Compton Close as the proposal results in the development overlooking and into their properties. In addition, residents in Audley House are concerned with the propsed access running directly past their block. I understand that both groups have already provided their feedback to you regarding this.

If Wokingham Council wishes to use the Parker Plating site, there will have to be two areas of concern to be addressed :-

1. Traffic impact and a plan to address the points I have raised above regarding this proposal. A Traffic Regulation Order may prove necessary to consult the impact on the area and provide a solution.
2. The nature of the development itself – with the impact on Compton Close and Audley House residents.

In addition to yourself, I am copying this letter to the Engineering Services department of Wokingham Council and also to my local councillor for their feedback on this issue.

I would appreciate the opportunity to discuss this with Wokingham Council, in particular with the need for a re-assessment of traffic management along Station Road. If either your department or Engineering Services are available, I would appreciate a call to arrange a possible meeting to discuss my concerns. I can be contacted on either (01628) 432543 or (0118) 9260469.

Yours sincerely,

C.M. Hassey

Craig Hassey

CC. Ms. Kate Fuller, Traffic Management Officer – Wokingham Council
Mr. D. Swindells – Councillor for Little Hungerford Ward.

1077725.

ENVIRONMENT AGENCY

Our Ref : SP/2001/003313-2/1
Your Ref : F/2001/3273

Date : 10 December 2001

The Planning Inspectorate
Temple Quay House
2 The Square
Temple Quay
Bristol
BS1 6PN

RECEIVED
14 DEC 2001
P.T.S

FAO: Mrs M Pocock

Dear M Pocock

APPEAL ON ERECTION OF 12 FLATS WITH ACCESS & PARKING AT PARKER PLATING PREMISES, STATION ROAD, EARLEY, READING

We have been advised by the local planning authority that an appeal has been lodged against the refusal of planning permission for the above proposal.

The Environment Agency did not object to the planning application from which the appeal arises, but we did ask that a number of conditions be imposed on any planning permission granted.

A copy is attached of the letter to the local planning authority, dated 20th June 2001, in which we made those comments. We ask that, should the inspector determining the appeal (or advising the Secretary of State on its determination) be minded to grant planning permission for the proposed development, the conditions requested in our letter should be imposed on any planning permission granted.

If you have any further queries, please contact me, quoting the reference at the beginning of this letter.

Yours sincerely

M. Rose

MATTHEW ROSE
Development Planning Officer

Direct dial: 01276 454349
Direct fax: 01276 454352
Email: matthew.rose@environment-agency.gov.uk

Our ref: SP\2001\003313\001
Your ref: F/2001/3273

Date: 20th June 2001

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

For the attention of: Nicola Lake

Dear Sir/Madam

ERECTION OF 12 FLATS, ACCESS & PARKING
PARKER PLATING, STATION ROAD, EARLEY, READING

I refer to your letter dated 1 March 2001 regarding the above. Please accept my apologies for the long delay in reply. Please quote ref: SU77SE/6/4 in any correspondence.
The Environment Agency has the following comments:

The Environment Agency has no objection, in principle, to the proposed development provided the following conditions are imposed on any planning permission granted:

PLANNING CONDITIONS

CONDITION: The construction of the surface drainage system shall be carried out in accordance with details submitted to and approved in writing by the Planning Authority before the development commences.
REASON: To prevent pollution of the water environment.
(Note: The Environment Agency asks to be consulted on any details submitted in compliance with this condition).

CONDITION: Before the development is commenced a detailed site investigation shall be carried out to establish if the site is contaminated, to assess the degree and nature of the contamination present, and to determine its potential for the pollution of the water environment. The method and extent of this site investigation shall be agreed with the Planning Authority prior to commencement of the work. Details of appropriate measures to prevent pollution of groundwater and surface water, including provisions for monitoring, shall then be submitted to and approved in writing by the Planning Authority before development commences. The development shall then proceed in strict accordance with the measures approved.
REASON: To prevent pollution of the water environment.

Cont/d..

Environment Agency
Swift House, Frimley Business Park, Frimley, Camberley, Surrey GU16 7SQ
Telephone : 01276 454300 Fax : 01276 454301

(Note: The Environment Agency asks to be consulted on any details submitted in compliance with this condition).

CONDITION: No soakaways shall be constructed in contaminated ground.
REASON: To prevent pollution of groundwater.

CONDITION: Surface water source control measures shall be carried out in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority before development commences.
REASON: To prevent the increased risk of flooding and to improve water quality.
(Note: The Environment Agency asks to be consulted on any details submitted in compliance with this condition).

PLANNING INFORMATIVES

The following planning informatives should be attached to any planning permission granted:

Under the terms of the Water Resources Act 1991, the prior written consent of the Environment Agency is required for any discharge of sewage or trade effluent into controlled waters (e.g. watercourses and underground waters), and may be required for any discharge of surface water to such controlled waters or for any discharge of sewage or trade effluent from buildings or fixed plant into or onto ground or into waters which are not controlled waters. Such consent may be withheld. *Contact Claire Murphy on 01276 45 4509 for details.*

ADVICE TO PLANNING AUTHORITY

Groundwater Protection:

It is noted from the response to question 16 of the completed planning application that the developer intends to dispose of surface water by connection to existing surface water drains. The Agency would like an assessment of the condition of the existing surface drainage system and to be informed of the results before discharging the above condition (regarding surface water drainage).

Development Control:

We are not aware of any watercourses on the site, but should there be any, we advise that:
(1) they should not be culverted; and
(2) a buffer zone is left on either side of any watercourse, and
(3) culverted watercourses should not be built over, but should ideally be opened up and made a feature of the site.

In any case, you should note that culverting of a watercourse requires the prior written approval of the local authority under the terms of the Public Health Act 1936, and the prior written consent of the Environment Agency under the terms of the Land Drainage Act 1991/Water Resources Act 1991. The Agency seeks to avoid culverting, and its consent for such works will normally be withheld.

There are alternatives to conventional storage for the control of surface water run-off that are favoured by the Environment Agency where ground conditions are suitable and groundwater

Cont/d..

is not at risk. These techniques not only cater for flood peak attenuation, but may also improve water quality and enhance the environment. Such systems include permeable pavements, grassed swales, infiltration trenches, ponds and wetlands. The developer is advised to discuss with the Agency how these techniques might be applied at this site.

In order to manage the disposal of surface water in a more sustainable manner, taking into account flood risk and other environmental factors, the Environment Agency is likely to recommend that restrictions are imposed on the discharge of surface water from the site. Particular care must be exercised where there is an increase in the impermeable area. The developer will be required to accommodate excess water and control its release into local watercourses, whether directly or by means of the local surface water sewerage system.

ADVICE TO APPLICANT

Roof water downpipes should be connected to the drainage system either directly, or by means of back inlet gullies provided with sealing plates instead of open gratings.

Surface water from car parking areas should discharge via deep seal trapped gullies incorporating a minimum water seal of 85mm or similar.

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.

Yours faithfully

M. Paxman.

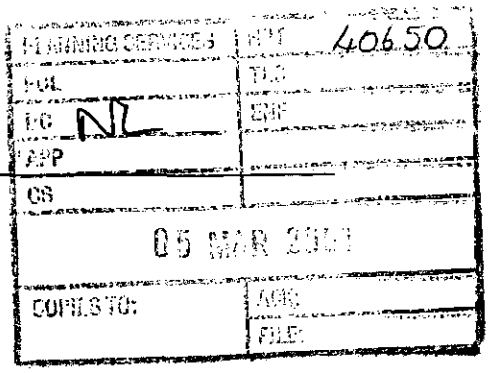
Sarah Paxman
Development Planning Officer

cc: Active Property Services, Datum House, Roentgen Road, Basingstoke RG24 8NG

RAILTRACK

Southern

M HOLDEN Director



1st March 2001

Development Control Manager
Wokingham District Council
PO Box 157
Shute End
Wokingham.
RG40 1WR.

Tel : 020-7902-3183

Y/r F/2001/3273
O/r C7/01/148/1/032/AN

Dear Ms Lake,

TOWN & COUNTRY PLANNING ACT
EARLEY, PARKER PLATING, STATION ROAD
PROPOSED RESIDENTIAL DEVELOPMENT
APPLICATION No F/2001/3273.

Further to my letter of 16th February 2001, in respect of the above application, I have now made the necessary checks and the land in question was never former railway land and the proposal should not infringe on Railtrack property.

I therefore confirm that Railtrack is withdrawing the Holding Objection to this proposal subject to the Applicant acting on the required 'Decision Notice'

You will appreciate that I need to be satisfied that Railtrack's infrastructure will not be adversely affected by the proposal, both during the period of construction and after completion. I therefore attach a copy of Railtrack's 'Comments / Conditions' Appendix containing engineering conditions I would wish to see observed in order to safeguard the adjoining railway.

Whilst I appreciate that you may not be able to incorporate my observations as a Condition of Planning Consent, I would be grateful if you could include an 'informative' in your Decision Notice to the effect that the Applicant should take due account of any comments on the Application.

I have forwarded a copy of this letter to the Applicant's Agent and look forward to receiving any details requested at the earliest opportunity, reserving the right to make any additional comments and conditions considered necessary to ensure the safe operation of the railway at that time. Please advise me of the outcome of this Application in due course.

Yours sincerely,

Alan Nield.

B. Purcell.
Outside Party Engineer.

Engineering Manager. Suite 2.CP2 2H. General Offices.Waterloo Station. London. SE1 8SW
Tel : 020-7902-3460 Fax : 020-7902-3632 DX 119552 WATERLOO STN 2.
Railtrack PLC Registered Office Railtrack House Euston Square London NW1 2EE Registered in England and Wales No. 2904587 http://www.railtrack.co.uk

RAILTRACK

Southern

Comments / Conditions To Be Observed In Connection With The Development Of Land Adjacent To The Railway

Planning Matters

1. If there are any trees on Railtrack's property adjacent to the development site, the design of the foundations of any proposed buildings close to the boundary must take into account the possibility of damage etc. caused by penetration of tree roots. Furthermore, it should be noted that Railtrack cannot accept liability for any such damage caused at a later date. The Building Research Establishment's guidance notes should be implemented.

2. You are no doubt aware that in Autumn leaves falling on to the rails can cause potential hazards to rail traffic, particularly where the railway is at or below the general ground level.

   Any new trees to be planted adjacent to the railway boundary should be in accordance with the attached information sheet on page 5 headed "Tree Species", and be located sufficiently clear of the common boundary not to create a nuisance through penetration of tree roots or overhanging branches which could provide a means of gaining access to the Railtrack's property, or inhibit the maintenance of Railtrack's fencing.

   Proposed tree species should be selected with due consideration for their mature height and root size. Where an inappropriate specie is selected regular maintenance lopping etc. may be required to prevent damage to Railtrack's infrastructure and the train operators' trains. This may be costly if stoppages of the train service are required to undertake maintenance safely.

3. It may be necessary to enhance /renew Railtrack's existing lineside boundary fencing as a result of the development in order to reduce the risk of trespass and possible vandalism. Railtrack will seek payment for any improvements necessary, but would (for their part) continue to maintain the fence for as long as it is required for railway purposes. This will apply only if the enhanced fencing is to a standard acceptable to Railtrack.

   Any additional fencing required on the railway boundary e.g. for screening purposes, must be independent of Railtrack's fencing and allow room for maintenance of both fences.

Building Regulation Matters

4. One set of detailed and fully dimensional drawings should be submitted for approval prior to commencement of work showing full structural details, particularly in respect of foundations (i.e. size, type and depth), services and drainage.

   A location plan will also be required (scale 1:1250 preferred) showing the distance of the scheme from the railway boundary, with special reference to new / existing structures and the nearest railway feature, such as a level crossing, bridge or station.

DevCondBP

Issued by : Railtrack PLC Outside Party Section, CP2 2H, Waterloo General Offices, London SE1 8SW
Date : October 2000

5. Full details of any proposed alteration to ground levels adjacent to Railtrack's lineside fencing should be submitted to Railtrack at the earliest opportunity for approval in the form of cross-sections to a natural scale showing existing and proposed levels. In any event the alteration must not reduce the effective height of Railtrack's fencing.

6. Full details of proposed drainage systems will be required. All drainage needs to be directed away from the railway and into local authority sewers, and it should be installed a minimum distance of 2 metres from the railway boundary.

   The use of soakaways is not favoured by Railtrack and therefore is unacceptable as they could have a detrimental effect on Railtrack's land. The drainage system should be designed to take this into account.

   No increases in surface water discharge into a Railtrack maintained drain or culvert may be made without prior written consent.

Additional Requirements for Protecting Railtrack's Interests

7. For all new developments adjacent to operational lines Railtrack accepts no liability in respect of noise and vibration. Developers should undertake their own investigations to establish any level of noise and vibration likely to originate from the operation of the railway, and design their mitigation measures accordingly.

8. All works, both temporary and permanent, should be designed and constructed so that they will have no influence on the stability of Railtrack's structures and adjoining land.

9. Common boundary or support walls must be of reinforced concrete. Sheet piling will not be acceptable, due to early corrosion.

10. Vibro-compaction will not be permitted, especially in the vicinity of structures, embankments or cutting slopes.

11. Railtrack advise that the use of bored, cast in-situ reinforced concrete piles are recommended. Normally these have no detrimental vibration effects during construction.

12. All structures should be situated at a minimum distance of 2 metres from Railtrack's boundary fence and at a sufficient distance to enable construction to proceed without, in the Railtrack Engineer's opinion, the risk of affecting the normal and safe running of the railway. This clearance will also enable construction and maintenance to proceed without the need to enter on to Railtrack property. Please note that unless previous safety protection has been arranged, access on to Railtrack property will not be permitted for any activity associated with any works.

13. Where the proposal includes the demolition of any existing buildings Railtrack will need to approve full details of the proposed method of demolition (together with those for temporary works) in the form of a Method Statement.

14. All new construction should be sufficiently clear of the boundary, and all foundations should be so designed, that they do not impose any surcharge on railway cutting slopes or structures. In addition, it should be borne in mind that cutting slopes could be subject to erosion through the effects of weathering, and all new construction should be at a sufficient distance from the slope to take this into account.

    At no time should an embankment supporting the railway be cut into or built upon.

15. A suitable kerb or approved crash barrier must be provided along any road or parking area adjacent to Railtrack's fencing to prevent damage by vehicles. Such barriers are to be positioned so as not to afford a means of scaling the fencing.

16. Railtrack reserves the right to request the screening of any light, including vehicular lights, which may interfere with the sighting of signalling apparatus and /or train drivers' vision on approaching trains.

17. Any scaffold which is to be constructed adjacent to the railway must be erected in such a manner that at no time will any poles over-sail or fall on to the railway. Black protective netting around the scaffold may need to be installed. A Method Statement for construction and dismantling of the scaffold will need to be provided for acceptance. Scaffolding may need to be erected under a track closure (possession) of the railway because of the dangers to trains and from the electrified conductor rail. A minimum of 16 weeks notice is required to arrange any possessions of the track.

18. Any cranes or other plant to be used on site must be positioned and operate in such a way that, in the event of mishandling or failure of any part of the equipment or subsidence of the ground supporting the equipment, they will not move or fall within 3 metres of the nearest rail. Their loads or jibs should not under any circumstances oversail Railtrack's property.

19. Full details of any tower cranes to be used on site should be submitted for approval, together with a plan showing the relevant jib radii. The cranes (and any other plant) must be positioned in such a way that, in the event of failure, they will not fall within 3 metres of the nearest rail, nor will their loads or jibs under any circumstances oversail Railtrack's property. A Method Statement must be prepared for Railtrack's approval e.g. it may be necessary to down-rate the crane capacity by 25% to reduce the risk of failure.

20. Railtrack is not in favour of play areas immediately adjacent to railway boundary fencing, due to the increased risk of trespass and vandalism. Should the proposal proceed, additional protection will need to be provided by the erection of a 3 metre high security fence adjacent to and parallel with Railtrack's own fence. he additional fence is to be maintained at the Developer's cost.

21. Golf courses will need to be screened to a minimum effective height in relation to the railway track of 6 metres, and in certain cases this may need to be increased. It is recommended that all shots/drives be directed away from the boundary to avoid the potential risk of a mis-hit golf ball causing damage or injury to passing trains, and railway staff or passengers.

22. Any hedge planted adjacent to Railtrack's boundary fencing for screening purposes should be so placed that when fully grown it does not damage the fencing or provide a means of scaling it. No hedge should prevent Railtrack from maintaining its boundary fencing.

23. All costs incurred by Railtrack in connection with the works should be reimbursed by the Developer. A Third Party Works Request Form is to be completed and submitted to this office before work commences. This form is available on request.

TREE SPECIES

Not Recommended	Permitted
Alnus glutinosa (Alder)	Betula (spp) (Birch)
Populus (spp) (Aspen, Poplar)	Malus Sylvestris (Crab Apple)
Fagus Sylvatica (Beech)	Acer Campestre (Field Maple)
Prunus Avium (Wild Cherry)	Prunus Padus (Bird Cherry)
Carpinus Betulus (Hornbeam)	Pyrys Communis (Wild Pear)
Tilia Cordata (Small-leaved Lime)	Pinus (spp) (Fir Trees - Pines)
Quercus (spp) (Oak)	Cretaegus (spp) (Hawthorn)
Salix Willow (spp) (Willows)	Corylus Avellana (Hazel)
Acer (spp) (Sycamore, Norway Maple)	Sorbus (spp) (Mountain Ash, Whitebeams)
Aesculus Hippocastanum (Horse Chestnut)	Robinia (Pseudo) (False Acacia)
Castanea Sativa (Sweet Chestnut)	Shrubby Salix (Willow Shrubs)
Platanus Hispanica (London Plane)	Thuja Plicata 'Zebrina'

BORDER LINE

Fraximus Excelsior (Ash)

OTHER TREES TO BE REFERRED.

Please note, the following complimentary guidelines are also available, which highlight some of Railtrack's safety concerns on the following subjects:

CG1- Mechanical Plant Working Adjacent to the Railway.
CG2- Development Above/Adjacent to Railway Tunnels.
CG3- Lighting Schemes Adjacent to the Railway.
CG4- Demolition Adjacent to the Railway.
CG5- Tree/Scrub Planting Adjacent to the Railway.
CG6- New Golf Course Schemes Adjacent to the Railway.
CG7- Recreational Schemes Adjacent to the Railway.
CG8- New Development Boundary Fencing Adjacent to the Railway.
CG9- Cranes Working Adjacent to the Railway.
CG10- Fire precautions for installations/Storage of Hazardous Substances/Materials adjacent to the Railway.
CG11- Railway Bridge Attachments.
CG12- Laying Services Overline Railway Structures.
CG13- Laying Services Underline Railway Structures.
CG14- Remedial Works to Services Under/ Adjacent to Railtrack's Infrastructure.

CG16- Near / Adjacent 'Piling' Scheme.

However it needs to be be noted that the above guidelines are only to be used as an informative ofsome of Railtrack's additional safety concerns.

Mr. Craig Hassey
3 Station Road
Earley
Reading
Berkshire
RG6 7DY

22nd Febuary 2001

Ms. Nicola Lake
Environmental Services Department
Planning Services
PO. Box 157
Shute End
Wokingham
RG40 1WR

Dear Ms. Lake,

Proposed Flat Development On Parker Plating Site, Station Road
Application Number F/2001/3273

I am writing with regards to the current application to develop the above site with twelve flats including access and parking. Due to the impact expected on the immediate area to both myself and neighbouring residents, I would like to raise these with the planning authorities and ensure that they are discussed at the relevant level.

My immediate concern is regarding the impact of additional traffic on what is already a busy residential road. As Station Road provides the only vehicle access to Earley Station, at times there are large volumes of traffic using this road. Particularly busy times are during the commuter rush hours, with approx 100 cars using the station car park daily. In addition, when some train services are cancelled – large double decker Reading Buses are used to provide services instead and also use this road. The introduction of these flats will not only add to this existing volume, but will also prove a significant hazard to existing traffic.

From the current plans I have viewed, both the current and previous development proposals required the conversion of the small access road to the site (running next to flats at Audley House) into a residential road. This will result in a total of three streams of traffic running directly into the area in front of the station – one from the car park, one running down Station Road itself and a third from the proposed new development.

For a number of years, both current and previous residents in both numbers 2 and 3 Station Road have been lobbying Wokingham Council for the provision of dedicated on-street parking. This is as these properties do not have any off street parking and the solid yellow line directly outside prevents legal parking between 8am and 6pm, Monday to Saturday.

I enclose a copy of a letter I received from Wokingham Council Traffic Management in response to an E-mail I sent regarding this situation in January last year. Their opinion is that as no personal injury accidents have occurred recently at Station Road – there is no justification in the expense of providing this service to residents.

In my opinion, if the proposed development is approved, it will add to an existing issue that may result in an accident along this road. At present, I have seen no plans as to how Wokingham Council will address the traffic management as a result of this proposal. Key danger points I can identify if this proposal is approved :-

- A third stream of traffic being introduced in front of Earley Station, where there previously have only been two. Road users familiar to Station Road may be unaware of this new access and will not be looking for on-coming traffic from this direction.
- The current lack of road markings will confuse drivers as to right-of-way priorities in front of the Station. This will mean that there will be an increased risk of accidents as drivers negotiate access between the different traffic flows.
- The lack of residential parking also adds further risks as we have to park along solid yellow lines near the Station area, both during and outside the designated time periods. This results in our cars and our need for parking to be considered within the overall traffic planning. This would impact any proposed solution for the area.
- In addition to our cars – the current area in front of the station also has a designated taxi rank actually on Station Road. In the two years I have lived at this property, I can count less than a dozen times I have seen this being used by any local taxis. If the proposed development is allowed – this taxi rank will only add to the confusion of drivers.
- Particularly during the evening rush hour, it is not uncommon for cars to wait to collect passengers actually directly infront of the station. This can make accessing the whole area (for example, to turn around after driving down Station Road) impossible. Though legal – it would make using the proposed access to Parker Plating impossible for any of the residents in the proposed development.

Though I recognise the need for further housing and the re-use of Brown Field land for residential homes, I feel that this development would have too great an impact on the existing residents. In addition to my concerns – I am also aware of the concerns of residents on Compton Close as the proposal results in the development overlooking and into their properties. In addition, residents in Audley House are concerned with the propsed access running directly past their block. I understand that both groups have already provided their feedback to you regarding this.

If Wokingham Council wishes to use the Parker Plating site, there will have to be two areas of concern to be addressed :-

1. Traffic impact and a plan to address the points I have raised above regarding this proposal. A Traffic Regulation Order may prove necessary to consult the impact on the area and provide a solution.
2. The nature of the development itself – with the impact on Compton Close and Audley House residents.

In addition to yourself, I am copying this letter to the Engineering Services department of Wokingham Council and also to my local councillor for their feedback on this issue.

I would appreciate the opportunity to discuss this with Wokingham Council, in particular with the need for a re-assessment of traffic management along Station Road. If either your department or Engineering Services are available, I would appreciate a call to arrange a possible meeting to discuss my concerns. I can be contacted on either (01628) 432543 or (0118) 9260469.

Yours sincerely,

C.M. Hassey

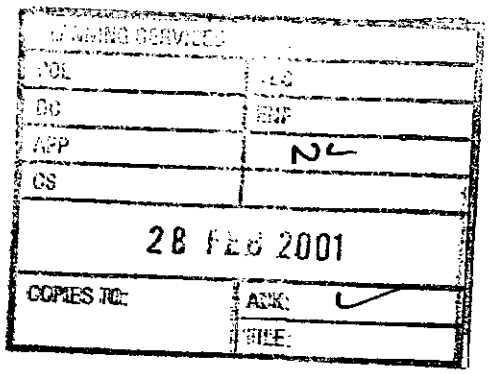
Craig Hassey

CC. **Ms. Kate Fuller, Traffic Management Officer – Wokingham Council**
Mr. D. Swindells – Councillor for Little Hungerford Ward.

5 Compton Close
Earley
Berkshire RG6 7EA

085

2001-02-25



Ms Nicola Lake
Environmental Services Dept.
Planning Services
P.O Box 157
Shute End
Wokingham
Berks RG40 1WR

Dear Ms Lake

Re: Application No.F2001/3273

Following receipt of your written notification of the above application for building permission, we would like to formally object to this application.

The main reasons are listed below, many of which centre around the difference in height between the ground level of Parker Plating and the ground level of the surrounding properties.

REASONS:

1. Privacy and Security

With no less than 15 forward facing windows on Block 1 and 15 forward facing windows on Block 2 with a clear view into the rear of our houses, the development would represent a clear infringement of privacy and indeed security, as it would be immediately obvious whether the occupants were at home.

2. Highway Safety/Parking

The potential level of traffic exiting through such a small entrance in Station Road must bring into question the safety of the local residents who use the station and adjoining footbridge. Also, surely there is not enough parking space for 12 flats.

3. Height

Parker Platings ground level is approx. 1.9m higher than the ground level of the adjacent properties. A three-storey development of flats would therefore be equivalent to four storeys high and simply dwarf the surrounding properties.

NL OBS

Wps 2, 3, 5, 6, 7 + 8

Compton Close
Earley, Reading
RG6. 7EA.

22 AUG 2001
COPIES TO:
ACK:
FILE:

Dear Sirs, RE F/2001/3273.

The above people are objecting to the Building of 12 Flats. which they did on the last application + the same reasons

1. Overlooking.
2. Traffic difficulties.
3. Station Car Park mostly full daily.
4. No proper access for emergency vehicles.

Yours faithfully.
R. A Collett N° 8.
(R A COLLETT)

P.S. if other signatures are needed will have to have more time.

PLANNING SERVICES	HPT
POL	TLS
DC	ENF
APP	
CS OBS	NC
16 FEB 2001	
COPIES TO:	ACK:
	FILE: N F 2001/3273.

8 Compton Close 2
Earley. Reading
RG6 7EA.

Dear Sir/Madam re application

After studying the above we have the following objections:

1. Overlooking our garden from 3 storeys.
2. Volume of traffic into a B road i.e. Station Road.
3. All our main rooms are at the back of the house - so overlooked.

Two Blocks 3 storeys high you might say is adding insult to injury.

Yours R.A Collett
(R.A. COLLETT)

P.S. Fumes from cars parked at end of our garden

TOWN COUNCIL OBSERVATION SHEET

PLANNING SERVICES | RPT 40092
POL Nicola Lake | TLS
DC | ENF
APP
CS
19 FEB 2001
COPIES TO: | ASK

APPLICATION NO: F/2001/3273 PLANNING OFFICER:

PARISH: EARLEY

PROPOSAL: Proposed erection of 12 flats access and parking

ADDRESS: Parker Plating, Station Road, Earley.

APPLICANT: Kingfisher Housing Association C/O Active Property Services

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As with the previous application on this site, Councillors remain extremely concerned about this latest proposal. Whilst the applicants appear to have overcome previous concerns about the overlooking of properties in Amber Close, the height, design and proposed location of this latest development has moved the problem to properties in Compton Close. The location of this development would appear to mean that the 1st floor and dormer type front windows will look directly into rear windows and back gardens of properties in Compton Close, and it is considered that this represents an unacceptable loss of privacy to these residents and is, therefore, extremely unneighbourly. Furthermore, because the windows involved appear to be in the main living areas of the flats in question, these concerns cannot be alleviated by applying planning conditions concerning the obscure glazing, etc., of the windows.

The proposal is deemed to be an overdevelopment of the site, is overbearing, and the rear of the block of flats will be extremely close to the railway line, which could cause an unacceptable noise disturbance to anyone occupying the flats once built. Furthermore, Councillors considered the design to be aesthetically unpleasing and out of keeping with other properties in the area.

It is considered that there is insufficient parking on the site, and that, because of the close proximity of the site to the railway station, the parking that is available could well be the subject of 'illegal' use by commuters parking there to then travel by train.

Councillors still remain extremely concerned about the route into the site, which is considered to be too narrow, and particularly to allow access by emergency vehicles. Furthermore, there remains some doubt that, if this proposal was to go ahead, the contractor's own vehicles would be able to gain access. Additionally, there still remains the concern previously expressed about the increased potential danger to pedestrians walking to and from the railway station, whose route would now take them across this access.

For these reasons, it is requested that this application is refused.

Finally, if the Planning Officer is mindful to approve these proposals, it is requested that a condition be imposed requiring that the developers meet the full cost of any necessary decontamination of the land, both now and in the future.

SIGNED: _____ DATE: 15 FEB 2001

CLERK TO EARLEY TOWN COUNCIL

WOKINGHAM DISTRICT COUNCIL

MEMORANDUM

From: Suzanne McLaughlin
Environmental Health

My Ref: SEM/20010146

To: Nicola Lake
Development Control

Your Ref: F/2001/3273

Date: 01 May 2001

Proposed erection of 10 flats with access and parking

Parker Plating, Station Road, Earley

I have reviewed the vibration report for the above development to assess the impact of vibration from the railway line.

The levels of vibration likely to occur inside the proposed dwellings will be tolerable, therefore a scheme for protecting the future occupants can only be requested as desirable and not essential.



PLANNING SERVICES	HPT 60087
POL	TLS
DC	GNF
APP	
CS	
19 FEB 2001	
COPIES TO: JPE/PP	ACK:
	FILE:

WOKINGHAM DISTRICT COUNCIL

MEMORANDUM

From: Joanne Ellis, Environmental Health

To: Nicola Lake, Development Control

My Ref:

Your Ref: F/20002302

Date: 18 September 2000

PROPOSED ERECTION OF 10 FLATS WITH ACCESS AND PARKING
PARKER PLATING, STATION ROAD, EARLEY

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

Noise and Vibration
I have reviewed the new proposals for the above site and the acoustic assessment submitted and have the following comments: -

- The site falls within noise exposure category B as defined in PPG 24, and hence will be suitable for the proposed development with the imposition of a noise condition to ensure that adequate protection measures are installed.
- I recommend that the internal layout of the 2nd floor is amended so that the kitchen is closest to the railway and the bedroom is at the front of the property.
- The mitigation measures recommended in the acoustic report supplied will be required for all the bedrooms located on the railway side of the property.
- A noise barrier will need to be constructed along the boundary with the railway in order to protect the external noise environment (this will need to extend beyond the boundary of the site or have a return a long the side.) It may be necessary to obtain permission from railtrack. An assessment will need to be carried out in order to determine the height of barrier required.
- The acoustic report does not assess the impact of vibration from the railway line, this will need to be assessed and a suitable scheme for protecting the dwellings should be submitted.

Contaminated land
I have reviewed the contamination assessment and generally the proposed remediation works are acceptable but I have the following comments: -

- In the western corner of the site the soil should be excavated to a minimum depth of 0.5m and then replaced with clean topsoil to provide a minimum cover of 0.5m and 1m where deep-rooted trees are planted.
- I recommend that the buffer zone on the northern boundary is covered with hard standing rather than landscaped.
- A condition should be imposed on the consent to ensure remediation is carried out to an acceptable standard.

I have no environmental health objections to this proposal with the imposition of the following conditions: -

1 No development shall be commenced until a scheme for protecting the proposed dwellings and gardens/private amenity open space from (INSERT) has been submitted to and approved in writing by the Local Planning Authority. All works that form part of the approved scheme shall be completed before any dwelling hereby approved is occupied. The approved scheme shall be retained and maintained for the duration of the use.
Reason - To ensure that the occupants do not suffer from unacceptable high noise levels within the proposed dwellings and garden areas.

2. No development approved by this permission shall be commenced prior to a contaminated land assessment and associated remedial strategy being submitted to and approved in writing by the Local Planning Authority. Except as otherwise agreed in writing by the Local Planning Authority, all works comprised within the strategy which are not within buildings shall be carried out before the commencement of any development approved by this permission. All works within buildings shall be carried out before the occupation of any part of the building to which such internal works relate. If during any works contamination is encountered which has not previously been identified then the additional contamination shall be fully assessed and an appropriate remediation scheme agreed in writing with the Local Planning Authority. Upon completion of the works, this condition shall not be discharged until a closure report has been submitted to and approved by the Local Planning Authority.
Reason - To ensure any soil, gas or water contamination on the site is remedied to protect the existing/proposed occupants of the application site and/or adjacent land.

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

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.



TO: **DEVELOPMENT CONTROL**
Nicola Lake

FROM: Environmental Design

DATE: 23 February 2001

Location:	Parker Plating, Station Road, Earley, Reading
Proposal:	Proposed erection of 12 flats with access and parking.
Application Number:	F/2000/3273

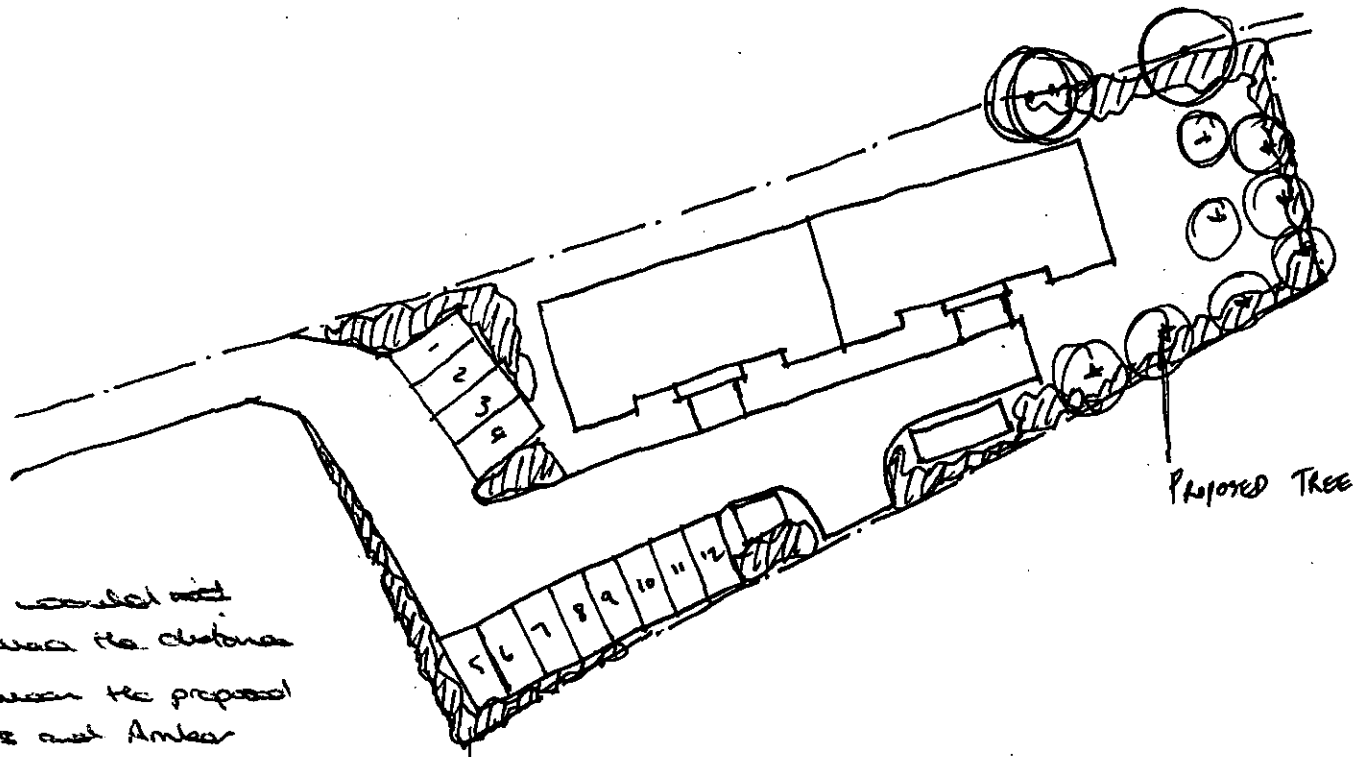
In response to your consultation dated 6 February 2001 for the above application, the landscape comments are as follows:

I have no objection to the proposals. However, the site layout does not seem to make best use of the limited space available, as there is a large area taken up by the access road within the site which has to double back on itself. I have attached a revised sketch layout showing a suggested alternative for the parking area and which provides an area of open space for the flats that can accommodate more planting than is shown on the proposed site plan.

The applicant needs to provide a detailed landscape scheme showing the location of all new trees and shrubs, full species name, planting densities and size of plant at time of planing.

Catherine Brimble

Catherine Brimble
Landscape Architect



This could not reduce the distance between the proposed Flats and Amber Close.

PARKER PLANTING
1:500

WOKINGHAM DISTRICT COUNCIL

ENVIRONMENTAL SERVICES DEPARTMENT

MEMORANDUM

From: Nicola Lake
Senior Planner

Ext: 6481

To: Jo Ellis/John Mullaney
Environmental Health.

My Ref: F/2001/3273

Date: 3 April 2001

PARKER PLATING, STATION ROAD, EARLEY.
F/2001/3273.

Before Jo Ellis left she had asked for a vibration report within her comments dated 18 September 2000, which were a copy of her comments from the previous application and were received on the 19 Feb 2000. Please find attached a copy of the vibration report for the site, which has now been submitted as part of this application. Could you please let me have your initial comments within 7 days form the date of this memo. Please do not hesitate to contact me on the above extension, should you wish to discuss this matter further.

Yours sincerely

Nicola Lake.

POLICY AND PLANS CONSULTATION

Date: 20/2/01
Case Officer: Nicky Lake
Proposal 12 flats, access and parking
Location: Parker Plating, Station Road, Earley
Applicant Kingfisher Housing Assn

Redevelopment of factory in bad neighbour employment use to 12 flats.

Policy WEM18 of WDLP allows for the change of use of employment land to other uses.
Policy WOS5 and WEM10 of the WDLP encourage the redevelopment of sites occupied by bad neighbour uses to other uses. The principle of the use is welcomed. The site is in a sustainable location for housing, which is the predominant use in the area. Low levels of parking can be considered as part of the proposal because of its proximity to the station.

The site is contaminated so contaminants will need to be removed to make the site suitable for housing use. You should therefore consult with Environmental Health, the Environmental Agency to include Waste Regulation and possibly also the Health and safety Executive before determining how this issue should be dealt with by condition. It is likely to involve the removal of material from the site and its replacement with other material before development can commence. This will be necessary to comply with policy WOS6(e)

I note that the development is 3 storey. The high cost of site clear up may necessitate this density of development. It may be necessary to realign some of the rooms to prevent overlooking and achieve compliance with policy WOS3. The site does not include play space. Consideration will need to be given if there is sufficient nearby space and if not whether the proposal meets the requirements of Policy WOS4 of the WDLP. It may be that the environmental benefits from removing contamination outweigh this requirement.

22/02/01

HIGHWAYS CONSULTATION SHEET

From: Nicola Lake **Date:** 06 February 2001

Application Number: F/2001/3273

Proposal: Proposed erection of 12 flats access and parking.

Parish: EARLEY TOWN

Site Address:
Parker Plating, Station Road, Earley, Reading.

Applicant:
Kingfisher Housing Association C/O Active Property Services.

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

✓ below as applicable;

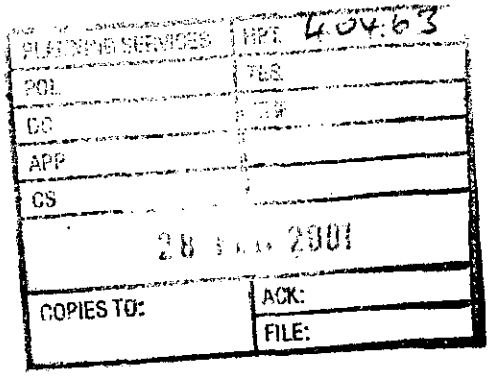
1) ☐ Recommend refusal for the reason(s) **stated below;**
2) ☐ Recommend approval but with condition(s) & reason(s) **stated below;**
3) ☐ Recommend approval with **no** condition(s) or reason(s).

NO OBJECTION TO DEVELOPMENT SUBJECT TO COMMENTS & CONDITIONS AS PREVIOUS MEMO DATED 11TH DEC 2000 FOR PA F/2000/2246.

JR 12/6/01

Signed: _____ **Print name:** _____

THAMES VALLEY
POLICE



P.C. Dave STUBBS
Crime Prevention Design Adviser
(Berks)

Thatcham Police Station
20, Chapel Street
Thatcham, BERKS.
RG18 4QL
Tel. 01635 295156
Fax. 01635 295126

Ms. N. Lake
Planning Services
Wokingham District Council
PO Box 157
Shute End
Wokingham
BERKS.
RG40 1WR

Date 23rd February 2001

For 'Secured by Design' standards and application forms
Visit the 'SBD' website at :-
www.securedbydesign.com

Your Ref. 3273

Dear Ms. Lake

Parker Plating, Station Road, Earley.

Thank you for the details of this application.

I would like to see a window in the end elevations (east & west) from the living rooms, giving surveillance up the access drive and over the car parking at the end of the site from occupied rooms.

In the light of the duty on local authorities to do all that they reasonably can to prevent crime & disorder under Section 17 of the Crime & Disorder Act 1998, the crime risks that this proposal faces include car crime & burglary.

The council can help to discharge its duty in respect of its planning function under Sec. 17 by taking the above comments into account when arriving at its decision.

I trust this will be of assistance and thank you for your consultation.

Yours sincerely.

P.C. Dave STUBBS
Thames Valley Police
CPDA. (Berks.)

ROYAL BERKSHIRE FIRE AUTHORITY

ROYAL BERKSHIRE
FIRE & RESCUE SERVICE

Wokingham Community Fire Office
The Fire Station·Bridge Road·Maidenhead·Berkshire SL6 8PG
Telephone: Reading (0118) 932 2422 Facsimile: Maidenhead (01628) 773193

Your reference: F/2001/3273

My reference: BM/PAR/10457T
(please quote on all correspondence)

When calling ask for: Mr B Morgan
Direct Line: (0118) 932 2462

Date: 10 Aug 2001

Dear Nicola

GOODWILL ADVICE
EXAMINATION OF PLANS DEPOSITED WITH THE LOCAL AUTHORITY UNDER A PLANNING APPLICATION - PLAN NO F/2001/3273
FORMER PARKER PLATING PREMISES STATION ROAD EARLEY READING BERKSHIRE

Please be advised that I have been in contact with JHA Ltd in respect of the above premises.

They have previously supplied me with copies of their proposals. Whilst the road width for the indicated 15 metre section is less than that required by Approved Document "B" it is not considered to pose a problem to attending fire appliances.

Accordingly I have no objection to this reduction in roadway width.

Should your require any further information please do not hesitate to contact me as detailed above.

Yours faithfully

B Morgan
Fire Safety Inspecting Officer

For the Attn of Ms N Lake
Wokingham Building Control
Building Control Service
Environmental Services Department
PO Box 155
Shute End
WOKINGHAM Berks
RG40 1WW

NL
PLANNING SERVICES HPT 46668
POL LS
DC SNI
APP
13 AUG 2001
Fire

NICOLA LAKE

ROYAL BERKSHIRE FIRE AUTHORITY

ROYAL BERKSHIRE
FIRE & RESCUE SERVICE

Wokingham Community Fire Office
The Fire Station Bridge Road Maidenhead Berkshire SL6 8PG
Telephone: Reading (0118) 932 2422 Facsimile: Maidenhead (01628) 773193

Your reference:

My reference: MF/PAR/10457
(please quote on all correspondence)

When calling ask for: Mr M Fuller
Direct Line: (0118) 932 2462

Date: 6 MAR 2001

Dear Madam

GOODWILL ADVICE
EXAMINATION OF PLANS DEPOSITED WITH THE LOCAL AUTHORITY
UNDER PLANNING APPLICATION F2001/3273
PARKER PLATING STATION ROAD EARLEY READING BERKSHIRE

Further to my inspection of the above premises on 27 February 2001 the following recommendations are made.

The rear boundary wall to Audley House would need to be removed to allow an acceptable width for access.

Consideration to be given to the repositioning of the chainlink fence to the Railtrack boundary to widen the initial access point.

Even with these measures taken the access to the site would still be below the normal minimum required in Approved Document "B".

Yours faithfully

M Fuller
Fire Safety Officer

For the Attn of Ms N Lake
Wokingham District Council
Environmental Services Dept
Planning Services
PO Box 157
Shute End
WOKINGHAM Berks

	INT 40877
	T.S
NL	ENF
08 MAR 2001	
COPIED TO:	ACK:
	FILE:

APS File Ref: 3748/KG/182 Date: 30/07/01

FAX TRANSMISSION

PROPERTY SERVICES

Datum House, Roentgen Road, Basingstoke, RG24 8NG
Telephone: 01256 356629
Fax: 01256 356708
E-mail: Surveyors@activesol.co.uk

Confidential:		Call Upon Receipt:	
Urgent:		Number of Pages (incl. this page)	2

To: Nicola Lake

Company: Wokingham District Council – Planning Services

Town: Wokingham Fax Number: 0118 974 6484

From: Keith Gallop

Message:

Re: Former Parker Plating Premises, Station Road, Earley
Your ref F/2001/3273

Following our telephone conversation, I attach a copy of the letter from the Fire Safety Inspecting Officer.

I have sent e-mail to Mr Morgan requesting him to correspond with you to confirm that he has no objections to the reduced width of roadway.

I hope that this will now allow you to progress the application to a satisfactory conclusion.

K. Gallop

Please telephone (01256) 356629 if any part of this fax is incomplete or illegible

NL

46221
ENG
CS
30 JUL 2001
COPIES TO:
ACTION
FILE
Certificate No 9144/03
ACTIVE Solutions Europe Ltd
Registered in England
no. 2374757
Registered office as above

01256356708
30-JUL-2001 09:55 FROM:ACTIVE 01256356708 TO:01189746484 P.001/002

ROYAL BERKSHIRE FIRE AUTHORITY

ROYAL BERKSHIRE FIRE & RESCUE SERVICE

Wokingham Community Fire Office
The Fire Station Bridge Road Maidenhead Berkshire SL6 8PG
Telephone: Maidenhead (01628) 771222 Facsimile: Maidenhead (01628) 773193

Your reference:

My reference: BM/FPG 99
(please quote on all correspondence)

When calling ask for: Mr B Morgan
Direct Line: (0118) 932 2462
e.mail: morganb@rbfrs.co.uk.

Date: 27 July 2001

Dear Tony,

Further to our telephone conversation and your subsequent fax.

Whilst the road width for the 15 metre section is less than that required by Approved Document 'B', it is not considered to pose a problem to attending fire appliances. As detailed in your supplied plan the roadway widens prior to the point at which crews would be required to dismount from the fire appliances and a hammer head is provided to facilitate fire engines manouvering.

In light of the above I have no objections to this reduced width of roadway for the section indicated in the supplied plan.

Should you require any further information please do not hesitate to contact me as detailed above.

Yours faithfully

Bryan Morgan
Fire Safety Inspecting Officer

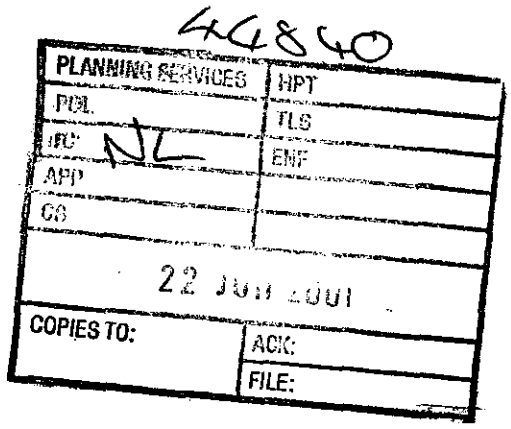
Chief Fire Officer – Mike Clement-Green MIFireE

Our ref: SP\2001\003313\001
Your ref: F/2001/3273

Date: 20th June 2001

ENVIRONMENT AGENCY

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



For the attention of: Nicola Lake

Dear Sir/Madam

ERECTION OF 12 FLATS, ACCESS & PARKING
PARKER PLATING, STATION ROAD, EARLEY, READING

I refer to your letter dated 1 March 2001 regarding the above. Please accept my apologies for the long delay in reply. Please quote ref: SU77SE/6/4 in any correspondence.
The Environment Agency has the following comments:

The Environment Agency has no objection, in principle, to the proposed development provided the following conditions are imposed on any planning permission granted:

PLANNING CONDITIONS

CONDITION: The construction of the surface drainage system shall be carried out in accordance with details submitted to and approved in writing by the Planning Authority before the development commences.
REASON: To prevent pollution of the water environment.
(Note: The Environment Agency asks to be consulted on any details submitted in compliance with this condition).

CONDITION: Before the development is commenced a detailed site investigation shall be carried out to establish if the site is contaminated, to assess the degree and nature of the contamination present, and to determine its potential for the pollution of the water environment. The method and extent of this site investigation shall be agreed with the Planning Authority prior to commencement of the work. Details of appropriate measures to prevent pollution of groundwater and surface water, including provisions for monitoring, shall then be submitted to and approved in writing by the Planning Authority before development commences. The development shall then proceed in strict accordance with the measures approved.
REASON: To prevent pollution of the water environment.

Cont/d..

Environment Agency
Swift House, Frimley Business Park, Frimley, Camberley, Surrey GU16 7SQ
Telephone : 01276 454300 Fax : 01276 454301

(Note: The Environment Agency asks to be consulted on any details submitted in compliance with this condition).

CONDITION: No soakaways shall be constructed in contaminated ground.
REASON: To prevent pollution of groundwater.

CONDITION: Surface water source control measures shall be carried out in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority before development commences.
REASON: To prevent the increased risk of flooding and to improve water quality.
(Note: The Environment Agency asks to be consulted on any details submitted in compliance with this condition).

PLANNING INFORMATIVES

The following planning informatives should be attached to any planning permission granted:

Under the terms of the Water Resources Act 1991, the prior written consent of the Environment Agency is required for any discharge of sewage or trade effluent into controlled waters (e.g. watercourses and underground waters), and may be required for any discharge of surface water to such controlled waters or for any discharge of sewage or trade effluent from buildings or fixed plant into or onto ground or into waters which are not controlled waters. Such consent may be withheld. *Contact Claire Murphy on 01276 45 4509 for details.*

ADVICE TO PLANNING AUTHORITY

Groundwater Protection:

It is noted from the response to question 16 of the completed planning application that the developer intends to dispose of surface water by connection to existing surface water drains. The Agency would like an assessment of the condition of the existing surface drainage system and to be informed of the results before discharging the above condition (regarding surface water drainage).

Development Control:

We are not aware of any watercourses on the site, but should there be any, we advise that:
(1) they should not be culverted; and
(2) a buffer zone is left on either side of any watercourse, and
(3) culverted watercourses should not be built over, but should ideally be opened up and made a feature of the site.

In any case, you should note that culverting of a watercourse requires the prior written approval of the local authority under the terms of the Public Health Act 1936, and the prior written consent of the Environment Agency under the terms of the Land Drainage Act 1991/Water Resources Act 1991. The Agency seeks to avoid culverting, and its consent for such works will normally be withheld.

There are alternatives to conventional storage for the control of surface water run-off that are favoured by the Environment Agency where ground conditions are suitable and groundwater

Cont/d..

is not at risk. These techniques not only cater for flood peak attenuation, but may also improve water quality and enhance the environment. Such systems include permeable pavements, grassed swales, infiltration trenches, ponds and wetlands. The developer is advised to discuss with the Agency how these techniques might be applied at this site.

In order to manage the disposal of surface water in a more sustainable manner, taking into account flood risk and other environmental factors, the Environment Agency is likely to recommend that restrictions are imposed on the discharge of surface water from the site. Particular care must be exercised where there is an increase in the impermeable area. The developer will be required to accommodate excess water and control its release into local watercourses, whether directly or by means of the local surface water sewerage system.

ADVICE TO APPLICANT

Roof water downpipes should be connected to the drainage system either directly, or by means of back inlet gullies provided with sealing plates instead of open gratings.

Surface water from car parking areas should discharge via deep seal trapped gullies incorporating a minimum water seal of 85mm or similar.

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.

Yours faithfully

Sarah Paxman
Development Planning Officer

cc: Active Property Services, Datum House, Roentgen Road, Basingstoke RG24 8NG

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 KINGFISHER HOUSING ASSOCIATION

Address CHAILEY COURT
25-27 WINCHESTER ROAD
BASINGSTOKE

Postcode RG 21 8UE

Your reference -

Daytime phone no 01256 302301

Fax no 01256 357375

E-mail address kha@kha.org.uk

B. AGENT DETAILS (if any)

Name PRP PLANNING

Address 1 LINDSEY ST
SMITHFIELD
LONDON

Postcode EC1A 9HP

Your reference A2468 TP

Daytime phone no 0207 653 1200

Fax no 0207248 3315

E-mail address lon.prp@prparchitects.co.uk

C. LOCAL PLANNING AUTHORITY (LPA) DETAILS

Name of the LPA WOKINGHAM DISTRICT COUNCIL

Date of the planning application 15.8.00

LPA's application reference no F/2001/3273

Date of LPA's decision notice (if issued) 27.09.01

D. APPEAL SITE ADDRESS

Address PARKER PLATING PREMISES, STATION ROAD
EARLEY READING

Postcode RG6 7DY

National grid reference SU 753719

(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)

RESIDENTIAL DEVELOPMENT TO PROVIDE 12 FLATS

Size of the whole appeal site (*in hectares*)

0.1582 ha

Area of floor space of proposed development (*in square metres*)

842.50m²

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 ATTACHMENT FOR FULL STATEMENT

1. The scheme is not contrary to the policies set out in the Reasons for Refusal. It provides significant benefits in the form of affordable housing on a brownfield, highly accessible site within an urban area and complies with national, strategic and local policies.
2. The proposed scheme is not detrimental to the surrounding area on the grounds of overlooking, privacy, daylight or sunlight or potential noise disturbance.
3. A full statement to support these grounds is attached.

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
MR & MRS D. NEWMAN	C/O SWINNARD ELECTRO PLATERS LTD NORTH FARM ROAD HIGH BRUMS TUNBRIDGE WELLS TN 2 3DH	14. 11. 01

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 S. Cooper (on behalf of) Kingfisher Housing Association

Name (in capitals) SHEILA COOPER Date 14. 11. 01

Please turn over

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: ☐

_____

_____

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 S. Cooper (on behalf of) Knightsbridge Housing Association

Name (in capitals) SHEILA COOPER Date 14.11.01

The Planning Inspectorate is registered under the Data Protection Act to hold personal data supplied by you.

NOW SEND:

- **1 COPY to us at:**
  The Planning Inspectorate
  Appeals Registry
  Tollgate House
  Houlton Street
  BRISTOL
  BS2 9DJ
  Fax no: 0117 987 8769

- **1 COPY to the LPA**
  Send a copy of the appeal form to the address from which the decision notice was sent (or to the address shown on any letters received from the LPA). There is no need to send them all the documents again as they will have everything which you sent them at application stage, but send them any supporting documents not previously sent to them as part of the application. If you do not send them a copy of this form and documents, we may not accept your appeal.

- **1 COPY for you to keep**

When we receive your appeal form, we will:

1) Tell you if it is valid.

2) Write to you and the LPA and tell you the procedure for your appeal.

3) Tell you the timetable for us receiving further information or representations. **If your representations are received after the deadline, they will not normally be seen by our Inspector and will be returned to you.**

4) Tell you about the arrangements for the site visit, hearing or inquiry.

5) Tell you our Inspector's decision.

Published by the Planning Inspectorate September 2000

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Email: lon.prp@prparchitects.co.uk

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Environmental Services Department
Planning Services
PO Box 157
Shute End
WOKINGHAM
Berkshire
RG40 1WR

Date: 14 November 2001

Our ref: A2468TP-002/6.1/or3/sec

Direct Line:

Dear Sirs

Parker Plating Works, Station Road, Earley, Reading, RG6 7DY
Your Ref: F/2001/3273

I enclose the planning appeal form, full statement and documents which you have not previously seen as part of the application.

Yours faithfully

Sheila Cooper

Enc

The Housing Forum
RETHINKING CONSTRUCTION

Offices in Thames Ditton Hampton Court Milton Keynes Birmingham

Associated Practice in Manchester

Directors Barry Munday Dip Arch RIBA Chris Rudolf Dip Arch RIBA Michael Tuck Dip Arch RIBA Andrew von Bradsky Dip Arch RIBA Roger Battersby B Arch RIBA Robert Coles Dip Arch RIBA Neil Griffiths MBA ACCA John Chapman Dip Arch MaPS RIBA **Associate Directors** Michael Harvey Dip Arch RIBA Rick Burgess Dip Arch RIBA Ian Chown Dip Arch RIBA David Loxton Dip Arch RIBA Brendan Kilpatrick Dip Arch RIBA **Associates** Stuart Wears ABIAT LASI Ziba Adrangi Dip Arch RIBA Mike Hawkins Dip Arch RIBA Maurice Heather Dip Arch MSc RIBA Tim Richards Dip Arch RIBA Andrew Stainsby Dip Arch RIBA David Carrel B Arch MBA RIBA Craig Watson Dip Arch DipUD DipTP RIBA Trevor Goulbourn Cert Arch (RIBA) Kim Hitch B Arch L Arch RIBA Stephen Hynds Dip Arch RIBA **Consultants** Peter Phippen OBE Dip Arch RIBA Peter Randall Dip Arch RIBA David Parkes Dip Arch RIBA FCSD **Energy Consultant** David Housego B Arch RIBA

Cert no: FS 37776

PRP Architects Limited Registered Office 82 Bridge Road Hampton Court East Molesey Surrey KT8 9HF Registered No. 2703509

Wokingham District Council
Planning Application

Town and Country Planning (General Development Procedure) Order 1995 – *Notice under Article 8*

AND/OR

Planning (Listed Buildings and Conservation Areas) Regulations 1990 and Planning (Listed Buildings and Conservation Areas) Act 1990

Application No: F/2001/3273

Proposal:
Proposed erection of 12 flats access and parking.

Location:
Parker Plating Station Road Earley Reading

This application is being advertised in the Reading Chronicle newspaper on the 16/02/2001 for the following reason(s);

PROPOSAL IS A MAJOR DEVELOPMENT

The application can be inspected 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)

Comments should be sent in writing QUOTING THE APPLICATION NUMBER to the Case Officer Nicola Lake P.O. Box 157 Council Offices, Shute End, Wokingham, Berkshire, RG40 1WR to arrive before **09/03/2001**. Written comments submitted will become available for public inspection.

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

Date: 16/02/2001

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 0117-3728624
GTN 1371-6079

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

Your Ref: F/2001/3273
54487
Our Ref: APP/X0360/A/01/1077725
Date: 20 March 2002

DG
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Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY KINGFISHER HOUSING ASSOCIATION
SITE AT FORMER PARKER PLATING PREMISES, STATION ROAD, EARLEY, READING

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

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

Quality Assurance Unit
The Planning Inspectorate
4/09 Kite Wing
Temple Quay House
2 The Square, Temple Quay
Bristol BS1 6PN

Phone No. 0117 372 8252

Fax No. 0117 372 8139

E-mail: Complaints@pins.gsi.gov.uk

Yours faithfully

KF

Mrs Margaret Pocock

COVERDL1

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 0117-3728775
Switchboard 0117-3728000
Fax No 0117-3728804
GTN 1371-8775

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

Your Ref: F/2001/3273

Our Ref: APP/X0360/A/01/1077725

Date: 8 February 2002

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY KINGFISHER HOUSING ASSOCIATION
SITE AT FORMER PARKER PLATING PREMISES, STATION ROAD, EARLEY, READING

I am writing to inform you that the Inspector appointed by the Secretary of State to determine the above appeal is

Mr Howard Russon DipTP MRTPI

The Inspector will visit the appeal site at 12:30 on 4 March 2002. It is important that you make immediate arrangements for the Inspector to be met at the site to enable the inspection to be made. If you cannot attend, you should arrange for someone else to attend in your place. **If this is not possible, you must let me know immediately.**

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 date 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 Kate Hallett

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

209D

Tel. (0118) 974 6448 (Direct Line)
Date: January 3, 2002
My ref: f/2001/3273
Your ref: APP/X0360/A/01/1077725

Mrs M Pocock
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 Mrs Pocock

APPEAL BY: Kingfisher Housing Association
SITE: Former Parker Plating Premises, Station Rd, Earley

With reference to this appeal, I enclose 2 copies of the Authority's statement of case.

Yours sincerely

Denise Gumbrell (Mrs)
Appeals Assistant

Enc

Tel. (0118) 974 6448 (Direct Line)
Date: December 6, 2001
My ref: F/2001/3273
Your ref: APP/X0360/A/01/1077725

Mrs M Pocock
The Planning Inspectorate
Room 3/03 Kite Wing
Temple Quay House
2 The Square
Temple Quay
BRISTOL
BS1 6PN

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P.O. Box 157
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Berkshire RG40 1WR
Tel: (0118) 974 6000
Fax: (0118) 974 6484
Minicom No: (0118) 974 6991
DX: 33506 – Wokingham

Dear Mrs Pocock

APPEAL BY: Kingfisher Housing Association
SITE: Former Parker Plating Premises, Station Rd, Earley

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

Yours sincerely

Denise Gumbrell (Mrs)
Appeals Assistant

Enc

Tel. (0118) 974 6448 (Direct Line)
Date. December 6, 2001
My ref: F/2001/3273
Your ref:A2468TP

PRP PLanning
1 Lindsey St
Smithfield
London
EC1A 9HP

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 Sirs

APPEAL BY: Kingfisher Housing Association

SITE: Former Parker Plating Premises, Station Rd, Earley

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

The Planning Inspectorate

3/03 Kite Wing
Temple Quay House
2 The Square
Temple Quay
Bristol BS1 6PN
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Ms D Gumbrell (Planning Department)
Wokingham District Council
Po Box 157
Wokingham
Berkshire
RG41 1BN

F/2001/3273

Our Ref: APP/X0360/A/01/1077725

Date: 22 November 2001

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY KINGFISHER HOUSING ASSOCIATION
SITE AT FORMER PARKER PLATING PREMISES, STATION ROAD, EARLEY, READING, RG6 7DY

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 with copies of all necessary supporting documents, to the appellant and me. It is essential that details of all the relevant development plan policies are included with it at this early stage.

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.* Please also include a list of any conditions or limitations you would agree to, if the appeal were to be allowed. 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 on 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 and no new evidence is allowed. 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

Mrs M Pocock

102(BPR)

(NL)

WOKINGHAM DISTRICT COUNCIL

TOWN AND COUNTRY PLANNING ACTS

Notification of Refusal of Permission

Kingfisher Housing Association
C/O Active Property Services
Datum House
Roentgen Road
Basingstoke
Hants
RG24 8NG

Application Number: F/2001/3273

Parish: **EARLEY**

Location: **Parker Plating, Station Road, Earley, Reading.**

Proposal: **Proposed erection of 12 flats access and parking.**

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 subject to compliance with the following conditions, the reasons for which are specified hereunder.

Reason
1. The proposed development by reason of its poor quality design would result in the formation of an obtrusive feature to the detriment of the character and appearance of the surrounding area. As such the proposed development is contrary to policies OS1 and EN1 of the Berkshire Structure Plan, LH1, LBE1 and LBE2 of the Loddon Area Local Plan and WOS3, WBE1, and WH1 of the Wokingham District Local Plan (Deposit Draft).

Reason
2. The proposed development would result in the overdevelopment of the site leading to poor access arrangements, bring pedestrians into conflict with vehicles entering and exiting the application site, as well as a lack of amenity open space provision. As such the proposed development is contrary to policies EN1 of the BerkshireStructure Plan, LBE, LBE2 and LH1 of the Loddon Area Local Plan and WOS3 and WBE1 of the Wokingham District Local Plan (Deposit Draft).

Informative
1. You are invited to discuss with Officers a revised residential scheme that would overcome the reasons for refusal.

Informative
2. 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 OS1 and EN1.
Loddon Area Local Plan Policies LH1, LBE1 and LBE2.
Deposit Draft Wokingham District Local Plan Policies WOS3, WBE1 and WH1.



Anna Cronin
Head of Planning & Transportation
Date: 27/09/2001

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.

PRP Planning

Parker Plating Premises
Station Road
Earley
Reading

Residential development to provide 12 flats (affordable)

Application Number F/2001/3273

Grounds of Appeal (Section G)
Against Refusal of Planning Permission by
Wokingham District Council
S78 Town and Country Planning Act 1990

Purpose of issue:	Appeal Statement
Project code:	A2468TP
Date:	14 November 2001

PRP Planning
1 Lindsey Street
Smithfield
LONDON
EC1A 9HP

Contents

1.0 Introduction

2.0 Site Description and Location

3.0 Proposed Scheme

4.0 Development Plan Policies

5.0 Relevant Government Guidance and Advice

6.0 Reasons for Refusal and Grounds of Appeal

7.0 Consultation and Third Parties

8.0 Conclusion

9.0 List of Documents and Drawings

1.0 INTRODUCTION

1.1 This statement provides the grounds of appeal against refusal of planning permission for the residential development of twelve flats, parking and access on the site of the former Parker Plating Works at Station Road, Earley. It sets out: -

- a description of the site and its location, (2);
- details of the proposed scheme, (3);
- a concise statement of development plan policies relevant to the appeal (with copies of text of policy in Documents 11, 12, 13), (4);
- relevant government guidance and advice, (5);
- reasons for refusal and grounds of appeal, (6);
- consultation and third parties, (7);
- conclusion, (8);
- list of documents, drawings, (9).

1.2 It should be noted that officers recommended that permission be **Granted** subject to conditions in their committee report to Development Control Sub-Committee on 22 August 2001 (Document 8). This report will be referred to in this statement.

1.3 In the committee report to Development Control Sub-Committee 22 August 2001 it was noted that there were no objections by Highways, Environmental Health, Railtrack, the Environment Agency or the Fire and Rescue Service to the proposal. (Para 3, Doc 8). Objections were received from Earley Town Council and local residents (Para 3, Doc 8).

2.0 SITE DESCRIPTION AND LOCATION

1 The site is located to the rear of dwellings in Compton Close, Amber Close and Station Road and is bounded by the railway to the north shown in the site location plan (Document 4). Earley Railway Station is located close to the access to the site.

2 The site is currently vacant and was previously occupied by Parker Plating as electro plating works up until 1998. The Local Authority has implemented remedial measures to abate a statutory nuisance of mobile contamination of cadmium into four adjoining gardens Document 7(i) letter from Wokingham District Council to Kingfisher Housing Association 07/11/00). Further investigations into remediation required on the site have been undertaken as part of the application (Document 9 AERC Ltd to Kingfisher Housing Association 25/10/01 Contamination Assessment).

3.0 PROPOSED SCHEME

3 The proposed development is for the erection of two blocks of flats each containing four two bed flats and two one bed flats creating a total of 12 dwellings (Document 6 Revised Plans). The dwellings would be accessed from the existing access road which runs between Audley House and the railway station. The two blocks are contiguous with separate entrances and consist of ground and two upper floors. Twelve surface car parking spaces are provided, together with amenity space and landscaping. Provision is also made for external storage and refuse storage.

4 The original planning application (Document 1) showed two separate blocks with ten flats (Document 5). This has been amended from the original drawings, in discussion with the planning officer, to show the current layout as amended with the two blocks side by side, (twelve flats in total) more than 2m from Railtrack boundary as requested, with 1:1 car parking and the storage areas (Document 6 Revised Plans). A vibration study was undertaken to assess the effects of rail vibration on the proposed development. (Document 10). These are the plans which were refused and which form the basis of this appeal.

4.0 DEVELOPMENT PLAN POLICIES RELEVANT TO THE APPEAL

5 The development plan for the site consists of the Loddon Area Local Plan (Adopted 1995) (Document 11) and the Berkshire Structure Plan (1991-2006) (Document 12). The Wokingham District Local Plan (Deposit Draft with Proposed Amendments February 2000 – Reprint September 2001) (Document 13) is an emerging Local Plan and has been approved by the District Council as policy for development control purposes pending its adoption as a statutory local plan. The weight to be accorded to the policies of the Deposit Draft Wokingham District Council will be decided by the Inspector in accordance with the stage of the adoption process which the plan has attained. The relevant policies are identified with a brief commentary where appropriate. (See Documents 11, 12, 13).

6 **BERKSHIRE STRUCTURE PLAN (1991-2006): RELEVANT POLICIES (Document 12)**

The relevant policies in the Plan are: -

- Policy OS1
- Policy EN1
- Policy H5

7 **Policy OS1 The Overall Strategy** states the need to seek sustainable development and improvement to the quality of life in Berkshire by pursuing a number of objectives including development which respects limits set by environmental, infrastructure and other constraints upon the development of land; giving priority to meeting Berkshire's economic and social needs including the provision of low cost housing and steering development to locations which minimise the need for travel and can be well served by public transport (Berkshire Structure Plan 1991-2006, Policy OS1, Objectives i, ii and iv).

8 **Policy EN1** seeks to protect and enhance the character and quality of the environment in built up areas where new development must be appropriate in scale, form, impact, character and siting to its location. In particular development should embody a high standard of design, layout and landscaping and help maintain and where possible, enhance the character of its surroundings. It also states that: -

> ***"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 underused urban land will be supported. "(Policy ENI Berkshire Structure Plan)".***

9 **Policy H5 Development within Settlements and Redevelopment / Change of Use** - states that provision for housing development will be achieved by: -

i) building on suitable undeveloped land within built up areas;
ii) redevelopment or adaptation of an existing building or set of buildings;
iii) change of use of suitable permanent non-residential buildings and by the subdivision of existing dwellings.

10 The proposed scheme complies with these policies as it provides affordable housing; meets the housing needs of Berkshire in a sustainable way, maintains and enhances the character of its surroundings, re-uses brown field vacant and derelict land within the urban area and minimises the need to travel.

LODDON AREA LOCAL PLAN (1995) : RELEVANT POLICIES (Document 11)

11 This is the statutory local plan for the area which was adopted in 1995. It will be replaced by the Wokingham District Local Plan which is at the Deposit Draft stage with amendments. The relevant policies of this plan are: -

- LH1
- LH8
- LBE1
- LBE2
- LT5
- LT6

12 **Policy LH1 Housing Development on Unidentified Sites** acknowledges that proposals for development, especially on smaller sites will be brought forward in response to a variety of local circumstances within the built up area. This is likely to continue during the life of the local plan and such development allows for an increase in the diversity of housing in a particular settlement area (Para 1.2.06 Loddon Area Local Plan 1995). Residential development will be allowed on these unidentified housing sites and will be considered favourable subject to local and environmental constraints and other provisions of the plan. In interpreting this policy the District Council will wish to ensure that the following criteria are complied with: -

a) The protection of open and wooded areas gaps and garden areas which are important to the character of the settlement concerned;
b) No significant adverse affect on the character of the area;
c) No significant adverse affect on settlement boundaries and surrounding countryside;
d) No loss of public open space or recreational facility;

e) The provision of adequate garden areas, space about buildings and off-street parking for all new dwellings;

f) The presence of adequate local highway capacity to cater for traffic generating by the development.

13 **Policy LH8 Variety of Housing** refers specifically to sites over 0.4 ha and although referred to in the officers report is not applicable. It does, however, encourage a mix of housing types, sizes and densities, particularly lower cost and smaller (one and two bedroom) dwellings.

14 **Policy LBE1 Design of New Development** states that: -

"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 safer 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.'

15 **Policy LBE2 Inappropriate Design** states that proposals for development that is inappropriate in terms of its relation with a 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.

16 **Policy LBE5 Sunlight and Daylight** seeks to ensure good daylighting conditions and adequate sunlight penetration to both new and existing development.

17 **Policy LT5 Road Safety** urges the Highway Authority to take appropriate measures to promote road safety for all road users.

18 **Policy LT6 Parking Provisions** seeks the provision of appropriately located car parking in accordance with the District Council's adopted standards. These standards are now out of date as both PPG3 and PPG13 states that local authorities should reduce their standards in accordance with national guidance.

19 The proposed scheme allows for a diversity of housing in the area which will have no adverse effect on the character of the area and provides affordable housing in the form of small dwellings.

WOKINGHAM DISTRICT LOCAL PLAN (DEPOSIT DRAFT) : RELEVANT POLICIES (Document 13)

20 The relevant policies of this emerging Local Plan are: -

- WH1
- WH6
- Housing Density Policy
- WOS3
- WBE1
- WT6
- WT7

21 **Policy WH1 Housing Development – Unidentified Sites** states that on unallocated housings sites, redevelopment will be considered favourably subject to local environmental and amenity considerations and all other relevant policies in order to made the best use of land in built up areas.

22 **Policy WH6 Variety of Housing** seeks a mix and balance of dwellings to meet requirements, particularly the provision of affordable housing and smaller dwellings.

23 **The Housing Density Policy** was approved by the Council on 12 June 2000 as a draft policy for the purpose of development control. It required that no residential development should be less than 30 dwellings per ha. on sites over 0.3 ha within the settlement boundary subject to not compromising the quality of the environment. Higher density will generally be acceptable in locations with good public transport connections. A high quality of design is sought.

24 **Policy WOS3 Development Control Principles** sets out a series of principles against which development proposals will be assessed including an appropriate 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. Other principles include a location to reduce the need to travel and encourage walking, cycling and public transport have no significant effect on traffic and related environmental problem and design considerations.

25 **WBE1 Development in its Local Context** states that the Council will require good contemporary design and have regard to considerations such as visual and environmental impact, accessibility, layout, form, scale, massing and materials of development and privacy and amenity of the existing environment.

26 **WT6 Parking Provision** states that parking standard are maxima and should be used to control the growth in the use of the private car. Car parking spaces must be appropriately located. Appendix 7 has a maximum parking standard 1.5 – 1.75 spaces per 1 and 2 bed dwellings. **WT7 Road Safety** promotes appropriate measure for all road users.

27 The proposed scheme provides much needed affordable housing in the form of small dwellings, at a higher density which is commensurate with its highly accessible location by public transport.

5.0 GOVERNMENT GUIDANCE AND ADVICE

28 **PPG3 Housing (March 2000)** sets out the Government's policies on a range of issues relating to the provision of housing. Local Authorities should plan for meeting the housing needs of the whole of the community, including those in need of affordable housing (Para 1). Priority should be given to re-using previously developed land within urban areas in preference to the development of Greenfield sites (Para 2). More sustainable patterns of development should be created by developing sites which exploit accessibility by public transport to jobs and other facilities / services (Para 2). More efficient use of land should be made by encouraging housing development with a higher density (30-50 dwellings per hectare) and seeking greater intensity of development with good pubic transport accessibility (Para 58), reduced off street parking standards (Para 61) and good design and layout (Para 54).

29 **PPG13 Transport (March 2001)** seeks to integrate planning and transport by promoting more sustainable transport choices for people promoting accessibility to jobs and facilities / services by public transport, walking and cycling and reducing the need to travel, especially by car (Para 4).

6.0 REASONS FOR REFUSAL AND GROUNDS OF APPEAL

30 On the 27 September 2001 a notification of refusal of permission was issued by Wokingham District Council (application F/2001/3273). This was issued some five weeks after the Development Control Committee met on the 22 August 2001 at which the officers report recommended to **GRANT Planning Permission Subject to Conditions.** (See Document 8 Report Development Control Committee 22 August 2001).

REASON 1

> ***"The proposed development by reason of its poor quality design would result in the formation of an obtrusive feature to the detriment of the character and appearance of the surrounding areas. As such the proposed development is contrary to policies OS1 and EN1 of the Berkshire Structure Plan, LH1, LBE1 and LBE2 of the Loddon Area Local Plan and WOS3, WBE1, and WH1 Wokingham District Local Plan (Deposit Draft)."***

31 The two aspects cited in this reason for refusal relate to: -

a) Poor quality design
b) Formation of an obtrusive feature to the detriment of the character and appearance of the surrounding area.

32 I will take these in turn and show that the proposed scheme would not be detrimental to the character and appearance of the surrounding area and indeed represents a new development, which would provide affordable housing in a sustainable location, resulting in the cleaning up of a former industrial and contaminated site which was formerly detrimental to the character and the appearance of the surrounding area.

33 **Design** – The Council have provided no evidence to substantiate their statement regarding design. PPG1 (Para 19) states that permission should not be refused on design grounds unless there are exceptional circumstances. The residential scheme, surrounded on three sides by residential introduces a diversity of building form within the residential area. Two separate but linked blocks are located 2 metres from the northern boundary with the railway and its rectangular form is constrained by the size and shape of the site. This plan form is rectilinear and can be considered as being reminiscent of the Victorian railway architecture in the vicinity. The front elevation is south facing towards the rear of the dwellings along Compton Close with two separate entrances and main living areas to the flats. The rear elevation fronting the railway has smaller windows of bedrooms and bathrooms. The height of the block is 2½ storeys with two flats per floor in each of the blocks.

34 The materials are traditional and in keeping with the local area using proposed buff multi facing bricks with white double glazed upvc windows, fascias, bargeboards and soffits. Roof tiles will be modern Marley and smooth grey in colour. A condition (2) on relating to approving external materials is acceptable.

35 The context for the design in varied with no single, unifying feature or character. The rectilinear form of the Victorian Railway Station has already been mentioned above. The new 2½ storey building also reflects that of Audley House rear the entrance to the site. Post war housing to the south offers little context and the more recently developed Amber Close has a partly hipped gable feature on some houses which is picked up on the proposed development. The window treatment is similar to the pattern used in the surrounding development.

36 **Formation of an Obtrusive Feature** - The second reason for refusal one is that the building will form an obtrusive feature to the detriment of the character and appearance of the surrounding area. There are no grounds in terms of proximity, overlooking, privacy, sunlight or daylight or potential noise disturbance from introducing residential in to a residential neighbourhood which could justify this reason for refusal. To the east of the site are new houses built in 1999 in Amber Close. The side elevation of the proposed scheme has two

small windows at ground and first floor with none at second floor level. The rear boundary fence of these dwellings is the equivalent of a 4 metre high due to drop in levels of approximately 2m and the rear gardens are approximately 17m in length. The distance from the proposed side facing windows would be around 28m to the rear elevation of the existing dwellings, i.e. in excess of what is considered an acceptable distance to maintain the privacy and reduce overlooking. The Council does not have any specific standards regarding distances between dwellings and proposed layouts are expected to have an acceptable effect on the existing adjacent dwellings in terms of privacy, outlook, sunlight and daylight. An informal guidance note produced by Wokingham District Council for applications for large housing sites gives an indication of the acceptable distance between windows across gardens. (Document 14).

It says that: -

> ***"Direct overlooking between windows across gardens a distance of 21m will rarely be acceptable, and greater distances may be sought between proposed and existing dwellings.***

37 A distance of 28m i.e. well in excess of 21m is therefore no detriment to existing dwellings. Whilst there is a change in levels with the dwellings in Amber Close (being some 2m lower) with regard to daylight there would be no detrimental effect on these dwellings because of the distance of 28m from between the proposed and existing dwellings. The distance between the rear of dwellings in Compton Close, whose rear gardens run in a line parallel to the building is approximately 38m which is almost twice the distance at which it may be judged there may be some detriment to privacy and overlooking.

38 There are no open views of the site from the residential area and existing landscaping will be further enhanced. (Conditions 2, 12, 13, 14 cover this). The only open views of the site are from the railway line and platforms but these would not be out of keeping.

39 **Policy** the proposed scheme meets the objective of the Berkshire Structure Plan Policy OS1 by creating a sustainable development which re-uses former industrial contaminated land, thus meeting the area's social needs by providing affordable housing in a location which minimises the need for travel and is well served by public transport.

40 The design and layout of the scheme reflects the constraints of the size and shape of the site and its location next to the railway. It maintains and enhances the character of its surroundings by the provision of a modern building form which replaces former unsightly industrial buildings and processes which were detrimental to their surroundings and resulted in 'creeping contamination' to surrounding residential properties.

41 It is worth noting that officers did not consider that the scheme was contrary to these policies (OS1 AND EN1) in their report to committee but subsequently referred to them only in the Refusal Notice as being relevant.

42 The mixed character of the area will not be adversely affected. Local residents will not be harmed by the new building in relation to overlooking, privacy, daylight and sunlight. The building is located well away from existing dwellings, well in excess of normal standards for privacy and overlooking. The materials will blend in with existing dwellings in the vicinity. It therefore, has no adverse effect on the character of the area and brings significant benefits to the area. It therefore, does not conflict with Policies LH1, LBE1 and LBE2 of the Loddon Area Local Plan.

43 The scheme has been assessed against the development principles set out in WOS3 (Deposit Draft Wokingham District Local Plan) and is not detrimental to the amenities of adjoining occupiers and is appropriate to the character of the area. Policy WH1 (Deposit Draft) is complied with in regard to its lack of impact or adverse effects on residential properties and the character of the area.

44 The scheme does not conflict with Policy WBE1 (Deposit Draft) in relation to: -

a) Its environmental impact – the previous use had a serious environmental impact on the site and its surroundings. The proposal will clean up the site leading to environmental benefits.
b) Its visual impact – it has been shown that there is no impact regarding privacy and overlooking and there are no public views into the site except from the railway station platform or train.
c) Accessibility – it is well located next to a railway station and a few minutes walk from a major bus route on Wokingham Road.
d) The local townscape – this is the rear of the residential properties and the railway station with limited public views.
e) The layout, form, scale, massing and materials of development are discussed above.
f) Safety and security – introducing a residential use close to the station will potentially improve surveillance of the areas in the vicinity of the station.
g) The privacy and amenity of the existing environment – already discussed above.

45 Having regard to these considerations the scheme is not in conflict with them (as stated in the Council's Committee Report Document 8) in which it states: -

> ***"It is therefore considered that due to the distance between the dwellings and the application site, the proposed flats would not result in significant overlooking of the private amenity areas of the existing dwellings."***
>
> ***"However due to the distance between the proposed development and the existing dwellings the flats would not impinge on the daylight to these dwellings."***
>
> ***"It is considered..... there would be no significant adverse impact upon the residential amenity of the adjacent dwellings due to the noise, disturbance and fumes from these areas."***
>
> ***"The proposed development would not appear out of keeping with its surroundings and therefore would have no detrimental impact upon the character or appearance of the surrounding area".***
>
> ***"..... the proposed development would have no adverse impact upon the existing services and infrastructure of the surrounding area.***

REASON 2

> ***"The proposed development would result in the over development of the site leading to poor access arrangements, bring pedestrians into conflict with vehicles entering and exiting the application site, as well as a lack of amenity open space provision. As such the proposed development is contrary to policy EN1 of the Berkshire Structure Plan, LBE1, LBE2 and LH1 of the Loddon Area Local Plan and WOS3 and WBE1 of the Wokingham District Local Plan (Deposit Draft)."***

46 Government policy clearly states that the inefficient use of land should be avoided and it encourages a higher density in highly accessible locations with regard to public transport. The site is not suitable for family housing with gardens and the proposal is to develop it at a higher density commensurate with its location and high degree of accessibility. Off site parking is being provided for with 1 space per dwelling. The existing access is maintained due to site boundary constraints and ownership, but it is deemed adequate in terms of highway safety for the number of cars entering and exiting the site. Traffic generation from a small residential site of this nature is unlikely to be excessive and there were no objections from the highways authority in this regard. The existing access road is also suitable for emergency vehicles as stated in the letter from Fire and Rescue Services (Document 15).

The access arrangements are therefore adequate for the nature of the development and comply with the requirements of the statutory agencies.

47 The lack of amenity space provision is not an issue. The Council has no amenity space standards. There is some provision for amenity space although this is limited due to the constraints of the site. External storage areas have been provided for bicycles and other storage and there is space for sitting out.

48 Access is satisfactory and there are no objections from the Highway authority or Fire and Rescue Service. There are no recorded traffic accidents at this access / junction. Traffic management measures can be incorporated to ensure that access speeds are low together with appropriate signage if considered necessary. The access was formerly used by industrial works and there was no conflict with pedestrians. The lack of amenity space provision is not considered a sufficient reason for refusal as this is a high density development close to public transport and meeting a social need for affordable housing.

49 It is therefore not contrary to Policy EN1 Berkshire Structure Plan, nor LB1, LB2 and LH1 of the Loddon Area Plan and WS3 and WB1 of the Working District Plan (Deposit Draft).

50 The proposed scheme complies with national guidance relating to housing and transport PPG3 and PPG13 as it provides affordable housing by re-using previously developed land within an urban area and exploits accessibility by public transport. Its higher density makes efficient use of land and its location encourages public transport, walking or cycling.

7.0 CONSULTATIONS AND THIRD PARTIES

51 The Committee Report to Development Control Committee (22 August 2001) (Document 8) stated that there were no objections (subject to conditions) from: -

- Highways
- Environmental Health
- Railtrack
- Environment Agency
- Fire and Rescue Service
- Landscaping
- Crime Prevention

52 The conditions attached to the Committee Report which reflect the comments above are accepted by the appellant.

53 Earley Town Council (ETC) and thirteen local residents have objected to the scheme on the following grounds: -

- Overlooking and loss of privacy
- Overshadowing and overbearing
- Over development
- Noise and disturbance during construction works
- Damage to Audley House
- Security to the existing dwellings
- Out of character with the area
- Highways Safety
- Access for emergency vehicles
- Noise to occupiers form railway (ETC)
- Illegal commuter parking (ETC)
- Decontamination (ETC)

54 The grounds of appeal against refusal deal with the first three categories of objection and are therefore not sustained. Noise and disturbance during construction is dealt with by proposed condition (9 and 10) and as is (15) to future occupiers and decontamination (16). Noise and disturbance to Audley House arising from construction works will be controlled by conditions (see above) and no damage once the site is developed is anticipated. Security to existing dwellings is not compromised by this scheme and will be enhanced by 'cleaning up a contaminated site' which, if left in a vacant state creates a potential security risk and vandalism opportunity.

55 Access for emergency vehicles has been approved (see Document 15) and there no grounds for refusal on highway safety. Illegal commuter parking is not considered to be a problem and appropriate signage will deter possible users.

8.0 CONCLUSION

56 The grounds of appeal are that the proposed scheme meets strategic objectives, housing policies and National Guidance with regard to the provision of affordable house, on a brownfield site in a sustainable location with high public transport accessibility. The scheme does not harm or have detrimental impacts on the amenity or character of the surrounding area. Access arrangements are satisfactory and there are no objections on these grounds, nor is there evidence of existing or past traffic hazards in this location.

57 The benefits of the scheme are: -

- The provision of affordable housing in the form of small dwellings to meet need;
- Re-using and cleaning up a vacant, contaminated brownfield site within the urban area;
- Promoting a highly accessible site in terms of public transport;
- Incorporating a scheme to introduce housing diversity into the area;
- Lack of any environmental or amenity impacts on surrounding residents.

58 I, therefore, request that permission be granted for the scheme.

9.0 LIST OF DOCUMENTS

Document 1: Original Planning Application sent to LPA

Document 2: Site Ownership Certificates and Certificate details submitted to LPA at application stage

Document 3: LPA's Decision Notice

Document 4: Site Location Plan

Document 5: Copies of plans sent to LPA as part of Application
Drawing nos.

- 3748/01
- 3748/10
- 3748/11A
- 3748/12A
- 3748/13A
- 3748/14A
- 3748/15A
- 3748/16A

Document 6: Amended plans (as refused)
Drawing nos.

- 3748/01
- 3748/10
- 3748/11D
- 3748/14C
- 3748/15B
- 3748/16A
- 3748/18
- 3748/19

Document 7: Relevant correspondence with LPA

i) WDC (Environmental Health) to Kingfisher Housing Association 07/11/01
ii) LPA to Active Property Services 11/01/01
iii) Environmental Agency to LPA 20/06/01

Document 8: Development Control Sub-Committee Officers report 22/08/01

Document 9: Letter from AERC Ltd to Kingfisher Housing Association 25/10/01 (Contamination Assessment and Remediation Method Statement)

Document 10: Vibration from Rail Traffic Study W S Atkins March 2000

Document 11: Extract from Loddon Area Local Plan (1995)

Document 12: Extract from Berkshire Structure Plan (1991-2006)

Document 13: Extract from Wokingham District Local Plan (Deposit Draft with Proposed Amendment February 2000 – Reprint September 2001)

Document 14: Informal Guidance Note

Document 15: Letter from Fire & Rescue Services 27/07/01

ARCHIVE DOCUMENT 9



AERC

Applied Environmental Research Centre Ltd

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Feering, Colchester
Essex CO5 9ES

Telephone 01376 572582
Facsimile 01376 572700
E-mail aerc@aerc.co.uk

Our Ref: SG/D6801/KP

25th October 2000

Mr J. Newman
Kingfisher Housing Association
Chailey Court
25 - 27 Winchester Road
Basingstoke
HANTS RG21 8UE

BY FAX AND POST

Dear Mr Newman

Former Parker Plating Site, Earley

I write further to our recent telephone conversation regarding the above site.

The former Parker Plating site has had a long industrial usage during which time a broad range of chemicals were used within the treatment processes. It is understood that Kingfisher Housing Association (KHA) is currently evaluating the extent of liability connected with ground contamination which may be associated with purchase and subsequent development of the site to a residential afteruse.

Over the past two years AERC has been responsible for investigations into contamination and for advising the Local Authority on remedial measures to abate a statutory nuisance. As you are aware these measures were implemented on the easter sector of the site on behalf of the Council by Shanks and McEwan and supervised by AERC: Subsequently AERC was retained on behalf of KHA to carry out further investigations as a basis for providing recommendations on remedial works required for the Housing Association's proposed development of the whole site. I have attached a summary of the investigations and recommendations which I hope will be of assistance.

The next step will be to ensure that the recommendations are implemented and recorded in an appropriate manner. We assume that KHA will appoint a contractor under a JCT 81 'Design and Build' contract. In order to protect KHA's long term interests we recommend that the Association appoints AERC (or another appropriately qualified environmental specialist) to act on behalf of the Association during the course of the remediation works. The function of the environmental specialist would be to provide the following services:

- application, on behalf of the Housing Association, for exemption from landfill tax;

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No 2115985

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Tey Grove, Elm Lane
Feering, Colchester
Essex CO5 9ES

- preparation of Employer's Requirements (ER) with respect to remediation. These would be incorporated into the general ER provided to the contractor at the tender stage and would include a performance specification for the remediation;

- review of contractor's proposals at tender stage;

- monitoring of contractor's performance;

- validation of imported materials and materials suitable for re-use to confirm that they comply with the specification for 'clean' material;

- preparation of a final report including a log of the duty of care transfer notes obtained for all materials removed off site and details of all validation testing.

I hope that the enclosed is of some assistance. Please do not hesitate to contact me if you would like any further information.

Yours sincerely

Susan Gregson
Director

FORMER PARKER PLATING SITE, EARLEY

EXECUTIVE SUMMARY

1. The former Parker Plating site covers an area of approximately 0.15ha and was occupied by an electroplating works from the early 1900s until May 1998.

2. In May 1998 Applied Environmental Research Centre Ltd (AERC) was appointed by Wokingham District Council (WDC) to carry out investigations within the site boundary and within adjacent gardens in order to determine the extent and source of cadmium which had been identified in the gardens. As a consequence of these investigations WDC served an abatement notice on the site owners under Part III of the Environmental Protection Act, 1990 (EPA) relating to statutory nuisance.

3. Remediation works were carried out in the eastern sector of the site between May to July 1999 under the supervision of AERC. In summary the remediation involved excavation of soil to depths of between 1.0m to 3.0m below the pre-existing surface, and re-instatement with imported fill to a specification for 'clean' material. The works were carried out by Shanks and McEwan who were required to provide evidence for the compliance to specification of imported soils, and to validate the side and base of excavations. As a consequence, within the eastern sector of the site there is a minimum depth of 1.0 metre clean, imported, soil.

4. In May 2000 AERC was commissioned on behalf of Kingfisher Housing Association (KHA) to carry out an assessment of contamination at the remainder of the site in the context of redevelopment to a residential end use, comprising two blocks of flats, car parking and landscaping.

5. Supplementary investigations were concentrated on the western sector of the site, where remedial works had not been carried out on behalf of WDC, and involved soil and water sampling.

6. The chemical data confirmed that there were elevated concentrations of cadmium, zinc and copper within Made Ground when compared with generic guidelines for areas of landscaping. There was also evidence for localised elevations of petroleum hydrocarbons along the northern boundary.

7. There was no evidence from the analysis of groundwater for the presence of metals, and only marginal evidence of contamination by petroleum hydrocarbons.

8. Current guidance on redevelopment of brown field land recommends that a risk assessment approach is adopted on a site by site basis. This requires the identification of hazards associated with contamination and an assessment of the risk associated with these hazards in the context of the proposed development. A risk assessment has been carried out for the site and is described in greater detail within AERC report ref. D6801/R1008.

9. It was concluded that there may be some risk to future occupiers, plants, infrastructure, site workers and groundwater if no further remedial measures were implemented. In order to reduce these risks to an acceptable level for the development a number of recommendations were made, as detailed within the report. The principles can be summarised as:

a) precautionary validation testing of existing imported soils in the eastern section.

b) Further investigation in the vicinity of an area of identified hydrocarbon contamination followed by excavation and removal off site of any soils containing hydrocarbons at concentrations greater than 1000 $mgkg^{-1}$. The principal objective of removing these soils is to remove any risk of hydrocarbon migration into water resources.

c) Provision of a minimum depth of 'clean' sub and top soil in areas of landscaping within the western sector. This should be thickened locally in areas where trees are to be planted. The importation of clean soil will act as a barrier to prevent small children coming into contact with soils which may be contaminated, and will also provide a 'clean' soil for healthy plant growth. In areas of hardstanding (for example under roads and buildings) there is no likelihood that occupiers would come into contact with contaminated soils and therefore no reason to replace or cover soils in these areas.

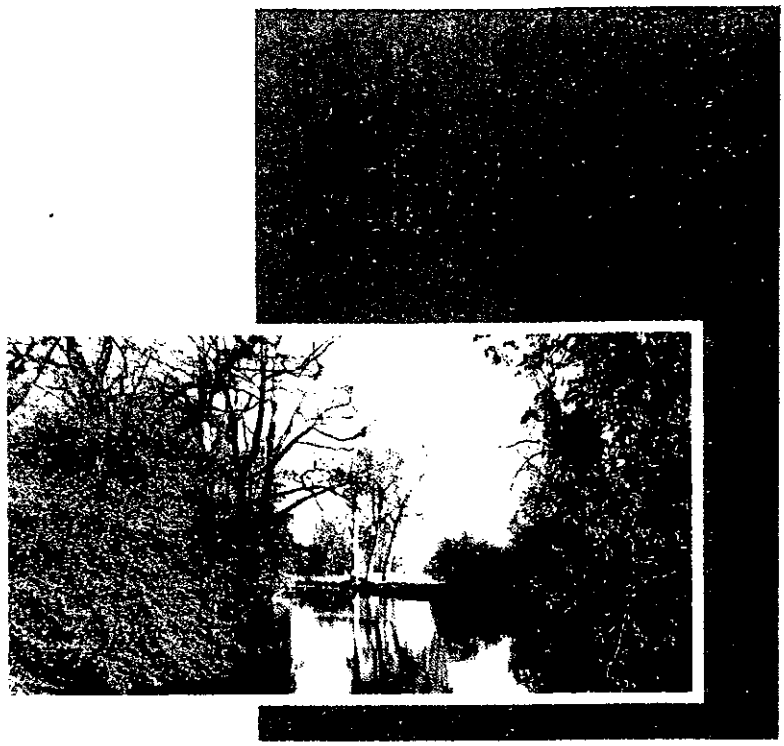
d) Within the eastern sector, which has been remediated for the purpose of stopping the statutory nuisance, there is a buffer zone approximately, 0.5metres wide, along the northern boundary. (A geotextile sheet has been placed along the edge of the buffer zone to delineate the boundary of the remediated area.) If this area is to be used for soft landscaping a minimum depth of 0.5metres of soil should be removed from site and replaced with imported 'clean' soil.

e) Water supply pipes should be protected from contaminant migration. This could be achieved by placing conventional pipes into clean backfill or by use of pipes constructed of resistant materials. The design should be agreed with the water utility.

f) Any soils imported onto the site should conform with the specification provided within the report.

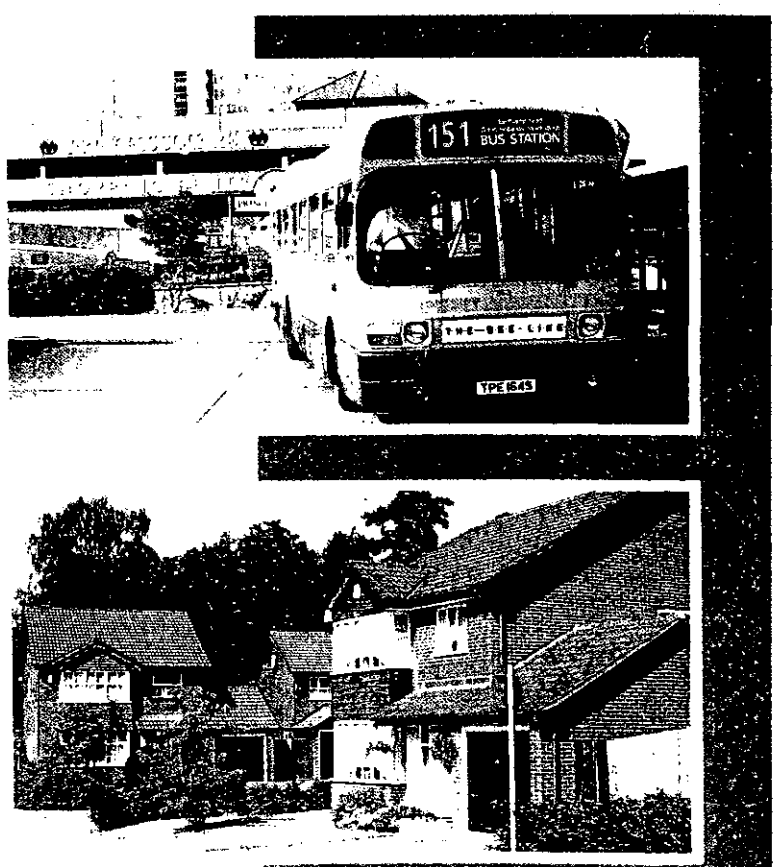
10. It will be necessary to agree these principles with the relevant statutory authorities including the Local Authority (Environmental Health) and the Environment Agency.

11. The recommendations provided within the report are principles which will need to be incorporated into a detailed Method Statement. It is assumed that KHA will intend to develop the site under a JCT 81 Design and Build Contract. In order to protect its long term interests, KHA should take reasonable precautions to ensure that the works are carried out by the contractor in accordance with these principles.



BERKSHIRE STRUCTURE PLAN 1991-2006

Incorporating Alterations adopted in August 1997



Babtie

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.

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.

LODDON AREA LOCAL PLAN

Adopted 5 May 1995

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

1.2 HOUSING



INTRODUCTION

1.2.01 In 1991 there were 31,860 households in the plan area of which about 85% were in privately owned accommodation, a further 8% in local authority property and the remainder in privately rented accommodation. The number of households in the plan area is likely to increase given the take up of existing commitments, the development of sites proposed in this Plan and the trend towards smaller household sizes. In 1991 very few dwellings within the plan area lacked one or more of the basic amenities. There are few houses in the plan area which are unfit for human habitation or in serious disrepair.

1.2.02 The two major developments in the plan area at Lower Earley and Woodley Airfield are now nearing completion. In accordance with the requirements of the Central Berkshire Structure Plan land was allocated for housing development at Winnersh Farm, Winnersh (150 houses), south of Waltham Road, Twyford (200 houses) and west of Park Lane, Charvil (120 houses). These sites are now included within the built-up area. Other major housing commitments (at March 1992) in the Plan area are land at Reading Road, Winnersh, Broad Hinton, Twyford and Culver Lane, Earley.

1.2.03 Policy H1 of the Replacement Structure Plan for Berkshire states that provision will be made during the plan period (1984 to 1996) for 12,600 dwellings in Wokingham District. In order to ensure the existence of a five year land supply for residential development (in accordance with Planning Policy Guidance Note 3), sites have been identified for the period up to 1998.

1.2.04 Policy H2 of the Replacement Structure Plan states that a main new area for housing provision will be at Winnersh. Details of the housing provision to be made in this main new area are given in Chapter 2.4 of this plan.

1.2.05 In addition to the main new area for housing, Policy H3 of the Replacement Structure Plan states that part of the housing provision will be by continued development in appropriate locations, through infilling, rounding off, redevelopment and the development of unused or vacant land within settlements. Sites over 0.4 hectare in size for this type of development are identified in Policy LH2 of this plan.

1.2.06 In recent years a significant amount of housing development has taken place on small plots of land (generally of less than 0.4 hectare) which have not been specifically earmarked for house-building by the planning authority. Proposals for development, especially on smaller sites, are brought forward in response to a variety of local circumstances reflecting individual opportunities and needs, and they arise in most of the built-up areas at one time or another. It is clear that the demand for this form of development will continue and recognition of such a demand is essential in any provision which is to be made for future development. Such development allows for an increase in the diversity of housing in a particular settlement area.

1.2.07 Only a proportion of the housing provision is met by the allocation of specific areas of land for development. The remainder is provided for through the inclusion of policies which

allow some development to occur in the identified settlements on unidentified sites in response to needs and opportunities identified by landowners and developers. It is estimated that a further 781 dwellings will be provided in the District on such sites between 1992 and 1998. Details of the basis for this estimation are given in Local Plan Working Paper Four which is available separately from this plan.

❖ LH1 HOUSING DEVELOPMENT ON UNIDENTIFIED SITES

WITHIN THE IDENTIFIED SETTLEMENTS RESIDENTIAL DEVELOPMENT IN THE FORM OF INFILLING, ROUNDING OFF AND DEVELOPMENT GENERALLY WILL BE CONSIDERED FAVOURABLY SUBJECT TO LOCAL ENVIRONMENTAL CONSTRAINTS AND OTHER PROVISIONS OF THIS PLAN. IN VIEW OF THE SENSITIVITY OF SUCH PROPOSALS AND THEIR POTENTIAL IMPACT THE PREPARATION OF A DEVELOPMENT BRIEF WILL NORMALLY BE NECESSARY IN BRINGING FORWARD SCHEMES ON SITES OVER 0.4 HECTARE. ON SITES OVER 0.4 HECTARE, AN ELEMENT OF AFFORDABLE HOUSING WILL BE SOUGHT IN ACCORDANCE WITH POLICY LH8.

IN INTERPRETING THIS POLICY, THE DISTRICT COUNCIL WILL PARTICULARLY WISH TO ENSURE THAT THE FOLLOWING CRITERIA (WHICH ARE AMPLIFIED IN OTHER POLICIES WHERE INDICATED) ARE COMPLIED WITH:

(A) THE PROTECTION OF OPEN AND WOODED AREAS, GAPS AND GARDEN AREAS WHICH ARE IMPORTANT TO THE CHARACTER OF THE SETTLEMENT CONCERNED (POLICY LTV6 AND VARIOUS SPECIFIC POLICIES);

(B) NO SIGNIFICANT ADVERSE EFFECT ON THE CHARACTER OF THE AREA (POLICIES LTV6, LBE1 & LBE2);

(C) NO SIGNIFICANT ADVERSE EFFECT ON SETTLEMENT BOUNDARIES AND THE SURROUNDING COUNTRYSIDE (POLICY LTV5);

(D) NO LOSS OF PUBLIC OPEN SPACE OR RECREATIONAL FACILITIES (POLICY LR4);

(E) THE PROVISION OF ADEQUATE GARDEN AREAS, SPACE ABOUT BUILDINGS AND OFF-STREET PARKING FOR ALL NEW DWELLINGS;

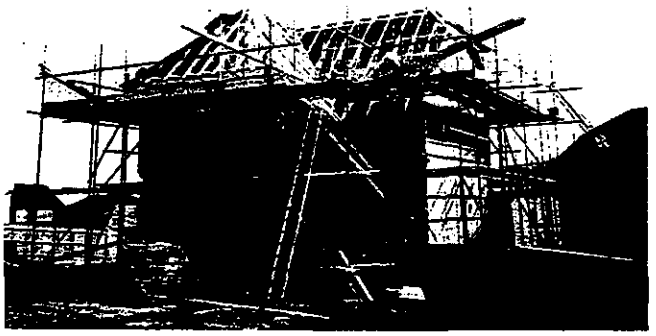
(F) THE PRESENCE OF ADEQUATE LOCAL HIGHWAY CAPACITY TO CATER FOR TRAFFIC GENERATED BY THE DEVELOPMENT.



1.2.08 The housing requirement for the five year period to 1998 is based on the provision required by the Approved Structure Plan until 1996, and thereafter on that required by the provision to be made in the Draft Deposit Structure Plan. This gives a total requirement 1992-98 of 3590 units for Wokingham District. Of the total provision (1984-98) some 9630 had been built by March 1992. Permission had also been granted for a further 1785 dwellings on that date and commitments had been entered into subject to legal agreements, for a further 257 dwellings. Together with the 781 houses to be provided on unidentified sites a total of 12229 dwellings have been provided for (taking into account non-implementation of unidentified sites and Lower Earley). Therefore, in the entire District, sites remain to be identified for 991 dwellings.

1.2.09 Sites for 336 dwellings are to be included in the South East Area Local Plan, and 726 additional dwellings have been identified in this Local Plan. This totals 1062 dwellings - more than the requirement to allow for non-implementation of any sites. The total for this Plan area is made up of 470 dwellings to be developed as the main area

of development at Winnersh and 256 dwellings on other sites throughout the Plan area. Sites have been selected by the use of a set of standard criteria which have been applied throughout the District and which are based on minimising the need to use the highway network, the impact of additional development on the countryside, reflecting and maintaining the character of settlements, and the ability to use existing or provide new public transport and other services and community facilities. The criteria are included in Local Plan Working Paper One produced concurrently with this plan.



❖ LH2 HOUSING DEVELOPMENT ON IDENTIFIED SITES

PROVISION WILL BE MADE FOR THE DEVELOPMENT OF APPROXIMATELY 726 DWELLINGS IN THE PERIOD 1 APRIL 1992 TO 31 MARCH 1998 ON THE FOLLOWING SITES, SUBJECT TO THE PROVISION OF INFRASTRUCTURE, PUBLIC AND COMMUNITY SERVICES NECESSITATED BY THE DEVELOPMENT, AND SPECIFIC PROPOSALS FOR EACH SITE IN PART TWO OF THIS PLAN:

❖ *PN5 ST NICHOLAS HURST - LAND OFF TAPE LANE / SAWPIT ROAD*

❖ *PWE10 EARLEY-LAND REAR OF 415-445 WOKINGHAM ROAD*

❖ *PWE11 WOODLEY - LAND OFF CHURCH ROAD*

❖ *PW1 WINNERSH - LAND WEST AND SOUTH WEST OF READING ROAD, GREENACRES AVENUE AND CHATSWORTH AVENUE*

❖ *PW2 WINNERSH - LAND SOUTH EAST OF ALLNATT AVENUE*

❖ *PW3 WINNERSH - LAND AT THE REAR OF 32 TO 58 WATMORE LANE*

❖ *PW4 WINNERSH - LAND AT THE REAR OF 555-563 READING ROAD*

❖ *PW5 WINNERSH - LAND WEST OF READING ROAD AND ADJACENT TO BEARWOOD PATH, BEARWOOD PARK*

❖ *PS2 SHINFIELD - LAND WEST OF SUSSEX LANE, SPENCERS WOOD AND REAR OF 211-267, HYDE END ROAD, SPENCERS WOOD*

❖ *PS4 SWALLOWFIELD - LAND REAR OF THE STREET*

EXISTING HOUSING AND HOUSING AREAS

1.2.10 The existing stock of dwellings in the Plan area has a significant role to play in meeting housing requirements and the retention of existing housing or housing land in residential use is therefore a primary concern of the Plan. Consequently, net losses of existing housing will normally only be acceptable if an improvement in the environment of the residential area results or some community benefit is derived. Such improvements to amenity may include:

a) the provision of essential new public open space,
b) the provision of essential new amenities, public or private,
c) the retention of a listed building.

1.2.11 The character of the centre of most settlements in the plan area is derived to a large extent from the mixture of residential and non-residential buildings and the balance between them. The retention of this balance is essential not only to the conservation of the character but also the continuing vitality of the settlement. The District Council considers that existing housing should be retained in the centre of settlements and where appropriate will encourage improvements in the range of housing in these locations.

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.

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



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 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.

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.

POLICIES

5.12 Only part of the District's housing requirement is met through the allocation of specific areas of land for development. Housing will continue to be built on unidentified sites. In accordance with Berkshire Structure Plan Policies (C1 and H5), these sites will be within the boundaries of identified settlements.

POLICY WH1: HOUSING DEVELOPMENT - UNIDENTIFIED SITES

WITHIN THE IDENTIFIED SETTLEMENTS, ON SITES THAT ARE NOT IDENTIFIED IN THE PLAN FOR RESIDENTIAL USE, DEVELOPMENT IN THE FORM OF INFILLING, REDEVELOPMENT AND CHANGE OF USE TO RESIDENTIAL USE WILL BE CONSIDERED FAVOURABLY, SUBJECT TO LOCAL ENVIRONMENTAL AND AMENITY CONSIDERATIONS AND ALL OTHER RELEVANT POLICIES AND PROVISIONS OF THIS PLAN, IN ORDER TO MAKE THE BEST USE OF LAND IN BUILT-UP AREAS.

IN PARTICULAR, THE COUNCIL WILL SEEK TO ENSURE THAT THE FOLLOWING CRITERIA ARE COMPLIED WITH:

a) OPEN AND WOODED AREAS, AND GAPS AND GARDEN AREAS, THAT ARE IMPORTANT TO THE CHARACTER OF THE SETTLEMENT, ARE PROTECTED FROM *INAPPROPRIATE* **(PA 5/3)** DEVELOPMENT

b) THERE IS NO SIGNIFICANT ADVERSE EFFECT ON THE CHARACTER OF THE AREA, INCLUDING ON ANY CONSERVATION AREA

c) THERE IS NO SIGNIFICANT ADVERSE EFFECT ON ANY RESIDENTIAL PROPERTY OR LISTED BUILDING

d) THERE IS NO SIGNIFICANT ADVERSE EFFECT ON THE SETTLEMENT BOUNDARY OR ON THE ADJOINING COUNTRYSIDE

e) THERE IS NO SIGNIFICANT ADVERSE EFFECT ON ANY INTEREST OF NATURE CONSERVATION IMPORTANCE

f) THERE IS NO LOSS OF RECREATIONAL FACILITIES OR PUBLIC OPEN SPACE

g) THERE IS ADEQUATE LOCAL HIGHWAY AND INFRASTRUCTURE CAPACITY TO CATER FOR TRAFFIC AND OTHER DEMANDS GENERATED BY THE DEVELOPMENT, WITH, WHERE SEEN AS NECESSARY, THE PROVISION OF ROAD SAFETY MEASURES. IT WILL BE NECESSARY TO CONSIDER THE CUMULATIVE EFFECT ON ROADS AND INFRASTRUCTURE OF PROPOSED DEVELOPMENTS IN THE SAME AREA, TO DETERMINE THEIR ACCEPTABILITY UNDER THIS CRITERION

Cont.

h) ~~AN ELEMENT OF AFFORDABLE HOUSING IS PROVIDED IN SCHEMES OF 25 OR MORE DWELLINGS IN SETTLEMENTS OF UNDER 3,000, AND IN SCHEMES OF 40 OR MORE DWELLINGS ELSEWHERE. FOR THE AVOIDANCE OF DOUBT, THE SETTLEMENTS WHERE THE 40 DWELLINGS REQUIREMENT APPLIES COMPRISE EARLEY, NORTH FINCHAMPSTEAD, TWYFORD, WARGRAVE, WINNERSH, WOKINGHAM, CROWTHORNE (PINEWOOD) AND WOODLEY. NEW DEVELOPMENT WILL BE EXPECTED TO COMPLY WITH THE COUNCIL'S SERVICE, AMENITY, AND INFRASTRUCTURE REQUIREMENT (S.A.I.R.).~~

h) *AN ELEMENT OF AFFORDABLE HOUSING IS PROVIDED IN RESIDENTIAL SCHEMES OF 15 OR MORE DWELLINGS OR OF 0.5 HECTARE OR MORE IN SETTLEMENTS OF 3,000 OR FEWER, AND OF 25 OR MORE DWELLINGS OR OF 1 HECTARE OR MORE ELSEWHERE. THE SETTLEMENTS WHERE THE 25 DWELLINGS REQUIREMENT APPLIES COMPRISE CROWTHORNE (PINEWOOD), EARLEY, NORTH FINCHAMPSTEAD, TWYFORD, WARGRAVE, WINNERSH, WOKINGHAM AND WOODLEY. NEW DEVELOPMENT WILL BE EXPECTED TO COMPLY WITH THE COUNCIL'S SERVICE, AMENITY, AND INFRASTRUCTURE REQUIREMENT (S.A.I.R.).*

(PA 5/4)

PROPOSALS FOR RESIDENTIAL DEVELOPMENT WILL BE JUDGED AGAINST THE COUNCIL'S PLANNING GUIDELINES FOR THEIR ACCEPTABILITY UNDER DESIGN AND PARKING CRITERIA.

Implementation: Planning permissions to private and public sector housebuilders, having regard to Planning Guidelines.

Monitoring: Planning applications.

~~***POLICY WH1A: HOUSING DEVELOPMENT - INFILLING GAPS WITHIN GROUPS AND MINOR EXTENSIONS TO GROUPS OUTSIDE SETTLEMENTS***~~

~~*SENSITIVE INFILLING OF SMALL GAPS WITHIN SMALL GROUPS OF HOUSES AND MINOR EXTENSIONS TO GROUPS OUTSIDE DESIGNATED GREEN GAPS (POLICY WCC 2) FOR RESIDENTIAL USE WILL BE ACCEPTABLE SUBJECT TO LOCAL ENVIRONMENTAL AND AMENITY CONSIDERATIONS AND ALL OTHER RELEVANT POLICIES AND PROVISIONS OF THIS PLAN.*~~

~~*IN PARTICULAR, THE COUNCIL WILL REQUIRE COMPLIANCE WITH THE FOLLOWING CRITERIA:*~~

~~a) *OPEN AND WOODED AREAS, AND GAPS AND GARDEN AREAS, THAT ARE IMPORTANT TO THE CHARACTER OF THE AREA, ARE PROTECTED FROM INAPPROPRIATE DEVELOPMENT*~~

~~b) *THERE IS NO ADVERSE EFFECT ON THE CHARACTER OF THE AREA, INCLUDING ON ANY CONSERVATION AREA OR AREA OF SPECIAL CHARACTER*~~

~~c) *THERE IS NO ADVERSE EFFECT ON ANY RESIDENTIAL PROPERTY OR LISTED BUILDING*~~

~~d) *THERE IS NO ADVERSE EFFECT ON THE ADJOINING COUNTRYSIDE*~~

~~e) *THERE IS NO ADVERSE EFFECT ON ANY INTEREST OF NATURE CONSERVATION IMPORTANCE*~~

~~f) *THERE IS NO LOSS OF RECREATIONAL FACILITIES OR PUBLIC OPEN SPACE*~~



MEETING OF THE DEVELOPMENT CONTROL COMMITTEE

WEDNESDAY 22 AUGUST 2001

AT

7.00 PM

AGENDA

Civic Offices
Shute End
Wokingham
Berkshire

Jane Earl
Chief Executive

Application No	Received	Earley
F/2001/3273	31.01.01	

Applicant: **Kingfisher Housing Association.**
Location : **Parker Plating, Station Road, Earley.**
Proposal : **Proposed erection of 12 flats, access and parking.**

1. **Planning History** - The site is located to the rear of dwellings along Compton Close, Amber Close and Station Road. The site is currently vacant and has been so for around the past two and half years. It was previously used by Parker Plating, which was an industrial metal plating company. The site is accessed off Station Road, via a driveway which runs between the boundaries of the Railway Station's platform and Audley House.

   The previous use had grown over time and had a number of planning permissions for various extensions and ancillary facilities. Most of the site has now been cleared with the exception of one of the buildings which remains in the western portion of the site. Outline planning permission was granted in 1984 for the erection of 499m² of B1(a) office floorspace within a two storey building with ancillary car parking. This application lapsed permission on the 17 December 2000.

   An application for permission to erect two blocks of flat each holding 5 dwellings was recommended for refusal within the agenda for the Development Control Committee on the 20 December 2000, however the application was withdrawn prior to the meeting. The reasons for the recommended refusal were 'The proposed development by reason of its location, design and massing would form an obtrusive feature, which would be overbearing and dominant to the detriment of the residential amenity of the adjacent dwellings in Amber Close.

2. **Proposal** – The proposed development is for the erection of two blocks of flats each holding 4 two-bedroomed flats and 2 one-bedroomed flats, creating a total of 12 dwellings. The flats would be accessed via the driveway, which runs between Audley House and the railway station. The proposed location of the blocks of flats have been amended, from that of the previous scheme. Each of the blocks would have a length of 17.7m, a width of 8.6m and a maximum height of 9.7m.

3. **Consultations** -
   - ***Earley Town Council:*** Object to the proposed development (See attached comments).
   - ***Highways:*** No objection subject to conditions.
   - ***Environmental Health:*** No objection subject to conditions.
   - ***Railtrack:*** No objection.
   - ***Landscaping:*** No objection subject to conditions.
   - ***Crime Prevention Officer:*** Suggests that windows are inserted in the elevation overlooking the accessway.
   - ***Environment Agency:*** No objection subject to conditions.
   - ***Fire and Rescue Service:*** No objection.

- ***Letters:*** There have been 13 letters of objections from local residents. These objections can be summarised as follows:
  - Overlooking and loss of privacy.
  - Overshadowing and overbearing.
  - Overdevelopment.
  - Noise and disturbance during construction works.
  - Damage to Audley House.
  - Security to the existing dwellings.
  - Out of character with the area.
  - Highway safety.
  - Access for emergency vehicles.

4. **Appraisal** - Main issues:

   A. Principle of Development. (Policy H5 of the Berkshire Structure Plan; Policy LH1 of the Loddon Area Local Plan; Policy WH6 and Housing Density Policy of the Wokingham District Local Plan.)
   B. Housing Mix and Density. (Policies H5 and H9 of the Berkshire Structure Plan; Policies LH1, LH8 and LBE5 of the Loddon Area Local Plan; WH6 and Housing Density Policy of the Wokingham District Local Plan.)
   C. Impact upon the residential amenity of the neighbouring dwellings. (Policies LBE1, LBE2, LBE5 of the Loddon Area Local Plan; Policies WOS3 and WBE1 of the Wokingham District Local Plan.)
   D. Impact upon the character and appearance of the surrounding area. (Policies LBE1, LBE2, LBE5 of the Loddon Area Local Plan; Policies WOS3 and WBE1 of the Wokingham District Local Plan.)
   E. Impact upon Highway Safety. (Policies LT5 and LT6 of the Loddon Area Local Plan; Policies WT6 and WT7 of the Wokingham District Local Plan).
   F. Concerns of Town Councils and Local Residents.

A. Principle of Development.

The site is located within the identified Settlement, where development is usually acceptable in principle, subject to meeting the other policies within the District's development plans. The site is a Brownfield land, having previously been developed and used for industry. Therefore, the principle of development would also be in accordance with guidance as outlined in PPG3 – Housing.

B. Housing Mix and Density.

The proposed development is for the erection of 8 two-bed flats and 4 one-bed flats. The site is approximately 0.15 hectare, which would give a housing density of around 80 dwellings per hectare. The site is located adjacent to a railway station and there is an existing bus corridor, which runs along Wokingham Road, with regular services to Wokingham and Reading. There is also an existing cycle route along Wokingham Road. Therefore the existing transport network would support a proposed housing density of this level.

The proposed dwellings would all be one or two bed housing association flats, which would help to meet the district's affordable housing need.

C. Impact upon the Residential Amenity of the Neighbouring Dwellings.
The proposed development would take the format of two separate blocks of flats, which are attached by their side elevations. Both blocks would be identical with a length of 17.7m, a width of 8.6m and a height of 9.7m. The site is a rectangle shape, with its access in the west. The site runs in a west to east direction, and narrows from the south as it progresses. The site has a width of 29.5m in the west and 17.5m in the east. The development would be located a minimum of 2m from the northern boundary with the railway station. On the opposite side of the railway line is the A329(M).

The front elevation of the blocks of flats would face south towards the rear of the dwellings along Compton Close. The minimum distance from the front of the blocks of flats to the southern boundary of the site would be approximately 9.5m. However the dwellings along Crompton Close run in a line parallel to the northern boundary of the site. So while the site narrows in the east the garden areas to the dwellings in this part of the close increase in length. As such, while the site narrows in the east, the minimum distance from the proposed flats to the existing dwellings would remain around 38m, at ground and first floor, rising to 39m at second storey level.

Block 1 is shown to have two side facing windows in the west elevation, both windows would serve bedrooms and would be located over 36m from the rear of Audley House. There are no side facing windows at second storey level. There would also be two side facing, bedroom windows in the east facing elevation of the flats. There would be one at ground level and one at first floor level. These windows would be located a minimum of 20.5m to the rear boundary of the dwellings in Amber Close. There is an approximate 2m change in ground levels on this boundary, with the dwellings in this part of Amber Close having the equivalent of a 4m high rear boundary fence at the end of their rear garden area. The rear gardens of these dwellings are approximately 17m in length. The proposed side facing windows would be located around 28m from the rear elevation of the existing dwellings. It is therefore considered that due to the distances between the dwellings and the application site, the proposed flats would not result in significant overlooking of the private amenity areas of the existing dwellings.

As stated above there is a significant change in ground levels between the application site and the existing dwellings in Amber Close. The terrace row of 5 dwellings which back on to the eastern boundary of the application site were built in 1999. Most of this change in levels occurs at the boundary between the two sites. The Amber Close site is a fairly level, as is largely the application site, (with the exception of the south west corner, which has a shallow slope) However there is an approximate 1m gap between the application site boundary and the Amber Close boundary wall, it is within this area that the change in levels occurs This has resulted in the formation of an approximately 4m high rear boundary fence to the dwellings in this part of Amber Close. The approximate 2m change in site level would mean that the proposed block of flats would have a perceived greater height than the proposed 9.7m when viewed from the rear of dwellings in Amber Close. However due to the distance between the proposed development and the existing dwellings, the flats would not impinge on the daylight to these dwellings. The amendment to the proposed layout would mean that not only would the proposed flats be

further way from the properties in Amber Close, the span of development along this boundary would be reduced from the previous 18m, down to the proposed 8.6m.

The proposed parking areas for the flats are located in two groups, one with 5 spaces would be located along the access road to the south of the flats and a second larger area with the remaining 7 spaces would be located off the site's turning head. It is considered that due to the distance to the neighbouring dwellings and the number of spaces in each of these areas, there would be no significant adverse impact upon the residential amenity of the adjacent dwellings due to the noise, disturbance and fumes from these areas.

D. Impact upon the Character and Amenity of the Surrounding Area.
The proposed development would be accessed off a narrow driveway which is approximately 36m long before entering the main development site. Hence there would be no open views of the site from the surrounding residential area. While views of the site would be seen from the railway platforms and possibly from the A329(M), the proposed development would not appear out of keeping with its surroundings and therefore would have no detrimental impact upon the character or appearance of the surrounding area.

The proposed development would help the District in the provision of affordable housing, while also further decontaminating the site. The site would also have its own designated off-street parking. It is therefore considered that the proposed development would have no adverse impact upon the existing services and infrastructure of the surrounding area.

E. Impact upon the Highway Safety.
The proposed development would provide 12 parking space for the flats. This would result in one parking space per unit. This would be below the district's parking standard of 1.75 un-allocated spaces per unit. However there are good public transport links within the immediate area, and that the units would be under the control and overall management of a housing association. In these circumstances the highway authority are satisfied that the proposed development would have no detrimental impact upon the safety of the surrounding highway network.

The Fire and Rescue Service have been consulted on the application. While the access to a development site by the Fire and Rescue Services is a matter that is usually controlled by Building Regulations, it was considered that given the specific access arrangements for this site, access for the emergency services was an issue, which affacted the acceptability of the site for this type of residential development. The Fire and Rescue services have stated that 'Whilst the road width for the 15metre section is less than that required by Approved Document 'B' (Building Regulations), it is not considered to pose a problem to attending fire appliances. As detailed in the supplied plan the roadway widens prior to the point at which crews would be required to dismount from the fire appliances and a hammer head is provided to facilitate fire engines maneuvering.' Therefore, the proposed development could be serviced by emergency service in the event of an emergency.

F. Concerns of Town Council and Local Residents.
The concerns of the local residents and the Town Council have been noted and considered in the above appraisal. Some of the local residents have raised the issue of noise and disturbance from the construction work. Some noise and disturbance is inevitable during construction work. However, a condition could be imposed to limit the hours of construction to normal working hours, which would help to protect the residential amenity of the neighbouring dwellings. A local resident has also raised the issue of potential damage to Audley House during the work on the site. This however is a civil issue between the developers and the owner of any property that suffers damage.

The Town Council has also raised the issue of the cost of any further decontamination works that may be required on the site. A condition has been suggested which would require a full survey of the site and a report of the mitigation measures, which maybe required to bring the site to a standard suitable for residential use. The developers would have to carry out this survey and get written approval of the mitigation measures prior to the start of development. The cost of these works would be met by the developer.

5. **Conclusion** - The proposed development would provide 12 affordable dwellings in an area with excellent links to public transport. The proposal would have no significant detrimental impact upon the residential amenity of the neighbouring dwellings and would be in keeping with the character and appearance of the surrounding area. It would also assist in meeting the District's need for affordable housing. As such the proposed development would be in accordance with the policies of the District's development plans.

6. **Recommendation** - To GRANT planning permission subject to the following conditions:

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

2. 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.

3. 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.

4. No external lighting shall be installed on the site or affixed to any buildings on the site unless the Local Planning Authority has first approved in writing details of the position, height, design and intensity.

5. 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 7 pm Monday to Friday and 8

am to 1.30 pm Saturdays and at no time on Sundays or Bank or National Holidays

6. 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. The constructed development shall not vary from the approved levels.

7. No part of any building(s) 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.

8. No building shall be occupied until space for parking bicycles has been provided in accordance with the approved drawing(s)/details(s).

9. 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.

10. Precautions shall be taken for the duration of the construction period to prevent the deposit of mud and similar debris (including blown litter) 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 development.

11. No building shall be occupied until the access has been constructed in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

12. 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 any of the building(s) hereby approved and retained.

13. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 5 years from the completion of the 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.

14. No trees, hedgerows or shrubs within the curtilage of the site, except those shown on the approved plan(s) or otherwise clearly indicated in the approved details as being removed, shall be felled, lopped or pruned, nor shall any roots be removed or pruned without the prior consent of the Local Planning Authority

during development and for a period of five years after completion of the development hereby approved. The branch structure and trunks of the trees to be retained and their root systems shall be protected from any damage during site works, in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. Any trees, hedgerows or shrubs removed or which die or become dangerous, damaged or diseased before the end of a period of five years after completion of the development hereby approved shall be replaced with new trees, hedging or shrub species (of such size species and in such number and position as maybe agreed in writing), before the end of the first available planting season (1st November to 31st March) following their loss or removal.

15. No development shall be commenced until a scheme for protecting the proposed dwellings and garden/amenity space from noise has been submitted to and approved in writing by the Local Planning Authority. All works that form part of the approved scheme shall be completed before any dwelling hereby approved is occupied. The approved scheme shall be retained and maintained for the duration of the use.

16. No development approved by this permission shall be commenced prior to a contaminated land assessment and associated remedial strategy being submitted to and approved in writing by the Local Planning Authority. Except as other wise agreed in writing by the Local Planning Authority, all works comprised within the strategy which are not within buildings shall be carried out before the commencement of any development approved by this permission. All works within buildings shall be carried out before the occupation of any part of the building to which such internal works relate. If during any works, contamination is encountered which has not been previously been identified then the additional contamination shall be fully assessed and an appropriate remediation scheme agreed in writing with the Local Planning Authority. Upon completion of the works, this condition shall not be discharged until a closure report has been submitted to and approved by the Local Planning Authority.

17. The construction of the surface drainage system shall be carried out in accordance with details submitted to and approved in writing by the Local Planning Authority before the development commences.

18. No soakaway shall be constructed in contaminated land.

19. Surface water source control measures shall be carried out in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority before development commences.

Reasons.

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

2. To ensure that the external appearance of the building is satisfactory.

3. To safeguard the visual amenities of neighbouring properties and the locality.

4. In the interests of visual amenity.

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

6. In order to ensure a satisfactory form of development relative to surrounding buildings and landscape.

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

8. In order to ensure bicycle parking facilities are provided and encourage use of sustainable modes of travel.

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

10. In the interests of highway safety and convenience.

11. In the interests of highway safety and convenience.

12. In the interests of visual amenity.

13. In the interests of visual amenity.

14. The existing trees/hedgerows/shrubs represent an important public visual amenity in the area.

15. To ensure that the occupants do not suffer from unacceptable high noise levels within the proposed dwellings and garden areas.

16. To ensure any soil, gas or water contamination on the site is remedied to protect the existing/proposed occupants of the site.

17. To prevent pollution of the water environment.

18. To prevent pollution of ground water.

19. To prevent the increased risk of flooding and to improve water quality.

Nicola Lake.

TOWN COUNCIL OBSERVATION SHEET

PLANNING SERVICES | HPT 4007
POL Nicola Lake | TLS
DC | ENF
APP
CS
19 FEB 2001
COPIES TO: | ASK:

APPLICATION NO: F/2001/3273 PLANNING OFFICER:

PARISH: EARLEY

PROPOSAL: Proposed erection of 12 flats access and parking

ADDRESS: Parker Plating, Station Road, Earley.

APPLICANT: Kingfisher Housing Association C/O Active Property Services

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As with the previous application on this site, Councillors remain extremely concerned about this latest proposal. Whilst the applicants appear to have overcome previous concerns about the overlooking of properties in Amber Close, the height, design and proposed location of this latest development has moved the problem to properties in Compton Close. The location of this development would appear to mean that the 1st floor and dormer type front windows will look directly into rear windows and back gardens of properties in Compton Close, and it is considered that this represents an unacceptable loss of privacy to these residents and is, therefore, extremely unneighbourly. Furthermore, because the windows involved appear to be in the main living areas of the flats in question, these concerns cannot be alleviated by applying planning conditions concerning the obscure glazing, etc., of the windows.

The proposal is deemed to be an overdevelopment of the site, is overbearing, and the rear of the block of flats will be extremely close to the railway line, which could cause an unacceptable noise disturbance to anyone occupying the flats once built. Furthermore, Councillors considered the design to be aesthetically unpleasing and out of keeping with other properties in the area.

It is considered that there is insufficient parking on the site, and that, because of the close proximity of the site to the railway station, the parking that is available could well be the subject of 'illegal' use by commuters parking there to then travel by train.

Councillors still remain extremely concerned about the route into the site, which is considered to be too narrow, and particularly to allow access by emergency vehicles. Furthermore, there remains some doubt that, if this proposal was to go ahead, the contractor's own vehicles would be able to gain access. Additionally, there still remains the concern previously expressed about the increased potential danger to pedestrians walking to and from the railway station, whose route would now take them across this access.

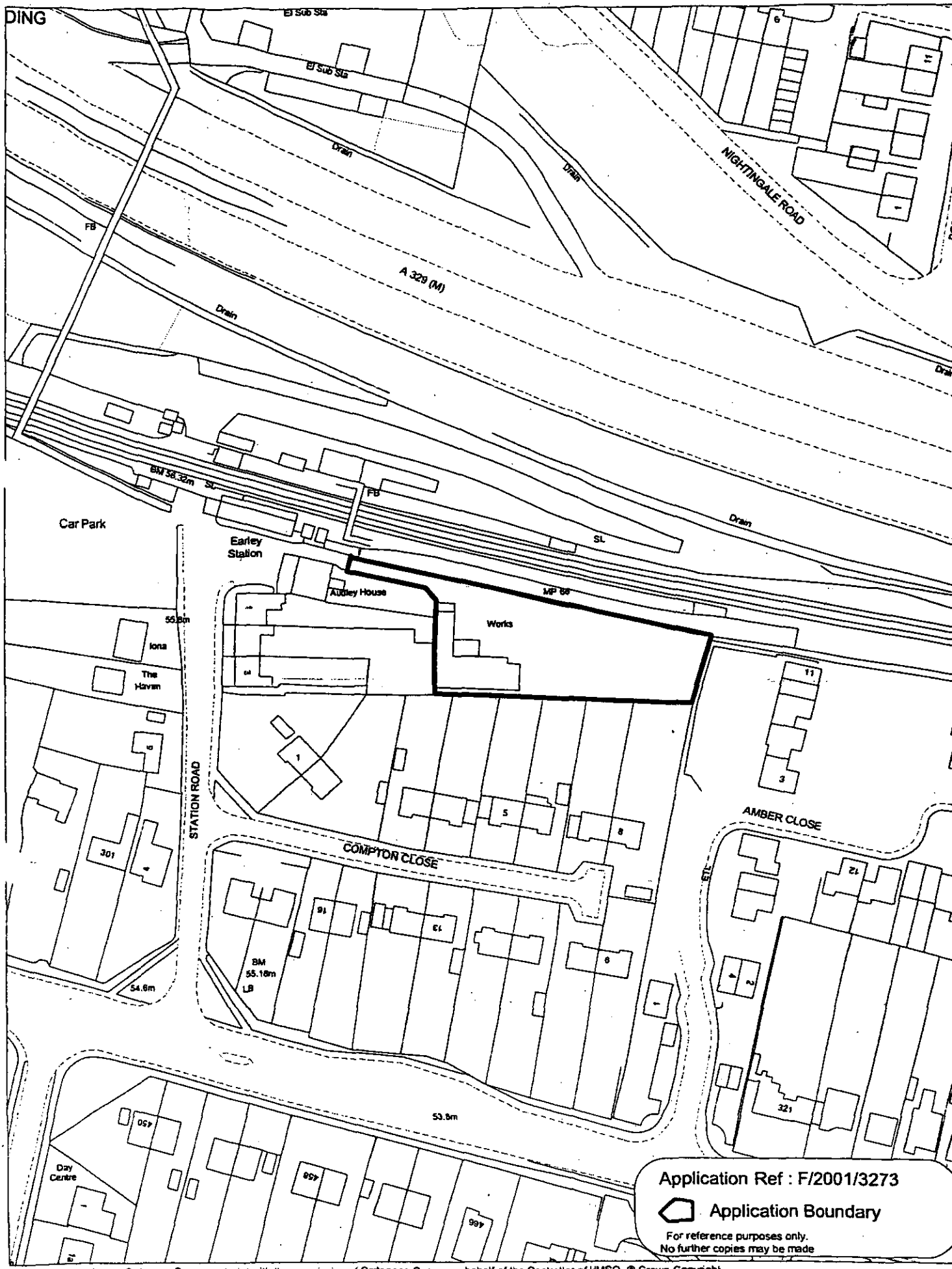
For these reasons, it is requested that this application is refused.

Finally, if the Planning Officer is mindful to approve these proposals, it is requested that a condition be imposed requiring that the developers meet the full cost of any necessary decontamination of the land, both now and in the future.

619

SIGNED: _____ DATE: 15 FEB 2001

CLERK TO EARLEY TOWN COUNCIL



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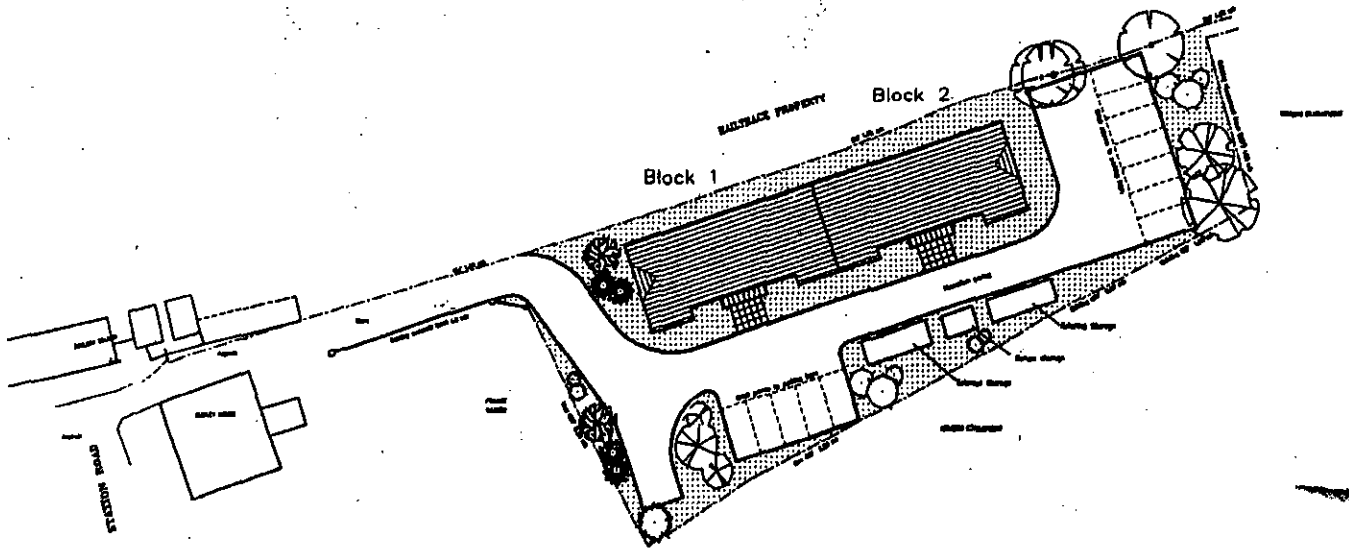
Development Control Section, Environmental Services, Wokingham District Council.

22 August 2001 Scale: 1 : 1250

NOTE

BLOCKS 1 & 2 TO BE NOT LESS THAN 2M FROM RAILWAY BOUNDARY.



621

31.JAN.2001* 3273

ACTIVE Property Services

Project
FORMER PARKER PLATING PREMISES, STATION ROAD, OAKLEY.

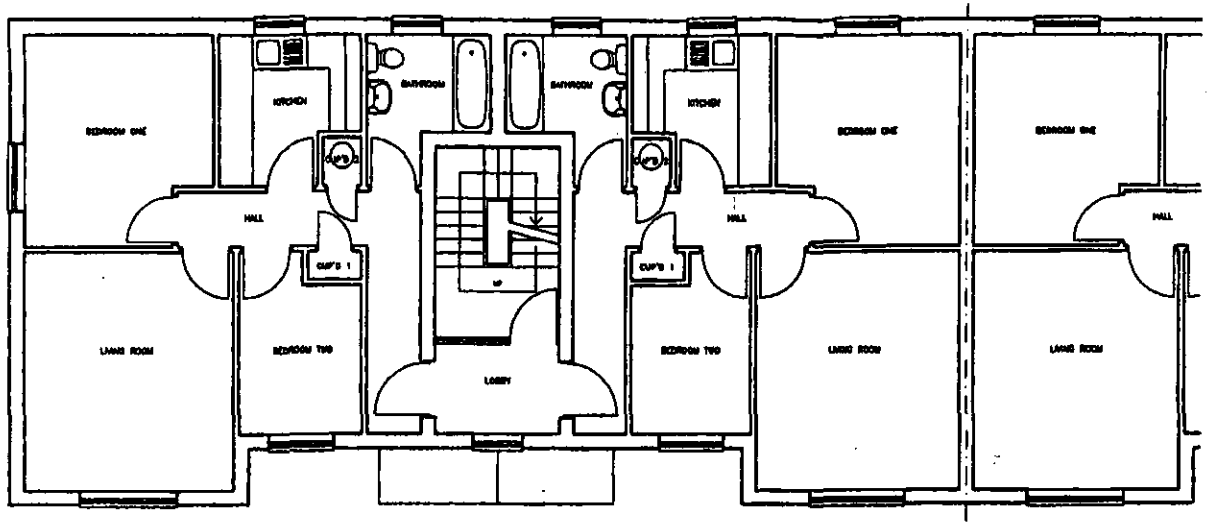
Title
SITE PLAN - AS PROPOSED.

Client
KINGFISHER HOUSING ASSOCIATION.

Scale 1:200 Date JULY 2000

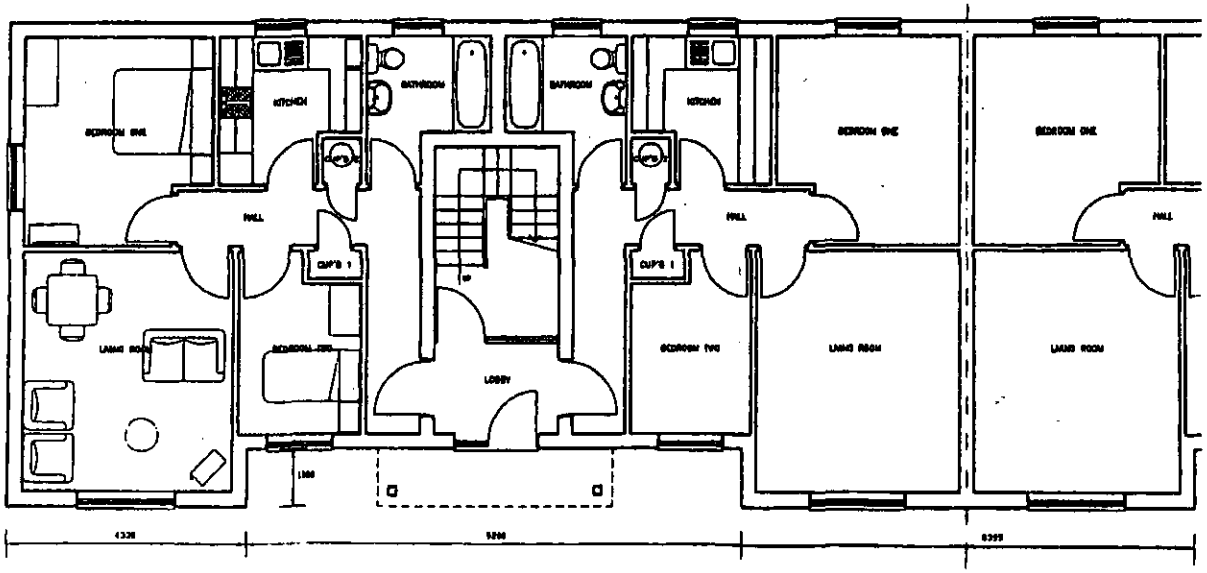
Drawing No. 3748-11 Rev D

BLOCK 1 * BLOCK 2 (MIRRORED)



FIRST FLOOR PLAN

BLOCK 1 * BLOCK 2 (MIRRORED)



GROUND FLOOR PLAN .

622

All dimensions are stated in metres.

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All dimensions and angles must be checked on site before work commences.

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SCHEDULE OF ACCOMMODATION

Living Room	18.13m2
Bedroom One	12.07m2
Bedroom Two	8.84m2
Kitchen	6.14m2
Bathroom	4.85m2
Hall	7.80m2
Cupboard 1	0.50m2
Cupboard 2	0.61m2
TOTAL (NET)	58.74m2

GROSS INTERNAL AREA (per flat)

Ground Floor	57.42m2
First Floor	57.42m2

GROSS EXTERNAL AREA (BOTH BLOCKS)

Ground Floor	287.40m2
First Floor	287.40m2
Second Floor	267.70m2
TOTAL	842.50m2

31.JAN.2001* 3273

REV	DATE	DESCRIPTION	INITIAL	CHKD
B	23/01	AMENDED TO SHOW BLOCKS 1 AND 2 ATTACHED.	KG	
A	26/10	LAYOUTS AMENDED.	KG	GL

ACTIVE Property Services
DATUM HOUSE, ROENTGEN ROAD, BASINGSTOKE RG24 8NG
TEL: [illegible]
FAX: [illegible]

Project
FORMER PARKER PLATING PREMISES, STATION ROAD, EARLEY.

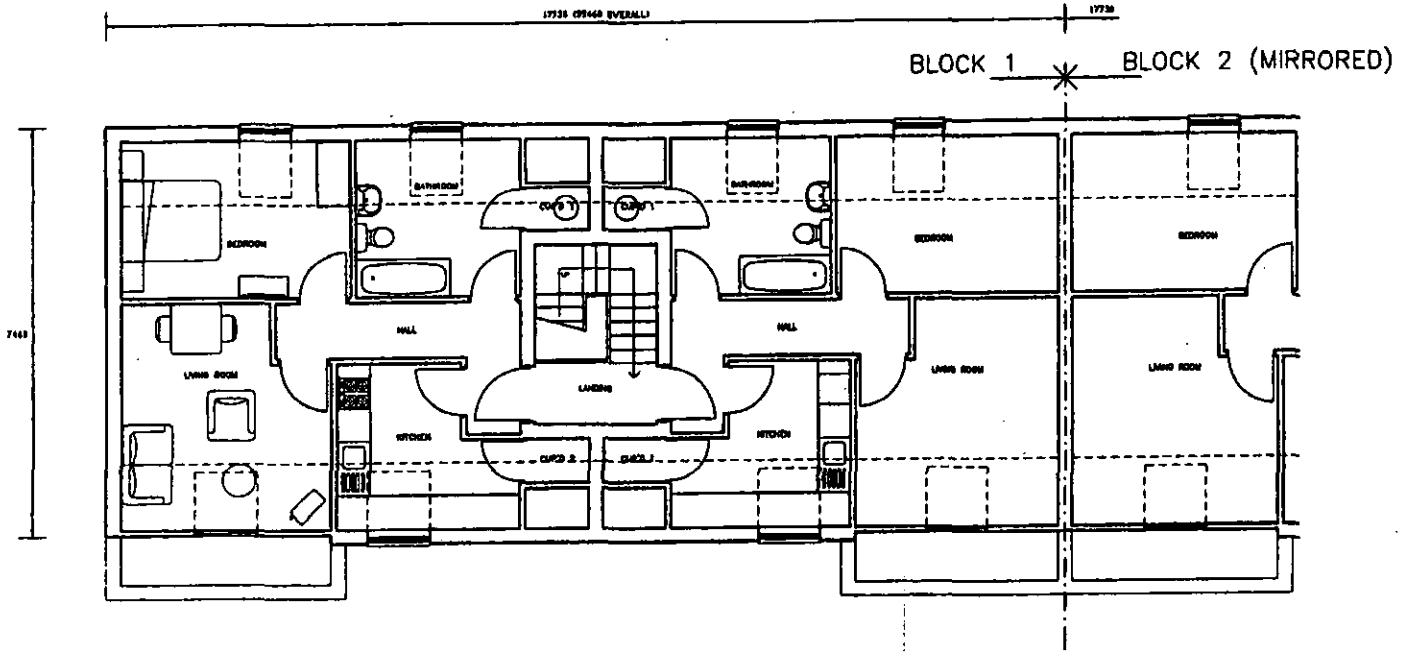
Title
PROPOSED DEVELOPMENT - GENERAL ARRANGEMENT FLOOR PLANS.

Client
KINGFISHER HOUSING ASSOCIATION.

Scale	Date
1:100	JULY 2000

Dwg no	Rev
3748-12	B

Drawn by	Checked
KG	



SECOND FLOOR PLAN

623

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SCHEDULE OF ACCOMMODATION

Living Room	14.37m2
Bedroom	12.01m2
Kitchen	8.54m2
Bathroom	6.70m2
Hall	5.84m2
Cupboard 1	0.95m2
Cupboard 2	0.95m2
TOTAL (NET)	51.36m2

GROSS INTERNAL AREA (per flat)

Second Floor	53.53m2

GROSS EXTERNAL AREA (BOTH BLOCKS)

Ground Floor	287.40m2
First Floor	287.40m2
Second Floor	267.70m2
TOTAL	842.50m2

31.JAN.2001 3273

REV	DATE	DESCRIPTION	DRN	CHD
B	12/01	LAYOUT CHANGED + BLOCK 1 AND 2 MIRRORED.	KG	
A	09/00	LAYOUTS AMENDED.	KG	

ACTIVE Property Services
DATUM HOUSE, ROKEYDEN ROAD,
BASINGSTOKE
RG24 8NG
Tel: 01256 [illegible]
Fax: 01256 [illegible]

Project
FORMER PARKER PLATING PREMISES,
STATION ROAD,
EARLEY.

Title
PROPOSED DEVELOPMENT - GENERAL ARRANGEMENT FLOOR PLANS.

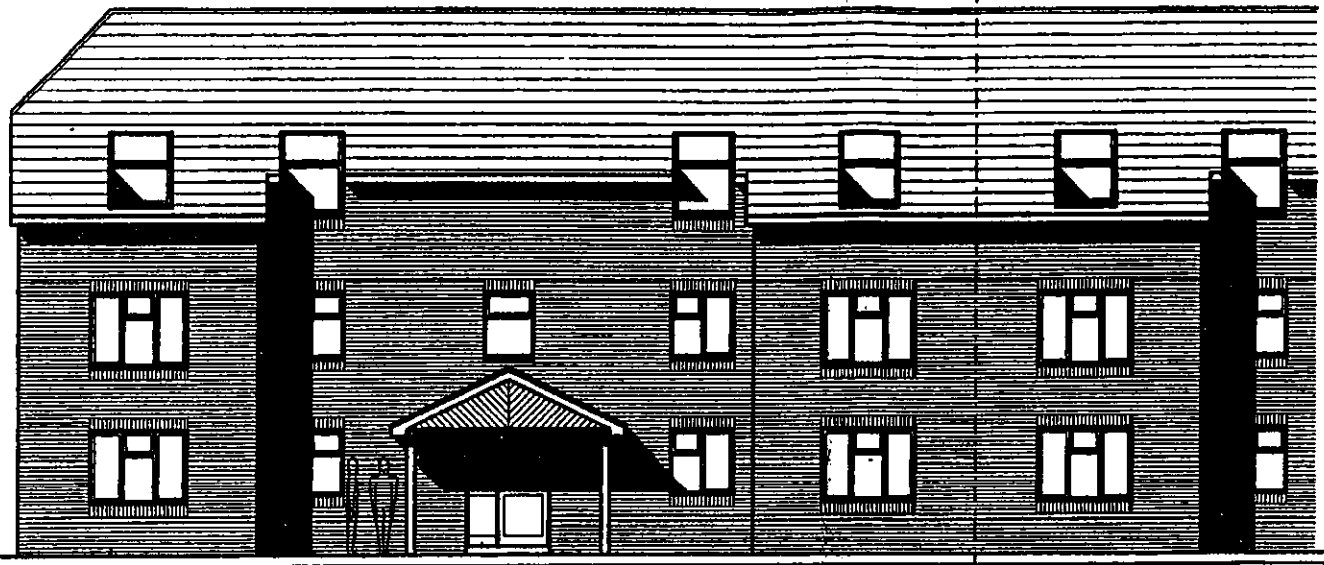
Client
KINGFISHER HOUSING ASSOCIATION.

Scale	Date
1:100	JULY 2000

Dwg no	Rev
3748-13	B

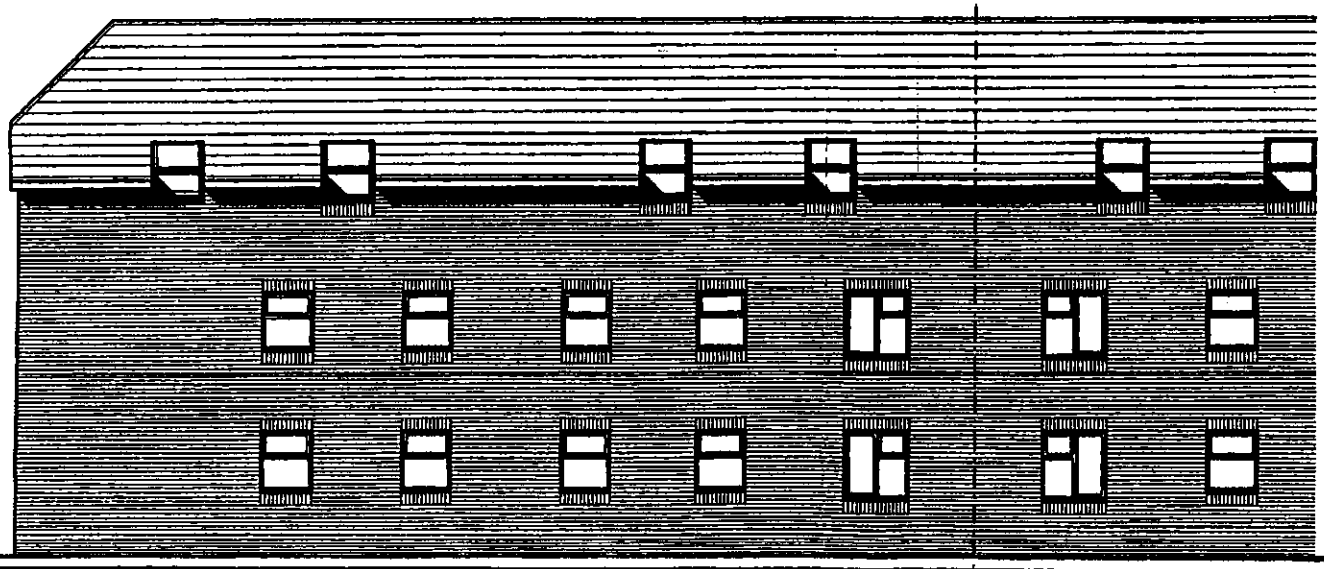
Drawn by	Checked
KG	

BLOCK 1 | BLOCK 2 (MIRRORED)



SOUTH ELEVATION

BLOCK 2 | BLOCK 1 (MIRRORED)



NORTH ELEVATION

624

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All dimensions and angles must be checked on site before work commences.

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EXTERNAL MATERIALS

ROOF

MARLEY MODERN ROOF TILES - SMOOTH GREY.

UPVC FASCIAS, BARGEBOARDS & SOFFITS - WHITE.

SQUARE SECTION UPVC RAINWATER GOODS - BLACK.

EXTERNAL WALLS

BUFF MAIN FACING BRICKS.

DOUBLE GLAZED UPVC CASEMENT WINDOWS - WHITE.

VELUX OR SIMILAR VERTICAL WINDOWS & ROOF WINDOWS WITH UNDER-CUT ALUMINIUM FINISH EXTERNALLY.

GABLES

AS MAIN ROOF, WITH DIAGONAL UPVC CLADDING TO GABLE.

31.JAN.2001 • 3273

C	26/01	SOUTH ELEVATION CORRECTED.	KG
B	9.1.01	BLOCKS 1 & 2 AMENDED.	KG
A	20/12	UNDER ELEVATIONAL CHANGES.	KG
REV	DATE	DESCRIPTION	DRN

ACTIVE Property Services
DATUM HOUSE, ADDISON ROAD,
BASINGSTOKE
RG24 8NG
Tel: [redacted]
Fax: [redacted]
Email: [redacted]

Project
FORMER PARKER PLATING PREMISES,
STATION ROAD,
EARLEY.

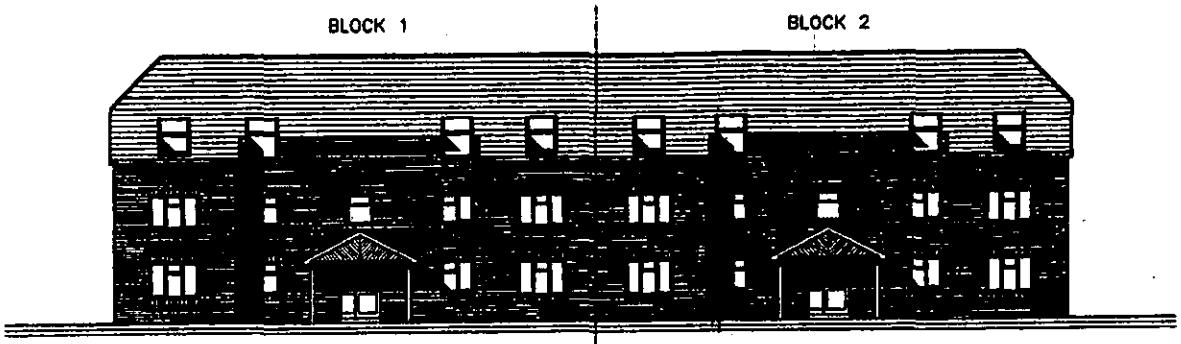
Title
PROPOSED DEVELOPMENT - ELEVATIONS.

Client
KINGFISHER HOUSING ASSOCIATION.

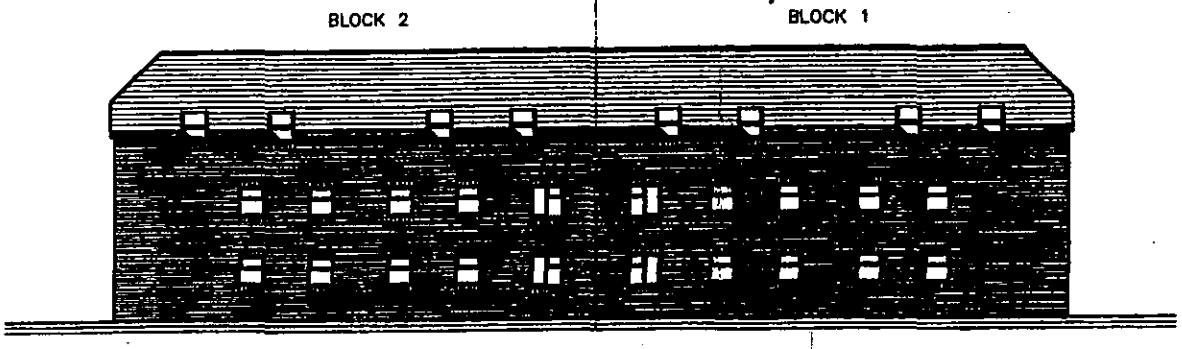
Scale	Date
1:100	JULY 2000

Dwg no	Rev
3748-14	C

Drawn by	Checked
KG	



SOUTH ELEVATION



NORTH ELEVATION

625

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EXTERNAL MATERIALS

ROOF

MARLEY MODERN ROOF TILES - SMOOTH GREY.

UPVC FASCIA, BARGEBOARDS & SOFFITS - WHITE.

SQUARE SECTION UPVC RAINWATER GOODS - BLACK.

EXTERNAL WALLS

BUFF MULTI FACING BRICKS.

DOUBLE GLAZED UPVC CASEMENT WINDOWS - WHITE.

YELLOW OR SIMILAR VERTICAL WEATHERBOARDING WITH DARK-GREY ALUMINIUM FINISH EXTERNALLY.

PORCHES

AS MAIN ROOF, WITH DIAGONAL UPVC GLAZING TO GABLE.

REV	DATE	DESCRIPTION	DRN	CHD

31. JAN. 2001 ★ 3273

ACTIVE Property Services
DATUM HOUSE, ROBERTSON ROAD, BASINGSTOKE RG24 8NQ
TEL: [illegible]
FAX: [illegible]

Project
FORMER PARKER PLATING PREMISES, STATION ROAD, EARLEY.

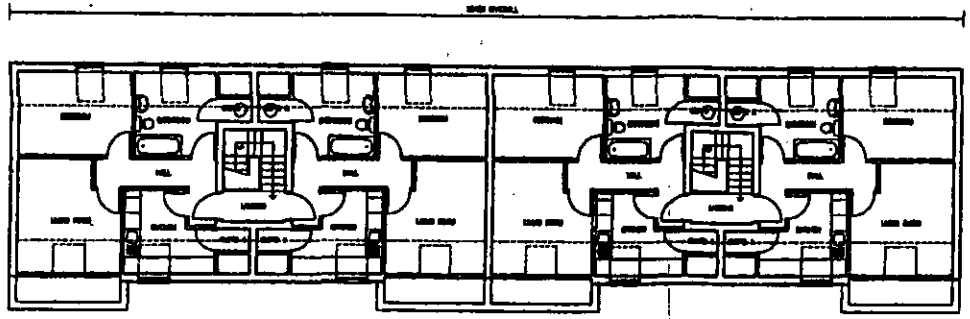
Title
PROPOSED DEVELOPMENT - ELEVATIONS.

Client
KINGFISHER HOUSING ASSOCIATION.

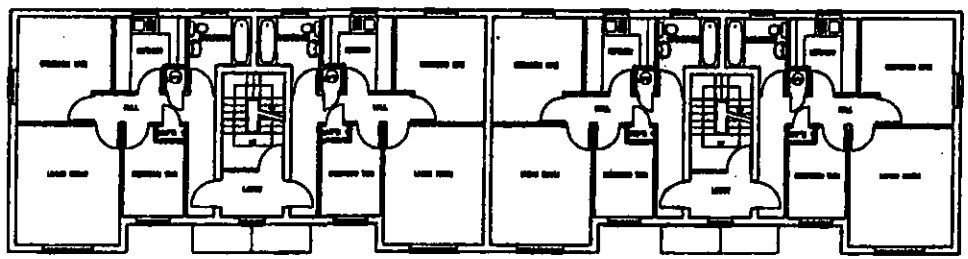
Scale	Date
1:200	JANUARY 2001

Dwg no	Rev
3748-19	

Drawn by	Checked
KG	

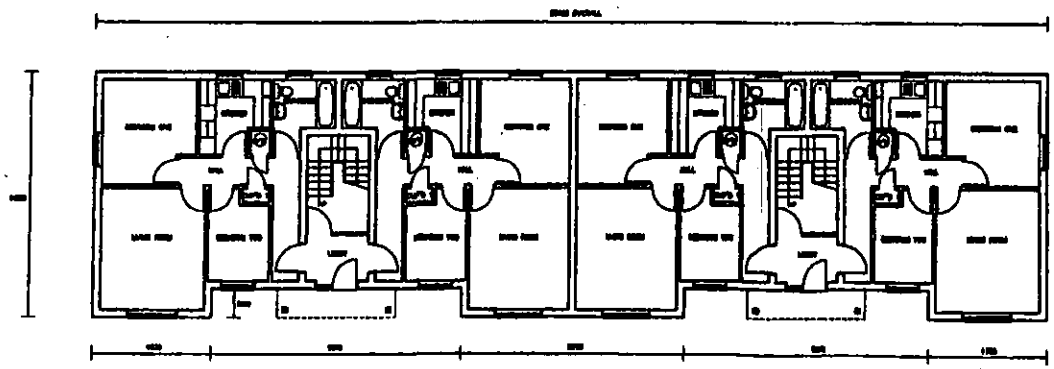


SECOND FLOOR PLAN



FIRST FLOOR PLAN

BLOCK 1 BLOCK 2



GROUND FLOOR PLAN

329

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All dimensions and angles must be checked on site before work commences.

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31.JAN.2001 3273

rev	date	description	drwn	chkd

ACTIVE Property Services
DATUM HOUSE, ROOKSBURY ROAD,
BASINGSTOKE
RG24 6NG
Tel: 01256 354555
Fax: 01256 357755
Email: ...@activehousing.co.uk

Project.
FORMER PARKER PLATING PREMISES,
STATION ROAD,
EARLEY.

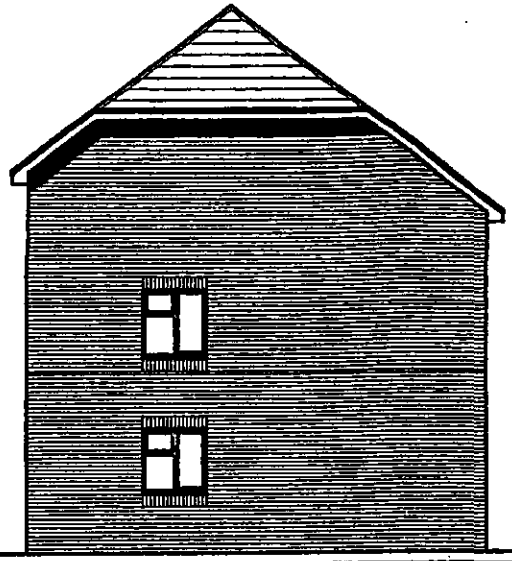
Title.
PROPOSED DEVELOPMENT - GENERAL ARRANGEMENT FLOOR PLANS.

Client.
KINGFISHER HOUSING ASSOCIATION.

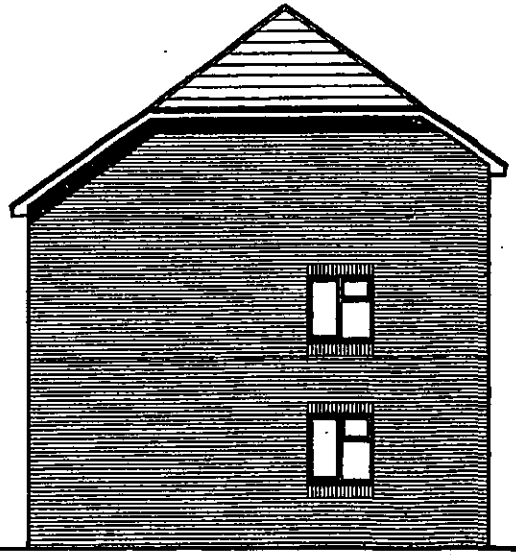
Scale.	Date.
1:200	JANUARY 2001

Dwg no.	Rev
3748-18	

Drawn by	Checked.
KG	



WEST ELEVATION



EAST ELEVATION

627

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EXTERNAL MATERIALS

ROOF

MARLEY MODERN ROOF TILES - SMOOTH GREY.

UPVC FASCIAS, BARGEBOARDS & SOFFITS - WHITE.

SQUARE SECTION UPVC RAINWATER GOODS - BLACK.

EXTERNAL WALLS

RUFF MULTI FACING BRICKS.

DOUBLE GLAZED UPVC CASEMENT WINDOWS - WHITE.

VELUX OR SIMILAR VERTICAL WINDOWS & ROOF WINDOWS WITH DARK-GREY ALUMINIUM FINISH EXTERNALLY.

GABLES

AS MAIN ROOF, WITH DECORAL UPVC CLADDING TO EAVES.

31 JAN 2001 5273

REV	DATE	DESCRIPTION	DRN	CHD
B	12/01	WINDOWS 1 & 2 ADJUSTED.	KO	
A	09/00	MINOR ELEVATIONAL CHANGES.	KO	PL

ACTIVE Property Services
DATUM HOUSE, ROENTGEN ROAD,
BASINGSTOKE
RG24 8NG
Tel: 01256 [illegible]
Fax: 01256 [illegible]
Email: [illegible]

Project
FORMER PARKER PLATING PREMISES,
STATION ROAD,
EARLEY.

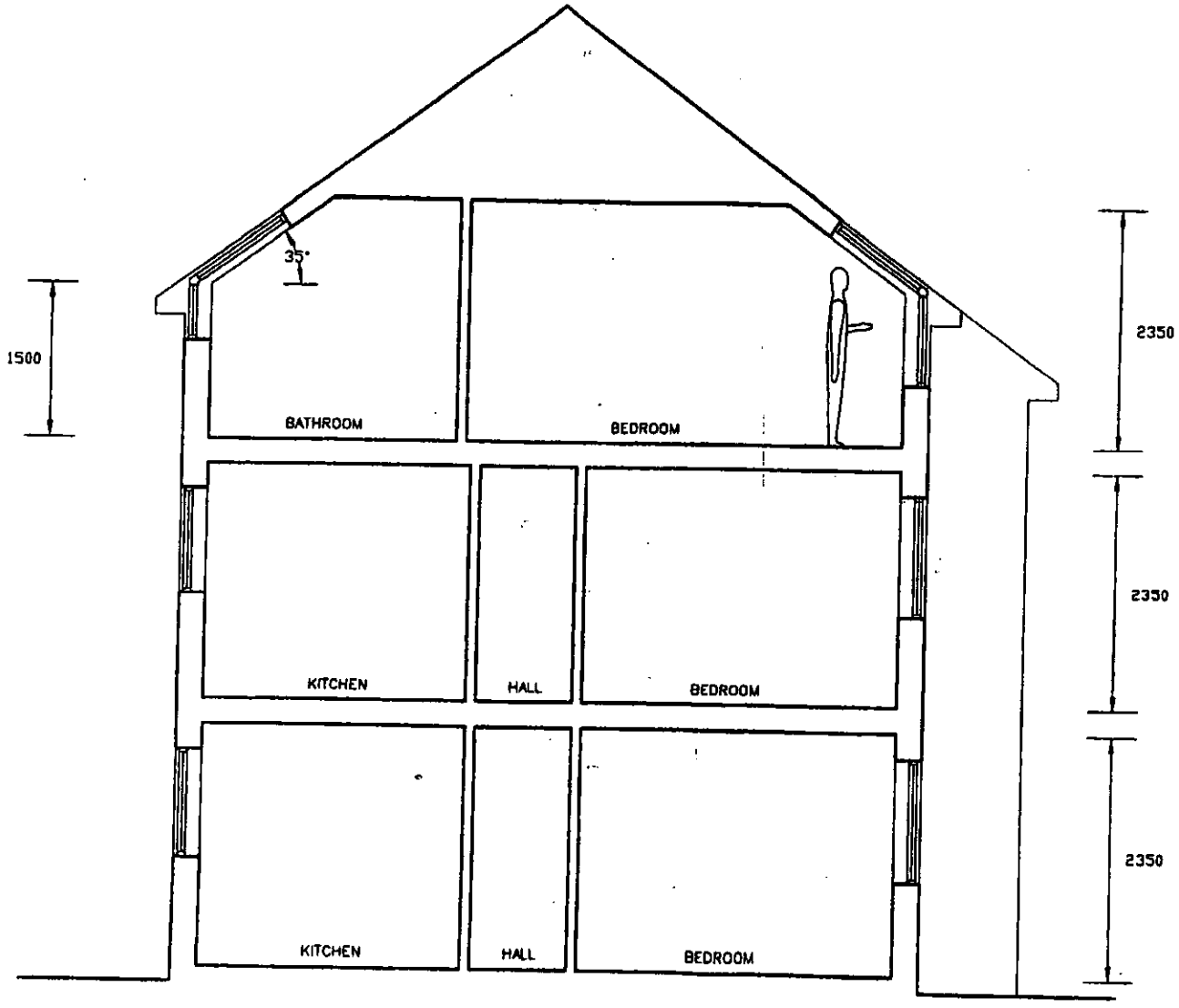
Title
PROPOSED DEVELOPMENT - ELEVATIONS.

Client
KINGFISHER HOUSING ASSOCIATION.

Scale	Date
1:100	JULY 2000

Dwg no	Rev
3748-15	B

Drawn by	Checked
KO	



628

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31.JAN.2001 5273

REV	DATE	DESCRIPTION	DRN	CHD
A	26/01/01	WHEEL CHAIRS TO SUIT CHANGE IN FLAT LAYOUTS.	KG	

ACTIVE Property Services
DATUM HOUSE, RIDGEMON ROAD, BASINGSTOKE RG24 8NG
TEL: [illegible]
FAX: [illegible]
Email: [illegible]

Project
FORMER PARKER PLATING PREMISES, STATION ROAD, EARLEY.

Title
PROPOSED DEVELOPMENT - GENERAL SECTION (BLOCKS 1 & 2).

Client
KINGFISHER HOUSING ASSOCIATION.

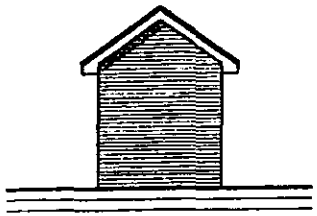
Scale	Date
1:50	JULY 2000

Dwg no	Rev
3748-16	A

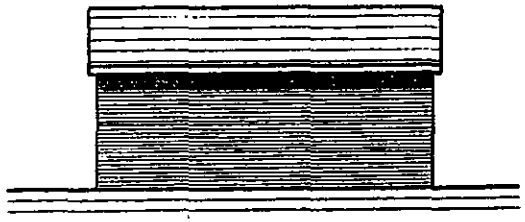
Drawn by	Checked
KG	

629

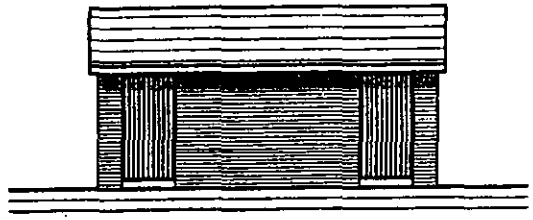
TENANTS STORES (2NO BLOCKS)



EAST & WEST ELEVATIONS

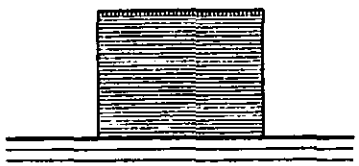


SOUTH ELEVATION (TO GARDENS)

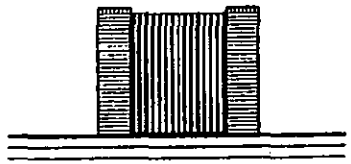


NORTH ELEVATION

REFUSE STORE



SOUTH ELEVATION



NORTH ELEVATION



EAST & WEST ELEVATIONS

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EXTERNAL MATERIALS

ROOF

MARLEY MODERN ROOF TILES - SMOOTH GREY.

UPVC FASCIA, BARGEBOARDS & SOFFITS - WHITE.

SQUARE SECTION UPVC RAINWATER GOODS - BLACK.

EXTERNAL WALLS

BUFF MULTI FACING BRICKS.

TIMBER PANELLED DOORS/GATE - WHITE.

REV	DATE	DESCRIPTION	DRN	CHD

ACTIVE Property Services
DATUM HOUSE, ROBINSON ROAD,
BASINGSTOKE
RG24 8NG

Project	FORMER PARKER PLATING PREMISES, STATION ROAD, CURLEY.
Title	PROPOSED DEVELOPMENT - EXTERNAL STORAGE BUILDINGS.
Client	KINGFISHER HOUSING ASSOCIATION.
Scale 1:100	Date JULY 2001
Dwg no 3748-21	Rev
Drawn by KG	Checked

APP
CS
06 AUG 2001
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F&E:



MEETING OF THE DEVELOPMENT CONTROL COMMITTEE

WEDNESDAY 12 SEPTEMBER 2001

AT

7.00 PM

AGENDA

Civic Offices
Shute End
Wokingham
Berkshire

Jane Earl
Chief Executive

MINUTES OF A MEETING OF THE DEVELOPMENT CONTROL COMMITTEE HELD ON WEDNESDAY 22 AUGUST 2001 FROM 7.00 PM TO 10.05 PM

Present: Mr KA Malvern (Chairman), Mrs DC Beatty, Mr MJ Bryant, Mr RH Cundy, Mr TP Dredge, Mr JL Earnshaw, Mrs MA Long, Mrs M Robertson, Mr ND Rose and Mr AJ Ross.

Also present under Standing Order 39:- Frank Browne, Mrs DF Carpenter, Mr G Cockroft, Mrs P Graddon, Mrs C Smith and Mr D Swindells

PART I

53. MINUTES

The Minutes of the meeting of the Committee held on 1 August 2001 were confirmed as a correct record and signed by the Chairman.

54. APOLOGIES

Apologies for absence were submitted from Mr SR Conway, Mrs J Lissaman and Mrs DC Beatty and Mr AJ Ross for late arrival.

55. APPLICATION NO. 2001/3401, ERECTION OF BLOCK OF 10 FLATS WITH NEW ACCESS FROM LENHAM CLOSE. DEMOLITION OF EXISTING DWELLING, FOREST LODGE, OLD FOREST ROAD, WINNERSH FOR MILLGATE HOMES

The Committee considered a report about this application set out on Agenda pages 567 to 583.

Members noted that 3 further letters of objection had been received since the despatch of the Agenda. Members also noted that the consultation period in relation to the revised scheme would not expire until 23 August 2001.

RESOLVED: 1) That an Agreement be entered into under Section 106 of the Town and Country Planning Act 1990 and other statutory powers, securing a financial contribution of £10,000 towards improvements at the junction of Reading Road/Old Forest Road and/or sustainable transport initiatives/traffic management schemes and £3,000 towards community/leisure facilities;

2) That subject to the execution and registration of the Agreement referred to in 1) above and to there being no further objections raising new issues by the end of the consultation period, the Head of Planning and Transportation be authorised to approve Application No 2001/4301 be approved, subject to the conditions(as amended) and the informative set out in the Agenda, together with an additional condition requiring details of any external lighting to be submitted for approval.

56. APPLICATION NO.2001/3273, PROPOSED ERECTION OF 12 FLATS, ACCESS AND PARKING, PARKER PLATING, STATION ROAD, EARLEY FOR KINGFISHER HOUSING ASSOCIATION.

The Committee considered a report about this application set out on Agenda pages 611 to 629.

Members noted that since the Agenda had been despatched, a further letter of objection had been received from a local resident.

Members were informed that the Highway Authority, Railtrack and the Fire and Rescue Service had all been consulted and, subject to the imposition of various

conditions, had no objections to the proposed development.

Mr Czakowski, a local resident, attended the meeting and spoke in opposition to the proposal.

Mr Newman, on behalf of the applicant, attended the meeting and spoke in support of the proposal.

Mrs DF Carpenter, Mrs C Smith and Mr D Swindells, local Members, attended the meeting and spoke in opposition to the proposal.

Members expressed concerns about the poor design of the proposed development, its density and the unsatisfactory arrangements for access to the site.

In the circumstances it was

RESOLVED: 1) That Application No. 2001/3273 be refused on the grounds of its poor design which was unworthy of the area, overdevelopment and poor access leading to pedestrian/vehicular conflict and lack of amenity open space;

2) That an informative be added indicating that the Council would wish to see a revised scheme based upon a residential use.

57. APPLICATION NO.2001/3555, PROPOSED CHANGE OF USE OF UNITS 2, 3 & 5 FROM AGRICULTURAL TO LIGHT INDUSTRIAL B1(C) USE FOR THE MANUFACTURE OF AIR MATS, SILOS AND INFLATABLES, AND UNIT 4 FOR THE STORAGE OF NEWSPAPERS, COLESHILL FARM, 9A NINE MILE RIDE, FINCHAMPSTEAD FOR SARAH ENTERPRISES.

The Committee considered a report about this application set out on Agenda pages 630 to 639.

Mr Waistell, a local resident, attended th meeting and spoke in opposition to the proposal.

Mr Allen, the applicant, attended the meeting and spoke in support of the proposal.

Mr G Cockroft, a local Member, attended the meeting and spoke in opposition to the proposal.

Having heard the concerns expressed it was

RESOLVED: That consideration of Application No. 2001/3555 be deferred fo a site visit.

58. APPLICATION NO.2001/3760, DEMOLITION OF EXISTING DWELLING, AND ERECTION OF THREE DETACHED DWELLINGS, ILLETAS, POPLAR LANE, WINNERSH FOR ELITE HOMES LTD.

The Committee considered a report abou this application set out on Agenda pages 640 to 653.

RESOLVED: 1) That an Agreement be entered into under Section 106 of the Town and Country Planning Act 1990 and other statutory powers, securing a financial contribution of £300 towards trimming back hedges and trees that overhang the highway (mainly around the bend in the road), cutting back the verge where it has encroached on the highway, making good potholes, provision of 2 passing places and widening the carriageway around the bend;

2) That subject to the execution and registration of the Agreement referred to in 1) above, Application No.2001/3760 be approved, subject to the conditions set out in the Agenda.

Nicola Lake

From: Craig Hassey [chassey@nortelnetworks.com]
Sent: 21 August 2001 12:46
To: 'David Swindells'; 'Diana93881@aol.com'
Cc: Jane.Earl@wokingham.gov.uk; andrew.moulton@wokingham.gov.uk; smithanncaroline@hotmail.com; Margaret.McNeill@wokingham.gov.uk; 'nicola.lake@wokingham.gov.uk'
Subject: Parker Plating and Station Road

Dear David & Diana,

Many thanks for putting the latest details through my door last night regarding the above issue. I would like to attend tomorrows meeting and do my best to attend, however with work this may be difficult.

I would like to provide you with some further information regarding this development that may assist both yourself and other residents who are opposed to this development.

Firstly, having received Wokingham Council's letter regarding the meeting - I tried to look at the latest plans at Woodley Library (where I had seen them before). However, I was informed that they had been withdrawn from public view. This concerns me as the application has now been recommended for approval. I would expect any agreed alterations to the plans upon this decision has been made to be in the public domain.

As you may be aware from being there, last night (Monday evening) was the best demonstration as to why this development should not go ahead. After the accident on the bridge over the Sonning Cutting - the main Reading to Paddington line was closed. This resulted in all passengers trying to get home taking the Waterloo line, which Earley Station is on. Many passengers used their mobile phones and arranged to be picked up at Earley Station to avoid having to go into the centre of Reading. This resulted in cars being parked across the whole area in front of the Station.

This situation was made considerably worse by the fact that Railtrack have recently commenced work on the platforms and have had delivered several hundred breeze-blocks on the road in front of the station for the past week and a half. This added further to the existing limited parking problems. This concerns me as one of the concerns the council has regarding parking on this road (and the original reason why single yellow lines were originally introduced a few years back) was for emergency services access to the area and the train line. In their current position - it is a lot more difficult to move these breeze-blocks that cars with wheels! Last night proved that if this development went ahead - there would be occasions when the area would be impossible for traffic and this does not seem to have been addressed.

This situation is not an isolated as a similar situation occurred during Royal Ascot on Ladies Day. As a result of a fire between Reading and Earley Stations - all trains were terminating at Earley. Several hundred people waited outside on the road waiting for taxis and coaches to take them to Reading Station, causing traffic problems.

I hope this assists with your objection to the current plan. I would appreciate if you do have a soft copy of the committee report recommending this development if you could forward it to me. As with my letter dated 22nd Feb, I understand the need for brown field development - and also for the council to recoup the costs of the decontamination work (this is paid for by the purchaser of the land from what I remember from the original application) - however I feel this proposal has too significant an impact on an area that already requires some re-thinking.

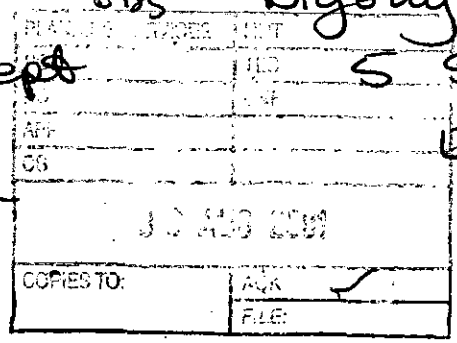
Regards, Craig

Craig Hassey
Account Manager
Nortel Networks - Cable Media Solutions (Europe)
ESN - (560) 2543
Direct Line - + 44 (0) 1628 432543
Mobile - +44 (0) 7710 875983
Fax - + 44 (0) 1628 438477
E-mail - chassey@nortelnetworks.com

NL

WDC
Planning Dept
Shute End
Wokingham

225 Bryony Cottage
5 Station
Earley T.
RG6



Dear Sir

21.

PROPOSED ERECTION 12 FLATS, ACCESS PARKING, PARKER PLATING, STATIO EARLEY. F/2001/3273 & any update to

I strongly oppose the above d ment for the following reasons.

Station Road is built to a sma scale & is already inadequate fo scale & size of traffic that frea the station. There is inadequate park turning area, large lorries & coache dangerous, & commuters continually out onto the road in a most dangerous fashion.

Cars already have to que t

the placement of Station Road, ca
a long time due to the timing
the traffic lights at either end of
Wokingham Road; further traffic ca
push inadequate facilities into de
ones.

It cannot be right to have ac
crammed past Audley House, cros
the path of commuters to the stat
& inadequate for access for the
emergency services.

The allocation of one parki
space per flat does not meet WBC
own pre-requisite of 1.75 un-alloca
spaces per unit; approving such a v
of WBC's parking standards would
inevitably result in illegal parkin
the surrounding roads of Station R
Compton Close, already congested &
yellow lines, restricted parking

This is a gross over development the small scale ~~district~~ hamlet of little Hun that will be unfair & dangerous to pedestrians, commuters, & residents al Care should be taken to retain the ch of this small hamlet, containing & historic cottages.

This case F/2001/3273, has already refused by Earley Town Council; p protect the safty & facilities of re & commuters & refuse this gross development that will overlook residen take away amenities. & be danger to any who use the area.

Thank you.

Yours faithfully

Mrs C Micuta

MRS C MICUTA

PLANNING SERVICES	HPT ND
POL	TLS
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OFFICER 15 FEB 2001	
COPIES TO:	ACK:
	FILE:

FAO. PLANNING OFFICER
MR P. CASSIDY
FARLEY, KOPPINGE
RG6 7QA
(01189) 264701

11.02.2001

Dear Sir/Madam,

RE: PLANNING APP. F/2000/3273
PROPOSED ERECTION OF 12 FLATS, PARKER PLATING, STATION RD.

I wish further to the above planning application.

Please accept this letter as formal notice of my objection to the above planning application.

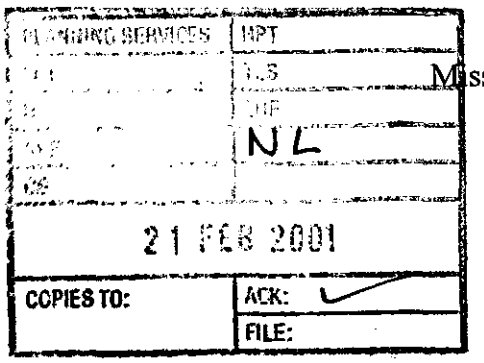
To expand upon this, I live in Compton Close, Farley and my property backs on to the proposed site for the aforementioned

flats whilst I have no objection to ~~yr~~ building flats, I must insist that they have NO WINDOWS overlooking my garden and I also insist that the blocks must be no more than 2 storeys high.

I trust you will give my views due consideration and await yr reply in due course

Yours faithfully
P.C. Cassano
P.C. CASSANO

OBS



Miss. A.L. Catling and A. Czajkowski Esq.,
Flat 3, Audley House,
Station Road,
Earley,
READING,
RG6 7DY

Wokingham District Council,
Planning Department,
PO Box 157,
Shute End,
WOKINGHAM,
Berks, RG40 1WR

Dear Sirs,

Re: Planning application number F/2001/3273 - proposed erection of 12 flats with access and parking - Parker Plating, Station Road - Kingfisher Housing Association

I am writing on behalf of myself and the other occupants of Audley House, Station Road, Earley, in response to the above planned building project.

A very similar building project was proposed at the end of last year for this site by Kingfisher Housing Association, albeit with a slightly different arrangement of houses, and with 10 flats being planned rather than 12. This first proposal met with considerable local objection and was withdrawn. The current proposal would cause exactly the same problems as the previous one, and we view Kingfisher Housing Association's withdrawal and resubmission (in a form not markedly different) of this project as an underhand attempt to dodge the previous objections. All of the below objections still apply to this project, and indeed are exacerbated by the inclusion of a further 2 flats.

Audley House is situated at the end of Station Road and adjoins the land that the flats are intended to be built on. It is a three storey turn of the century building converted into three flats, each of which is owned on a leasehold basis. Parking for the property is at the rear, which is reached by a relatively narrow access way. This access way is also the only means of getting to the land under proposed development, and no other access to that site is shown in the plans as being proposed. Part of this access way is pedestrian access to Earley Station in hours when the station office is closed, which makes this an even less feasible access way for the occupants of 12 flats and the current residents of Audley house.

Collectively, as residents of Audley House, we are concerned about the above plans for a number of reasons. As mentioned, the only access route is narrow enough to require care when navigating it by car. Construction machinery will have great difficulties in using it, and is likely

OBS

MsNicola Lake
Planning Officer
Planning Services
Wokingham District Council
PO Box 157
Shute End
Wokingham
RG40 1WR

PLANNING SERVICES	HPT
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CS	
21 FEB 2001	
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	FILE:

Mr Owain Evans
9 Amber Close
Earley
Reading
RG6 7ED

Your ref: F2001/3273

19 February, 2000

My ref: ORE/2101/WDC

Dear Ms Lake

Re: Application for Building Permission, Parker Plating, Station Road, Earley; Number F/2001/3273.

Thank you for your letter in relation to the above. I write to formally object to the above application.

Following the previous application for the proposed development, I note that the site has been relocated and that it is now even closer to my property. This concerns me immensely, and emphasises the points of objection outlined below.

1. **Overbearing**
The plot known as Parker Plating Works is approximately 1.9 metres higher at ground level than the ground level of adjacent properties. According to the planning application, the proposed development would be the equivalent of a 4-storey building and would overshadow surrounding properties, especially those at Amber Close and Compton Close.

2. **Loss of Privacy**
The proposed development would result in a complete loss of privacy. According to the plans, we would be subjected to a number of windows looking directly into our lounge and bedroom areas, an issue I find somewhat distressing! This would also result in myself and others on Amber Close and Compton Close losing our entitlement to a private amenity area at the rear of our houses.

3. **Overshadowing (Loss of light)**
The erection of the proposed development would result in severe loss of light. Given the location of my property, after approximately 5pm I would certainly not receive any of the direct sunlight I currently enjoy. Likewise, the immense size of this development would also impact others living in and around Amber Close and Compton Close.

4. **Security**
The proposed development would allow all residents to ascertain whether I or my neighbours were at home or not and would present a serious security issue.

5. **Character**
The design of the building is not in keeping with any of the surrounding properties and would be completely out of character.

6. **Highway Safety & Congestion**
The potential number of vehicles exiting through such a small entrance on Station Road must be questioned. The safety of local residents and those of us who use the train station daily

will certainly be put at risk. Likewise, the congestion caused by the increase of traffic would be a serious imposition to pedestrians and those living on Station Road.

7. Marketability
The development of such an overbearing building would have a significant impact on the marketability of the surrounding properties.

8. Emergency Access
In the event of an emergency occurring in one of the flats, emergency access to the site is seriously restricted and I believe that in the event of a fire or such emergency, lives may be put at risk.

In conclusion, I believe the application for the proposed development **must** be rejected for all of the above reasons. I would like to draw specific attention to points 1, 2 and 3, which would have a devastating impact on the quality of my life as well as others living at Amber Close.

Should you wish to view the location of the proposed development from Amber Close or should you require any further information, please do no hesitate to contact me on 07703 582213 or 0207 663 8809.

I trust the above is in order and look forward to receiving a full written reply in due course.

Yours sincerely

O. Evans

Owain Evans

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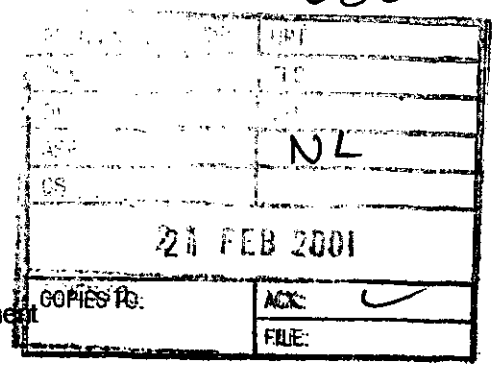
OBS



11 Amber Close
Earley
Reading
Berkshire RG6 7ED

19 February 2001

Environmental Services Department
Planning Services
P.O. Box 157
Shute End
Wokingham
Berkshire RG40 1WR

Re: Application for Building Permission No F/2001/3273

Dear Sirs,

Following receipt of your written notification of the above application for Building Permission, I would like to formally object to the application. I have reiterated my last comments from the previous correspondence in relation to this matter, as these still stand and are paramount to myself.

The main grounds for my objection are listed below, many of which centre around the disparity of height between the ground level of the plot known as Parker Plating Works; the ground level of my property, and the visual impact that a three storey development will have on the area. I have now noticed that the building development is to move even nearer to my property, this is of grave concern to me and emphasises even more the points noted below. Furthermore, it has now been brought to my attention the fact that there is no emergency access to the site which concerns me immensely and I cannot see how an application could succeed when there are Health and Safety standards which are being breached.

Reasons for objection

Private amenity area - With no less than 14 rear facing windows on each of the two blocks of flats all with a clear new into the rear of my house, the development would represent a clear infringement of privacy. I have also noticed that the windows directly facing me are the kitchen and lounge area – the most *frequently occupied rooms at all times of the day. This is a gross invasion of privacy, which I should* not have to endure. Indeed I would have to permanently have my curtains drawn in my lounge and bedroom at all times. I do not intend to spend all my time in my property constantly in semi-darkness with no natural sunlight. With the proposed erection of these flats right on top of my fence (I am led to believe that the distance between the property and my boundary is virtually nil), I would have no privacy whatsoever let alone any natural daylight.

Security - Further to the point made above, I would have no security as firstly it would be obvious to all whether I was at home or not; secondly the plot is currently secure but once opened up it would be easy to *climb over the wall without being observed, and thirdly, since I live on my own I would be* constantly worried about my personal safety. Further irritated with the extremely close proximity to my property.

Overbearing - The plot known as Parker Plating Works is approximately 1.9 metres higher at ground level than the ground level of the adjacent properties, a three storey development of flats would therefore be the equivalent of four stories high and simply dwarf the surrounding properties. Indeed this is much higher than my property.

Overshadowing - The erection of the development would have a serious impact on the natural light, which I currently enjoy. My garden would be thrown into relative darkness from midday onwards. Especially given the proximity of the development to my property.

Emergency access – There is no access for emergency services, such as fire engines. Clearly this would prove to be extremely dangerous and is contravention of Health and Safety standards.

Street scene - A development of such bland design and height would have a major effect on the street scene being clearly visible from all areas of Amber Close and many areas of Compton Close.

Character - Such a bland design offering no architectural character is not in keeping with the surrounding area.

Highway safety - The potential level of traffic exiting through such a small entrance in Station Road must bring into question the safety of all the local residents who use the station and adjoining footbridge.

Marketability - The mere presence of such a tall group of buildings is likely to have a significant impact on the marketability of the surrounding property. In my instance, I would find it extremely difficult to sell my property should I wish to do so. It has already been noted the difficulty of selling a property in Compton Close with this permission pending.

In summary, I feel that the development should be rejected for all the above reasons but with special reference to the close proximity to my property, complete lack of personal amenity area and personal safety.

Yours faithfully,

Sarah Melling

MISS SARAH MELLING

6 Moorside Lane
Parkgate
Neston
CH64 6QP

PLANNING SERVICES	HPT
POL	TLS
DC NL	ENF
APP	
CS 005	
16 MAR 2001	
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	FILE:

11th March 2001

Dear Sir/Madam,

Application Number F/2001/3273
Site Address Parker Plating, Station Rd, Earley, Reading
Proposal - Erection of 12 flats access + parking.

I wish to object to the above development.
I have been unable to object within 21 days of your letter of 6 February, because I live at a distance, and received no reply from your Dept to my request for information, dated 18th February, a copy of which I enclose.

I am the owner of 2 Station Road, a terraced bungalow property, which has been owned by my family since 1926 and always rented out. As a private Landlord with a social conscience I recognise the need for more Housing Association accommodation in the area, at reasonable rents However such development is not appropriate where it will adversely affect the access to public transport (Earley Station), and the safety of existing residents in Station Rd (access for emergency vehicles) where the parking + traffic management problems are already acute.

No 2 Staten Road has nowhere where the tenants can park a Vehicle. Your Council used the house for a homeless family in 1994, and the person placed in the house by the Council was very angry as she was unable to cope without a car due to disability and there was no-where she could keep her car within the distance she could walk. I also hope that the opportunity will be taken to cure the long ~~term~~ standing problem of lack of parking for No 2 and No 3 Staten Rd, as my current tenants M. Leddington and C. Clarke also hoping. They and I agree with the letter from Craig Hassey to your Dept dated * 22nd February a copy of which is enclosed and * with the reply of Cllr Swindells dated 25 February also enclosed

Yours faithfully
Winifred Blay

The Development Control Manager,
Wokingham District Council
Environmental Services Dept
Planning Services
P.O. Box 157
Shute End,
Wokingham, Berks
RG40 1WR.

6 Moorside Lane
Parkgate
Neston
CH64 6QP

Tel. 0151 336 7702
Tuesday + Friday
daytime.
+ evenings
Mon Wed
+ Thurs.
daytime

0151 625 9154

Feb 18th 2001

Your ref Nicola Lake P/2001/3253

Dear Madam

Parkgate Planning Station Rd Neston
Proposed erection of flats access + parking

I am writing in objection to the above planning application. I live in a terraced house which is adjacent to the proposed development. It is these issues that I am concerned about and which I believe are significant enough to warrant refusal of the application. The proposed development is totally inappropriate for the area and I request that the plans be altered as indicated in your letter to me dated 6/2/01.

Please could you keep me informed about the application & + how it can be opposed.

Yours faithfully

Wingfield A Blong

N. Lake
Wokingham DC
Environmental Services Dept
Planning PO Box 157
Shute End Wokingham Berks RG40 1WR

26/03/'01

3 AMBER CLOSE
EARLEY
READING
RG6 7ED

Re: Application No. F2001/3273

Dear Mr. Mitchell,

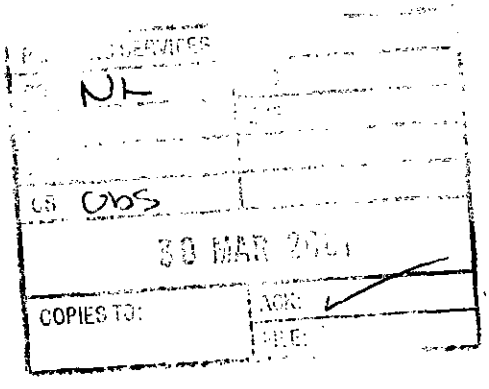
I may be writing to you a little late but I hope that this message is still taken into account. A new proposed development of flats at the Parker plating site in Earley has recently been re-submitted for your approval and I strongly urge you to reject this proposal.
I enclose my letter which was sent to you with regard to the original proposal and after reading the findings of your committee which rejected that proposal on the basis of it's dominant, overbearing aspect on our properties in Amber Close; I felt that due attention was being given to our case.
This does not seem to be the case, however, as the new proposal serves only to make the matter worse. The new location of these flats is going to be even closer to our property and will impose greatly on our quality of living/privacy which we are fully entitled to. Also, a large reason for our concern is that the structure will still be 3 stories in height with a 2-metre height differential between the properties.
If the proposed development can be placed on the station side of the site, it is far less likely to affect regular train commuters than the local residents. This, in my opinion, can only work if the height of the building is the same as those on the same level as it, e.g. "Compton Place".

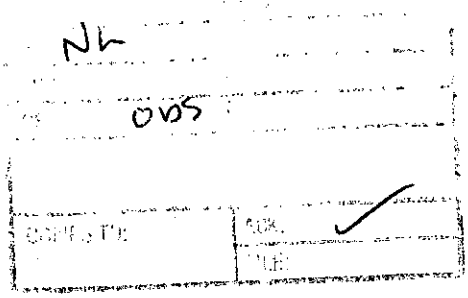
Please, I urge you to reject this, as it has done nothing to address the causes for concern with the original proposal, which was rightfully declined!

Sincerely Yours,

Niall Sharkey.

NIALL SHARKEY
(3 amber close)





3 AMBER CLOSE
EARLEY
READING
RG6 7ED
18/09/'00

Mr. John Mitchell
Development Control Manager
Planning Services
P.O. Box 157
Shute End
Wokingham
RG40 1WR

Re: Application for Building Permission, Parker Plating, Station Road, Earley: Ref. Number F/2000/2246

I am writing to you in reference to the above proposal to try and impress upon you the great (and terrible) impact that it will have on our neighbourhood. There are many factors that will adversely affect us if these plans are given the go ahead but the main point, which I hope to get across, is the effect that such a great *height difference* is going to have.

Taking into consideration the large difference in height between both properties, (approximately 2 metres) and the fact that it is a 3-story building that is proposed; this will have the overall effect of a 4-storey building looking down onto us. My partner and I have recently bought this as our first residence and if we were aware of a proposal such as this, then I can guarantee that we would have been deterred from the very idea of buying this house due to the *overshadowing* effect which it would have had on our property.
This raises another point, that of the adverse effect that this proposal will have on the *marketability* of our property in the future. If it would stop us from buying then surely nobody can claim that it would not affect any potential future buyers from doing the same.

I will come back to the main point again and that is the problem of height! In the past, "Parker Plating" was a single story building and there was no problem/impact upon the surrounding houses in any physical sense. If any building that is erected above the height of our rooftops then the *overbearing* presence of such a structure looming on top of us will completely ruin the character of the estate. After looking at the plans for the proposed structure it becomes even more evident; the lack of thought that is being given to the impact that this proposed building will have on the character of our currently pretty neighbourhood. It is quite ugly to say the least and no less than 14 windows peering down into our properties does little to redeem this.

In the modern world, *privacy* and *security* are of paramount importance. I cannot see how a building, which can see into every square inch of my property, can allow me any privacy. (See enclosed diagram, which is to scale). There is total ease of access

into my garden and also visibility into the house to ascertain whether anyone is home.... and this increases the chances of crime. It is my belief that a recent state directive stipulates that every new property is entitled to a Private amenity area which is totally contravened if this building goes ahead.
The *lack of light and airspace* are equally important matters, as these detract from the *character and street scene* of our properties. When you consider the large increase in numbers of people and traffic that such a development will bring with it, I think noise pollution is an equally valid concern.

After contacting your offices earlier in the week I was told that the best way to approach a problem like this was to ensure that the residents offered a united front and that our criticisms were based on any "planning " faults. I think that each point made is a valid and important planning concern with respect to any future building in this area. Furthermore as an optional suggestion I think that any future proposals should meet strict height guidelines, not exceeding the height of our roofs, and preferentially placed as far forwards in the site area so as to impact on as few places of residence as possible.
When all is said and done, we the residents of Amber Close are wholeheartedly against the proposed development of these flats due to the huge impact that it will have on the quality of our home life and recreational space.

I urge you to consider carefully these effects and if you feel that a visit to our Close would give a better viewpoint, then please contact me on the following number: 0118 9262072.

YOURS SINCERELY

NIALL SHARKEY AND FIONA BARRY

OBS

APPLICATION No: F/2000/3273

RECEIVED | HPT
PDL | TLS
DC | PBF
AFP | NL
CS |
28 FEB 2001
COPIES TO: | ACK:

3 COMPTON CLOSE
EARLEY READING
RG6 7EA.

Dear Ms Lake,

Please find enclosed a formal objection to the proposed development on the site known as, 'Parker Plating'.

The enclosed list of names are some of the residents who strongly urge the council to turn down this application. There are many reasons why, which we have listed, but the main ones are, invasion of privacy, height difference to the surrounding areas residential properties and volume of traffic exiting such a small entrance into Station road.

We look forward to hearing from you.

Many Thanks

T. Bond (3 Compton Close)

RE: APP.NO. F/2000/3273

FORMAL OBJECTION TO:
PROPOSED ERECTION OF 12 FLATS ACCESS AND PARKING, PARKER PLATING, STATION ROAD, KINGFISHER HOUSING ASSOCIATION.

(No.2) 2 COMPTON CLOSE. EARLEY.

No 1 STATION ROAD
KEVIN O'NEILL

G C Wilkes 5. Compton Close.

R.A Collett 8 Compton Close

Jean Bowes 3 Compton Close, Earley.

2 Amber Close

K. & D. Goodman 5 AMBER CLOSE

Sarah Melling 11 Amber Close

Owain Gay 9 Amber close

Niall Sharkey 3 Amber Close.

6

3 Compton Close
Earley
Berkshire RG6 7EA

OBS

2001-02-25

PLANNING SERVICES	HPT
POL	TLS
DC	ENF
APP	N.L.
CS	
28 FEB 2001	
COPIES TO:	ACK: ✓
	FILE:

Ms Nicola Lake
Environmental Services Dept.
Planning Services
P.O Box 157
Shute End
Wokingham
Berks RG40 1WR

Dear Ms Lake

Re: Application No.F2001/3273

Following receipt of your written notification of the above application for building permission, we would like to formally object to this application.

The main reasons are listed below, many of which centre around the difference in height between the ground level of Parker Plating and the ground level of the surrounding properties.

REASONS:

1. Privacy and Security

With no less than 15 forward facing windows on Block 1 and 15 forward facing windows on Block 2 with a clear view into the rear of our houses, the development would represent a clear infringement of privacy and indeed security, as it would be immediately obvious whether the occupants were at home.

2. Highway Safety/Parking

The potential level of traffic exiting through such a small entrance in Station Road must bring into question the safety of the local residents who use the station and adjoining footbridge. Also, surely there is not enough parking space for 12 flats.

3. Height

Parker Platings ground level is approx. 1.9m higher than the ground level of the adjacent properties. A three-storey development of flats would therefore be equivalent to four storeys high and simply dwarf the surrounding properties.

Light

The proposed development would have a serious impact on the natural light adjacent properties currently enjoy, throwing gardens into virtual darkness from mid afternoon.

View

A development of such bland design and height would have a major effect on the street scene, being clearly visible from all areas of Compton Close and Earley Close.

The design of the proposed property is totally different and not in keeping with the surrounding properties.

Marketability

The mere presence of such a tall group of buildings is likely to have a significant impact on the marketability of the surrounding properties.

Therefore we feel the development should be rejected for all the reasons listed, but with an emphasis on the invasion of privacy and possible security risks involved.

Yours sincerely

Jeff Barnes

Jeff Barnes

RAILTRACK

Southern

M HOLDEN Directo

PLANNING SERVICES	HPT 4011
POL	TLS
DC	ENF
APP	
CS	
20 FEB 2001	
COPIES TO:	ACK:
	FILE:

16th February 2001

Development Control Manager
Wokingham District Council
PO Box 157
Shute End
Wokingham
RG40 1WR.

Tel : 020-7902-3460

Y/r F/2001/3273
O/r C7/01/148/1/032/AN

Dear Ms Lake,

TOWN & COUNTRY PLANNING ACT
EARLEY, PARKER PLATING, STATION ROAD
PROPOSED RESIDENTIAL DEVELOPMENT
APPLICATION No F/2001/3273.

I acknowledge receipt of your letter dated 6th February 2001, in respect of the above application, which was originally sent to Railtrack Great Western at Swindon. Please refer to the attached leaflet which should in future, assist your staff to advise the appropriate Railtrack Zone.

With regard to this application, there is a possibility that this land was once former railway land and as such, may have had some form of covenant placed on the conveyance agreement. Also, I have requested details of Railtrack's boundaries around the station area to ensure that there will not be any conflicting access arrangements. Hence, the relevant documentation will need to be retrieved and inspected by this office, which will in turn restrict my ability to respond within your timescale.

I therefore confirm that Railtrack is registering a Holding Objection until all the relevant enquiries have been made and any necessary recommendations and instructions have been forwarded to your office.

I will respond to you in due course.

Yours sincerely,

Alan Nield

pp B. Purcell.
Outside Party Engineer.

Engineering Manager. Suite 2.CP2 2H. General Offices.Waterloo Station. London. SE1 8SW
Tel : 020-7902-3460 Fax : 020-7902-3632 DX 119552 WATERLOO STN 2:
Railtrack PLC Registered Office Railtrack House Euston Square London NW1 2EE Registered in England and Wales No. 2904587 http://www.railtrack.co.uk

Tel. (0118) 974 6448 (Direct Line)
Date. December 5, 2001
My ref. F/2001/3273
Your ref.

Mrs Micuta
Bryony Cottage
5 Station Road
Earley
READING
Berks
RG6 7DY

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 Madam

TOWN AND COUNTRY PLANNING ACT 1990
APPEAL BY: Kingfisher Housing Association
SITE: Former Parker Plating Premises, Station Rd, Earley
PROPOSAL: Proposed erection of 12 flats, access & parking

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.

If you wish to make further representations, you may do so in writing, to Mrs M Pocock, The Planning Inspectorate, Room 3 / 03, Kite Wing, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN. You should, if possible, send three copies quoting reference APP/X0360/A/01/ Comments received after 03/01/02 will not normally be seen by the Inspector & will be returned.

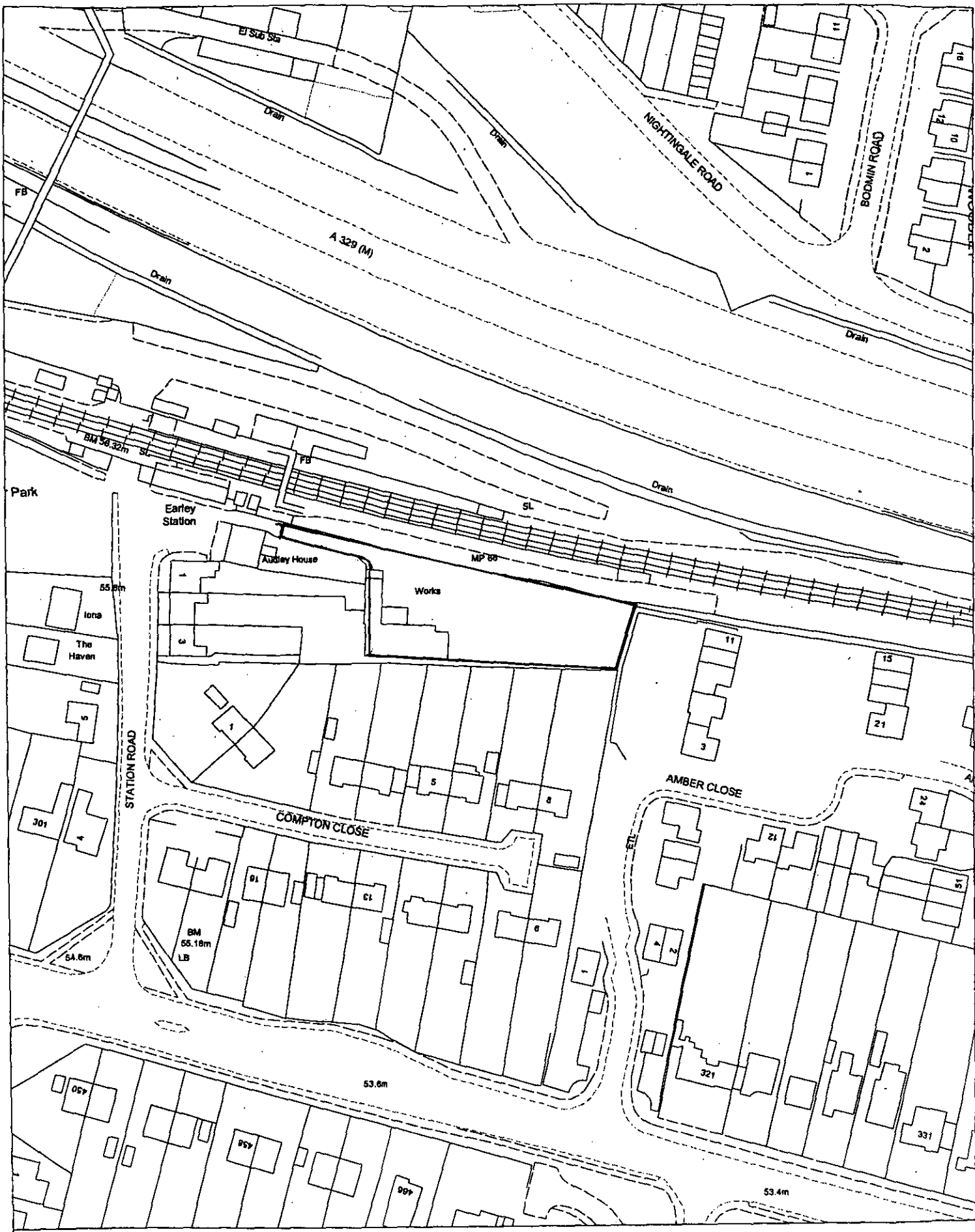
The application form, decision notice, and the appellant's grounds of appeal may be inspected in the Environmental Services Department (Planning), at the Civic Offices, Shute End, Wokingham, Berkshire during office hours, (08.30 - 17.00 Mondays to Thursdays, 08.00 – 16.00 on Fridays).

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 Mrs Pocock at the Planning Inspectorate requesting a copy of the decision. Please quote reference APP/X0360/A/01/1077725.

Yours faithfully

Denise Gumbrell
Appeals Assistant



Site Plan, Scale: 1 to 1250

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Date: 5 December 2001

N
W E
S

The Planning Inspectorate

For offical use only Date received

QUESTIONNAIRE

PLANNING, LISTED BUILDING CONSENT OR CONSERVATION AREA CONSENT

APPEAL REF: APP/X0360/A/01/1077725 GRID REF: _____

APPEAL BY: Kingfisher Housing Association

SITE: Former Parker Plating Premises, Station Rd. Earley

You must ensure that a copy of a completed questionnaire, together with any enclosures, is received by us and the appellant, within 2 weeks from the 'starting date' given in our letter. **You must include details of the statutory development plan, even if you intend to rely more heavily on some other emerging plan.** 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'.

1.	Do you agree to the written representations procedure?			YES ~~YES / NO~~
OR	Do you wish to be heard by an Inspector at:	a.	a local inquiry?	~~YES~~ / NO
	or	b.	a hearing?	~~YES~~ / NO
2.	If the written procedure is agreed, could the Inspector make an unaccompanied site visit?			~~YES~~ / NO
	(It is our policy that Inspectors make an unaccompanied site visit whenever practicable e.g. the site can be seen clearly from a road or other public land. You must only indicate the need for an accompanied visit when it is necessary to enter the site e.g. to view or measure dimensions from within it.)			
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 ~~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 a Grade I / II* / II listed building?	YES / NO Grade I / II* / II
b. Would the proposed development affect the setting of a listed building? 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.)	YES / NO
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 Schedule 2 of the Town & Country Planning (Environmental Impact Assessment) (England & Wales) Regulations 1999? If YES, please indicate which Schedule.	~~YES~~ / NO Sch1 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 1 of 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;	8	
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;	1	–
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. 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?		
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	21	
ii) the planning officer's report to committee	1	
iii) any relevant committee minute	1	
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	
b. 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: _____ on behalf of WOKINGHAM UNITARY AUTHORITY ~~Council~~

Date sent to us and the appellant 06/12/01 OUR Ref: F\2001\3273

Please tell us of any changes to the information you have given on this form.

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RELEVANT

POLICIES

Royal County of
BERKSHIRE



BERKSHIRE STRUCTURE PLAN 1991-2006

Incorporating Alterations adopted in August 1997





Babtie

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 to 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.

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.

LODDON AREA LOCAL PLAN

Adopted 5 May 1995

Published by: Wokingham District Council
Planning Department
Shute End
Wokingham
Berkshire
RG40 1WR

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.

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

1.2 HOUSING



INTRODUCTION

1.2.01 In 1991 there were 31,860 households in the plan area of which about 85% were in privately owned accommodation, a further 8% in local authority property and the remainder in privately rented accommodation. The number of households in the plan area is likely to increase given the take up of existing commitments, the development of sites proposed in this Plan and the trend towards smaller household sizes. In 1991 very few dwellings within the plan area lacked one or more of the basic amenities. There are few houses in the plan area which are unfit for human habitation or in serious disrepair.

1.2.02 The two major developments in the plan area at Lower Earley and Woodley Airfield are now nearing completion. In accordance with the requirements of the Central Berkshire Structure Plan land was allocated for housing development at Winnersh Farm, Winnersh (150 houses), south of Waltham Road, Twyford (200 houses) and west of Park Lane, Charvil (120 houses). These sites are now included within the built-up area. Other major housing commitments (at March 1992) in the Plan area are land at Reading Road, Winnersh, Broad Hinton, Twyford and Culver Lane, Earley.

1.2.03 Policy H1 of the Replacement Structure Plan for Berkshire states that provision will be made during the plan period (1984 to 1996) for 12,600 dwellings in Wokingham District. In order to ensure the existence of a five year land supply for residential development (in accordance with Planning Policy Guidance Note 3), sites have been identified for the period up to 1998.

1.2.04 Policy H2 of the Replacement Structure Plan states that a main new area for housing provision will be at Winnersh. Details of the housing provision to be made in this main new area are given in Chapter 2.4 of this plan.

1.2.05 In addition to the main new area for housing, Policy H3 of the Replacement Structure Plan states that part of the housing provision will be by continued development in appropriate locations, through infilling, rounding off, redevelopment and the development of unused or vacant land within settlements. Sites over 0.4 hectare in size for this type of development are identified in Policy LH2 of this plan.

1.2.06 In recent years a significant amount of housing development has taken place on small plots of land (generally of less than 0.4 hectare) which have not been specifically earmarked for house-building by the planning authority. Proposals for development, especially on smaller sites, are brought forward in response to a variety of local circumstances reflecting individual opportunities and needs, and they arise in most of the built-up areas at one time or another. It is clear that the demand for this form of development will continue and recognition of such a demand is essential in any provision which is to be made for future development. Such development allows for an increase in the diversity of housing in a particular settlement area.

1.2.07 Only a proportion of the housing provision is met by the allocation of specific areas of land for development. The remainder is provided for through the inclusion of policies which

allow some development to occur in the identified settlements on unidentified sites in response to needs and opportunities identified by landowners and developers. It is estimated that a further 781 dwellings will be provided in the District on such sites between 1992 and 1998. Details of the basis for this estimation are given in Local Plan Working Paper Four which is available separately from this plan.

❖ LH1 HOUSING DEVELOPMENT ON UNIDENTIFIED SITES

WITHIN THE IDENTIFIED SETTLEMENTS RESIDENTIAL DEVELOPMENT IN THE FORM OF INFILLING, ROUNDING OFF AND DEVELOPMENT GENERALLY WILL BE CONSIDERED FAVOURABLY SUBJECT TO LOCAL ENVIRONMENTAL CONSTRAINTS AND OTHER PROVISIONS OF THIS PLAN. IN VIEW OF THE SENSITIVITY OF SUCH PROPOSALS AND THEIR POTENTIAL IMPACT THE PREPARATION OF A DEVELOPMENT BRIEF WILL NORMALLY BE NECESSARY IN BRINGING FORWARD SCHEMES ON SITES OVER 0.4 HECTARE. ON SITES OVER 0.4 HECTARE, AN ELEMENT OF AFFORDABLE HOUSING WILL BE SOUGHT IN ACCORDANCE WITH POLICY LH8.

IN INTERPRETING THIS POLICY, THE DISTRICT COUNCIL WILL PARTICULARLY WISH TO ENSURE THAT THE FOLLOWING CRITERIA (WHICH ARE AMPLIFIED IN OTHER POLICIES WHERE INDICATED) ARE COMPLIED WITH:

(A) THE PROTECTION OF OPEN AND WOODED AREAS, GAPS AND GARDEN AREAS WHICH ARE IMPORTANT TO THE CHARACTER OF THE SETTLEMENT CONCERNED (POLICY LTV6 AND VARIOUS SPECIFIC POLICIES);

(B) NO SIGNIFICANT ADVERSE EFFECT ON THE CHARACTER OF THE AREA (POLICIES LTV6, LBE1 & LBE2);

(C) NO SIGNIFICANT ADVERSE EFFECT ON SETTLEMENT BOUNDARIES AND THE SURROUNDING COUNTRYSIDE (POLICY LTV5);

(D) NO LOSS OF PUBLIC OPEN SPACE OR RECREATIONAL FACILITIES (POLICY LR4);

(E) THE PROVISION OF ADEQUATE GARDEN AREAS, SPACE ABOUT BUILDINGS AND OFF-STREET PARKING FOR ALL NEW DWELLINGS;

(F) THE PRESENCE OF ADEQUATE LOCAL HIGHWAY CAPACITY TO CATER FOR TRAFFIC GENERATED BY THE DEVELOPMENT.



1.2.08 The housing requirement for the five year period to 1998 is based on the provision required by the Approved Structure Plan until 1996, and thereafter on that required by the provision to be made in the Draft Deposit Structure Plan. This gives a total requirement 1992-98 of 3590 units for Wokingham District. Of the total provision (1984-98) some 9630 had been built by March 1992. Permission had also been granted for a further 1785 dwellings on that date and commitments had been entered into subject to legal agreements, for a further 257 dwellings. Together with the 781 houses to be provided on unidentified sites a total of 12229 dwellings have been provided for (taking into account non-implementation of unidentified sites and Lower Earley). Therefore, in the entire District, sites remain to be identified for 991 dwellings.

1.2.09 Sites for 336 dwellings are to be included in the South East Area Local Plan, and 726 additional dwellings have been identified in this Local Plan. This totals 1062 dwellings - more than the requirement to allow for non-implementation of any sites. The total for this Plan area is made up of 470 dwellings to be developed as the main area



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 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.

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.

POLICIES

5.12 Only part of the District's housing requirement is met through the allocation of specific areas of land for development. Housing will continue to be built on unidentified sites. In accordance with Berkshire Structure Plan Policies (C1 and H5), these sites will be within the boundaries of identified settlements.

POLICY WH1: HOUSING DEVELOPMENT - UNIDENTIFIED SITES

WITHIN THE IDENTIFIED SETTLEMENTS, ON SITES THAT ARE NOT IDENTIFIED IN THE PLAN FOR RESIDENTIAL USE, DEVELOPMENT IN THE FORM OF INFILLING, REDEVELOPMENT AND CHANGE OF USE TO RESIDENTIAL USE WILL BE CONSIDERED FAVOURABLY, SUBJECT TO LOCAL ENVIRONMENTAL AND AMENITY CONSIDERATIONS AND ALL OTHER RELEVANT POLICIES AND PROVISIONS OF THIS PLAN, IN ORDER TO MAKE THE BEST USE OF LAND IN BUILT-UP AREAS.

IN PARTICULAR, THE COUNCIL WILL SEEK TO ENSURE THAT THE FOLLOWING CRITERIA ARE COMPLIED WITH:

a) OPEN AND WOODED AREAS, AND GAPS AND GARDEN AREAS, THAT ARE IMPORTANT TO THE CHARACTER OF THE SETTLEMENT, ARE PROTECTED FROM *INAPPROPRIATE* **(PA 5/3)** DEVELOPMENT

b) THERE IS NO SIGNIFICANT ADVERSE EFFECT ON THE CHARACTER OF THE AREA, INCLUDING ON ANY CONSERVATION AREA

c) THERE IS NO SIGNIFICANT ADVERSE EFFECT ON ANY RESIDENTIAL PROPERTY OR LISTED BUILDING

d) THERE IS NO SIGNIFICANT ADVERSE EFFECT ON THE SETTLEMENT BOUNDARY OR ON THE ADJOINING COUNTRYSIDE

e) THERE IS NO SIGNIFICANT ADVERSE EFFECT ON ANY INTEREST OF NATURE CONSERVATION IMPORTANCE

f) THERE IS NO LOSS OF RECREATIONAL FACILITIES OR PUBLIC OPEN SPACE

g) THERE IS ADEQUATE LOCAL HIGHWAY AND INFRASTRUCTURE CAPACITY TO CATER FOR TRAFFIC AND OTHER DEMANDS GENERATED BY THE DEVELOPMENT, WITH, WHERE SEEN AS NECESSARY, THE PROVISION OF ROAD SAFETY MEASURES. IT WILL BE NECESSARY TO CONSIDER THE CUMULATIVE EFFECT ON ROADS AND INFRASTRUCTURE OF PROPOSED DEVELOPMENTS IN THE SAME AREA, TO DETERMINE THEIR ACCEPTABILITY UNDER THIS CRITERION

Cont.

h) ~~AN ELEMENT OF AFFORDABLE HOUSING IS PROVIDED IN SCHEMES OF 25 OR MORE DWELLINGS IN SETTLEMENTS OF UNDER 3,000, AND IN SCHEMES OF 40 OR MORE DWELLINGS ELSEWHERE. FOR THE AVOIDANCE OF DOUBT, THE SETTLEMENTS WHERE THE 40 DWELLINGS REQUIREMENT APPLIES COMPRISE EARLEY, NORTH FINCHAMPSTEAD, TWYFORD, WARGRAVE, WINNERSH, WOKINGHAM, CROWTHORNE (PINEWOOD) AND WOODLEY. NEW DEVELOPMENT WILL BE EXPECTED TO COMPLY WITH THE COUNCIL'S SERVICE, AMENITY, AND INFRASTRUCTURE REQUIREMENT (S.A.I.R.).~~

h) *AN ELEMENT OF AFFORDABLE HOUSING IS PROVIDED IN RESIDENTIAL SCHEMES OF 15 OR MORE DWELLINGS OR OF 0.5 HECTARE OR MORE IN SETTLEMENTS OF 3,000 OR FEWER, AND OF 25 OR MORE DWELLINGS OR OF 1 HECTARE OR MORE ELSEWHERE. THE SETTLEMENTS WHERE THE 25 DWELLINGS REQUIREMENT APPLIES COMPRISE CROWTHORNE (PINEWOOD), EARLEY, NORTH FINCHAMPSTEAD, TWYFORD, WARGRAVE, WINNERSH, WOKINGHAM AND WOODLEY. NEW DEVELOPMENT WILL BE EXPECTED TO COMPLY WITH THE COUNCIL'S SERVICE, AMENITY, AND INFRASTRUCTURE REQUIREMENT (S.A.I.R.).*

(PA 5/4)

PROPOSALS FOR RESIDENTIAL DEVELOPMENT WILL BE JUDGED AGAINST THE COUNCIL'S PLANNING GUIDELINES FOR THEIR ACCEPTABILITY UNDER DESIGN AND PARKING CRITERIA.

Implementation: Planning permissions to private and public sector housebuilders, having regard to Planning Guidelines.

Monitoring: Planning applications.

~~***POLICY WH1A: HOUSING DEVELOPMENT - INFILLING GAPS WITHIN GROUPS AND MINOR EXTENSIONS TO GROUPS OUTSIDE SETTLEMENTS***~~

~~*SENSITIVE INFILLING OF SMALL GAPS WITHIN SMALL GROUPS OF HOUSES AND MINOR EXTENSIONS TO GROUPS OUTSIDE DESIGNATED GREEN GAPS (POLICY WCC 2) FOR RESIDENTIAL USE WILL BE ACCEPTABLE SUBJECT TO LOCAL ENVIRONMENTAL AND AMENITY CONSIDERATIONS AND ALL OTHER RELEVANT POLICIES AND PROVISIONS OF THIS PLAN.*~~

~~*IN PARTICULAR, THE COUNCIL WILL REQUIRE COMPLIANCE WITH THE FOLLOWING CRITERIA:*~~

~~a) *OPEN AND WOODED AREAS, AND GAPS AND GARDEN AREAS, THAT ARE IMPORTANT TO THE CHARACTER OF THE AREA, ARE PROTECTED FROM INAPPROPRIATE DEVELOPMENT*~~

~~b) *THERE IS NO ADVERSE EFFECT ON THE CHARACTER OF THE AREA, INCLUDING ON ANY CONSERVATION AREA OR AREA OF SPECIAL CHARACTER*~~

~~c) *THERE IS NO ADVERSE EFFECT ON ANY RESIDENTIAL PROPERTY OR LISTED BUILDING*~~

~~d) *THERE IS NO ADVERSE EFFECT ON THE ADJOINING COUNTRYSIDE*~~

~~e) *THERE IS NO ADVERSE EFFECT ON ANY INTEREST OF NATURE CONSERVATION IMPORTANCE*~~

~~f) *THERE IS NO LOSS OF RECREATIONAL FACILITIES OR PUBLIC OPEN SPACE*~~

~~g) THERE IS ADEQUATE LOCAL HIGHWAY AND INFRASTRUCTURE CAPACITY TO CATER FOR TRAFFIC AND OTHER DEMANDS GENERATED BY THE DEVELOPMENT, WITH, WHERE SEEN AS NECESSARY, THE PROVISION OF ROAD SAFETY MEASURES. IT WILL BE NECESSARY TO CONSIDER THE CUMULATIVE EFFECT ON ROADS AND INFRASTRUCTURE OF PROPOSED DEVELOPMENTS IN THE SAME AREA, TO DETERMINE THEIR ACCEPTABILITY UNDER THIS CRITERION~~

~~PROPOSALS FOR RESIDENTIAL DEVELOPMENT WILL BE JUDGED AGAINST THE COUNCIL'S PLANNING GUIDELINES FOR THEIR ACCEPTABILITY UNDER DESIGN AND PARKING CRITERIA.~~

~~Implementation: Planning permissions to private and public sector housebuilders, having regard to Planning Guidelines.~~

~~Monitoring: Planning applications.~~ **(PA 5/5)**

5.13 Assuming that ~~2,500~~ *1,850* **(PA 5/6)** dwellings are provided on the major site south of the M4 at Grazeley *BY 2006,* **(PA 5/6)** it is necessary to ensure that sufficient land is identified for the development of small sites. The sites that have been identified in Policy WH2 have been selected on the basis of their performance against a number of environmental criteria.

POLICY WH2: HOUSING DEVELOPMENT - IDENTIFIED SITES

IN ADDITION TO THE ~~2,500~~ *1,850* **(PA 5/6** DWELLINGS TO BE BUILT AT GRAZELEY (SEE PROPOSAL WSM1), THE COUNCIL WILL MAKE PROVISION FOR THE DEVELOPMENT OF APPROXIMATELY ~~240~~ *867* **(PA 5/6)** DWELLINGS IN THE PERIOD 1 APRIL 1996 TO 31 MARCH 2006 ON THE FOLLOWING SITES, SUBJECT TO THE PROVISION OF INFRASTRUCTURE AND PUBLIC AND COMMUNITY SERVICES NECESSARY TO SUPPORT THE DEVELOPMENT. THESE SITES WILL BE SAFEGUARDED FROM OTHER TYPES OF DEVELOPMENT. IN BRINGING FORWARD THE SITES FOR DEVELOPMENT, A DEVELOPMENT BRIEF WILL BE REQUIRED. *DEVELOPMENTS AT OR NEAR WINNERSH WILL BE REQUIRED TO CONTRIBUTE TOWARDS SCHEMES PUT FORWARD IN THE WINNERSH TRANSPORT STUDY.***(PA 5/7)**

~~a) PRIORITY SITES:~~
~~i CH03 CHARVIL FARM, BATH ROAD, CHARVIL~~
~~ii SH09 LAND AT JUNCTION OF KILN LANE AND BEECH HILL ROAD, SPENCERS WOOD~~
~~iii WH12 LAND WEST OF MOLE ROAD, SINDLESHAM~~
~~iv WH17 FORMER GMU DEPOT, WATMORE LANE, WINNERSH~~
~~v WK06 KEEPHATCH FARM, NORTH OF KEEPHATCH HOUSE, WOKINGHAM~~
~~vi WK20 EASTHAMPSTEAD ROAD CAR PARK, WOKINGHAM~~
~~vii WK21 LAND AT NORTON ROAD, WOKINGHAM~~
~~viii WK35 WOKINGHAM FOOTBALL CLUB, WOKINGHAM.~~**(PA 5/6)**

Cont.

TOWN AND COUNTRY PLANNING ACT 1990

SECTION 78 APPEAL

APPELLANT :	Kingfisher Housing Association.
APPEAL SITE :	Former Parker Plating Premises, Station Road, Earley.
REASON FOR APPEAL :	Refusal of planning permission for the erection of 12 flats, access and parking.

LOCAL PLANNING AUTHORITY REFERENCE: F/2001/3273

DEPARTMENT OF THE ENVIRONMENT
TRANSPORT & THE REGIONS REFERENCE: APP/X0360/A/01/1077725

1.00 LOCATION AND SITE DESCRIPTION

1.01 The site is located to the rear of the dwellings on the north side of Crompton Close and to the south of the Reading/Waterloo railway line. To the east of the application site is a terrace row of dwellings which are accessed off Amber Close and to the west is a terrace of three dwellings and Audley House which are accessed off Station Road.

1.02 The site itself is accessed via a private driveway, which runs along the northern flank of Audley House. Audley House is a dwelling that has been sub-divided into three flats and uses part of the driveway to the appeal site, to access a parking area to the rear of the dwelling. The side elevation of Audley House

1.03 There is also a pedestrian access from the railway platform that exits onto the initial part of the access way to the site.

1.04 Also to the north of the appeal site and the railway line is the A3290, which is one of the main routes into Reading city centre and to the M4 Motorway at junction 10.

1.05 The site is currently vacant and has been for approximately 3 years. However the site was previously used by Parker Plating for Industrial Metal Plating. Most of the buildings have now been removed, with just the main structure still remaining within the western portion of the site. Due to its previous general industrial use, the site had been contaminated. Much of this contamination has been removed by the Council's Environmental Health department. However some level of contamination still remains on the site.

2.00 RELEVANT PLANNING HISTORY.

2.01 There have been a number of planning applications on the appeal site.

APPLICATION	DESCRIPTION	DECISION	DATE.
F/15/59	Lassatory accommodation	Approval	12.01.60
F/4/62	Factory extension	Approval	22.02.62

F/9/62	Electroplating shop and shed	Conditional Approval	29.11.62
F/12/64	Extension	Conditional Approval	06.08.64
16/71	Extension	Approval	21.01.71
1933/72	Raise roof & extend plating shop to two storey	Conditional Approval	23.11.72
22223	Outline Office development and car parking	Conditional Approval	15.11.84
29886	Renewal of office development 22223	Conditional Approval	16.03.88
37596	Renewal of office development 29886	Conditional Approval	29.05.91
42854	Renewal of office development 37596	Conditional Approval	05.07.94
97/65910/O	Renewal of office development 42884	Conditional Approval	17.12.97
97/66228/F	Erection of two buildings for use as spray booths	Withdrawn	
F/2000/2246	Erection of 10 flats, access and parking.	Withdrawn	
F/2001/3273	Erection of 12 flats, access and parking	Refused (subject of this appeal.)	27.09.01

3.00 RELEVANT PLANNING POLICY.

3.01 The appeal needs to be considered in the context of Policies OS1 – 'Overall Strategy' and EN1 – 'protection and Enhancement of the Environment of Built-up Area' of the Berkshire Structure Plan, which was adopted by the Berkshire County Council in November 1995.

3.02 Policies LBE1 – 'Design of New Development', LBE2 – 'Inappropriate Design', and LH1 – 'Housing development on unidentified sites' of the Loddon Area Local Plan, which was adopted on the 5 May 1995.

3.03 Material Consideration must also be given to the emerging Wokingham District Local Plan (Deposit Draft October 1997) and as amended in April 1999. The County Council issued a statement of general conformity with the structure plan in May 1997 and the document has formed the basis of development control decisions since the 21 October 1997. The Public Inquiry for the plan commenced on the 6 October 1998 and was closed on the 29 November 2000. The inspector's report on part 2 of the local plan inquiry has now been received and was published on the 22 November 2001.

3.04 The relevant policies of the Wokingham District Local Plan are policies WOS3 – 'Development control Principles', WBE1 – 'Development in its Context' and WH1 – 'Housing Development – Unidentified Sites'. The inspector's recommendations are a material consideration in the determination of this appeal.

3.05 The inspector's recommendations are as follows:

Policy WOS3 – That the policy is amended in accordance with PA 1/6 and the inclusion of PA 1/5 to create paragraph 1.12A

Policy WBE1 – That the policy is deleted and replaced as follows:
"Policy WBE1: Design and new development.
New development will be expected to achieve high standards of design and layout, which makes efficient use of land and buildings. A scheme should create its own identity, whilst taking account of the wider locality, including the surrounding townscape and landscape. In addition, development proposals will be expected to have regard to the following principles:

A) A reduction in the level of car parking below maximum standards wherever possible in order to promote sustainable transport choices;

B) Encouragement of measures that promote accessibility to services and facilities by public transport, cycling and walking;

C) Incorporation of features that maximise the safety and security of people living in or using the development;

D) Creation of easily accessible and attractive open spaces".

Policy WH1 – That policy WH1 and PA 5/3 and 5/4 be deleted and replaced by the wording in paragraph 5.118. and the following policy to be renumbered policy WH1(A).

"Policy WH1

The Council will identify new housing allocations based on a sequential approach starting with the re-use of previously developed land and buildings within urban areas. If insufficient land is available from that source, then sites that form urban extensions and then new developments around centres which are served by good public transport corridors will be selected. All allocations will be subject to the Council's objective of creating sustainable forms of development and an assessment based on highway, infrastructure and environmental criteria".

"Policy WH1(A)

Within Identified settlements proposals for using land and buildings for housing will be determined in accordance with the following sustainable development criteria:

1) Development proposals will make the most efficient use of land and buildings, having regard to the need to maximise densities, a proper mix of housing and adequate levels of affordable housing;

2) The extent that future residents would be car dependent or have good access to alternative means of transport;

3) How successful the design and layout of the proposals would be in minimising any adverse impact upon the character of adjoining buildings and/or the landscape and ecology of open areas;

4) The extent to which the proposals would make more efficient use of existing social and physical infrastructure, having regard to the cumulative impact of development."

3.06 The Council has not yet formally considered the Inspector's Report, nor decided whether or not to adopt the Inspector's recommendations in full or in part.

4.00 THE APPEAL APPLICATION.

4.01 The planning application that is the subject of this appeal was registered by the Council on the 31 January 2001.

4.02 The application was determined by the Development Control Committee and was refused planning permission on the 27 September 2001, contrary to officer's recommendations. The reasons for refusal were stated as follows:

1. The proposed development by reason of its poor quality design would result in the formation of an obtrusive feature to the detriment of the character and appearance of the surrounding area. As such the proposed development is contrary to policies OS1 and EN1 of the Berkshire Structure Plan, LH1, LBE1, and LBE2 of the Loddon Area Local Plan and WOS3, WBE1 and WH1 of the Wokingham District Local Plan (Deposit Draft).

2. The proposed development would result in the overdevelopment of the site leading to poor access arrangements, bring pedestrians into conflict with vehicles entering and exiting the application site, as well as a lack of amenity open space provision. As such the proposed development is contrary to policies EN1 of the Berkshire Structure Plan, policies LBE1, LBE2 and LH1 of the Loddon Area Local Plan and WOS3 and WBE1 of the Wokingham District Local Plan (Deposit Draft).

4.03 In refusing consent, the committee also resolved to invite the applicant to discuss with Officers a revised residential scheme that would overcome the reasons for refusal. An informative to this effect was placed on the decision notice.

5.00 THE CASE FOR THE LOCAL PLANNING AUTHORITY.

5.01 The proposed development is for the erection of 12 flats. The block of flats would be located parallel to the rear boundary of the site, with the railway station. The block of flats would have 8 two-bedroomed flats and 4 one-bedroomed flats. The building would have a width of 35.4m, a depth of 8.6m and a maximum height of 9.7m. The proposal would also included 12 parking spaces, 2 external storage buildings and a refuse store.

5.02 It is the view of the Local Planning Authority that the main issues in the consideration of this appeal are

a) the impact upon the character and appearance of the surrounding area and

b) overdevelopment of the site leading to poor access arrangements, bringing pedestrians into conflict with vehicles entering the exiting the appeal site, as well as a lack of open space provision.

5.03 The Local Planning Authority considers that in principle the site is suitable for residential development, but the appeal scheme does not represent an acceptable form of development of the site.

IMPACT UPON THE CHARACTER AND APPEARANCE OF THE SURROUNDING AREA

5.04 The appeal building would result in the creation of a single block, with a width of 35.4m, and a maximum height of 9.7m. In its local context, it would create a monolithic-type structure, with insufficient design detail and articulation to relieve its monotony. It would produce a building that fails to reflect or relate to the existing character of the area. The proposed building itself is without architectural merit, and so would fail to introduce architectural interest or quality as a compensation for failing to respect the existing character of the area.

5.05 In summary, the proposal would produce an obtrusive ugly building which would be readily visible from the railway station to the north, and from residential properties to the south. As such the proposed development would be contrary to local planning policies as well as the design advice contained with Planning Policy Guidance Note No.1.

OVERDEVELOPMENT

5.06 The proposed development would result in a housing density of about 80 dwellings per hectare (dph). Government Guidance as set out in PPG3 advises that minimum densities should not be lower than 30 dph, and higher densities should be encouraged in appropriate cases. It is the view of the Local Planning Authority that the site is capable of accommodating residential development at a density higher than 30 dph, but the appeal proposal is over 2.5 times this minimum density, and demonstrates unacceptable characteristics, which are the consequence of seeking such a high density on the site.

5.07 One of the major site constraints is the access to the site, which alongside Audley House is only about 3 metres wide. Not only does this width of access have to provide both pedestrian and vehicular access to the site, it also provides vehicular access to Audley House. Furthermore, there is a pedestrian entrance and egress from Earley Station, which also uses the access way at this location. The main hazard would occur after the arrival of a rush-hour train at Earley Station, with passengers streaming home. In winter this would correspond with hours of darkness.

5.08 To have such a conflict between passengers and vehicles using an access way only 3 metres wide, would result in an unacceptable safety hazard. For any such hazard to be acceptable, it would be necessary for the proposal to reduce risks to a minimum practical level. The appeal proposal includes no strategy to minimise the risks.

5.09 The obvious way to do so would be to relocate the station secondary exit away from the appeal access way. However, given the current status of Railtrack, it is agreed that this is unlikely to happen in the short term. Nevertheless, in the absence of this the appellant has failed to produce an alternative safety risk minimisation strategy.

5.10 The other illustration of overdevelopment of the site is the absence of any significant amenity open space that the residents could use to relax. It is accepted that there are landscaped patches within the development, but there is no open area within which they could relax

and enjoy the open air. The proposal would therefore condemn future residents to a poor quality environment, as the flats would not even have the benefit of balconies in which to enjoy the open air. This deficit could easily be overcome in a better designed scheme of lower density. Thus the appeal proposal would fail to satisfy contemporary standards regarding provision of amenity open space.

6.00 CONCLUSION

6.01 The appeal proposal would result in an unacceptably poor quality of development, due to:

- the proposed ugly obtrusive residential block, which would be readily visible by both the public and neighbouring residents;
- overdevelopment at an exceptionally high density of 80 dwellings per hectare;
- unacceptable safety hazard resulting from a failure to minimise risks resulting from pedestrian / vehicular conflict at the entrance to the appeal site; and
- the absence of amenity open space or even balconies condemning future residents to a second rate quality of residential environment that fails to meet contemporary standards.

As such the proposal fails to comply with local planning policies and national planning guidance.

6.02 Whilst the site itself does impose constraints, it would be feasible to design an alternative residential scheme incorporating features that would overcome the reasons for refusal, and mitigate the safety risk to an acceptable level.

6.03 The Inspector is therefore invited to dismiss the appeal.

The Planning Inspectorate

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PLANNING DEPARTMENT HP 52336
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Ms D Gumbrell (Planning Department)
Wokingham District Council
Po Box 157
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Berkshire
RG41 1BN

Your Ref: F/2001/3273

Our Ref: APP/X0360/A/01/1077725

Date: 25 January 2002

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY KINGFISHER HOUSING ASSOCIATION
SITE AT FORMER PARKER PLATING PREMISES, STATION ROAD, EARLEY, READING

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

Mrs M Pocock

217L(BPR)

PRP Planning

KINGFISHER HOUSING ASSOCIATION

APPEAL BY KINGFISHER HOUSING ASSOCIATION

Site at Former Parker Plating Premises Station Road Earley Reading

Ref: APP/X0360/A/01/1077725

Comments by Appellant on:

- **LPA Statement**
- **Third Party Correspondence**

Purpose of issue:	Appeal Statement
Project code:	A2468TP
Date:	22 January 2002

PRP Planning
1 Lindsey Street
Smithfield
LONDON
EC1A 9HP

1.0 Introduction

1.1 The appellant, Kingfisher Housing Association has the following comments on the LPA statement and third party correspondence. Comments made are in addition to what has already been submitted in the appeal statement.

2.0 Comments on LPA Statement

Inspector's Report of the Local Plan Inquiry published 22 November 2001

2.1 The Inspector's report of the Wokingham District Local Plan Inquiry was published after our appeal statement was submitted. This is still subject to formal consideration by the Council as to whether to adopt in full or part.

2.2 The modifications proposed by the Inspector to Policy WBE1 Design and New Development emphasises the efficient use of land and buildings in the context of high standards of design and layout and the surrounding townscape and landscape.

2.3 The scheme meets the principles set out in the proposed policy i.e. a level of car parking below the maximum standard and the promotion of sustainable transport choices.

2.4 Proposed Policy WH1 states that the sequential test for housing allocation should start with the reuse of previously developed land and buildings within urban areas. The proposed scheme makes efficient use of a previously developed site, having regard to the need to maximise densities and provides new affordable housing in a sustainable location. It complies with proposed policy WH1 and WH1(A).

Impact on the Character and Appearance of the Surrounding Area

2.5 Paragraph 5.04 in the LPA statement does not define what the attributes of the "existing character of the area" are. The LPA does not therefore provide evidence to substantiate its assertion that the building fails to reflect or relate to this non-defined character. (See Paras 33-35 in appeal statement where the site context is discussed).

2.6 Density has not previously been raised as an issue in relation to the scheme. The proposed density is commensurate with its location in a highly accessible, and sustainable location by public transport. The site is not suitable for family housing and the provision of a development of flats as affordable housing to meet local need is acceptable.

2.7 Applying dwellings per hectare to a small, urban infill site for a development of flats is less appropriate than the alternative of habitable rooms per hectare. Using the latter measure, the density of the proposed scheme is 190 habitable rooms per hectare. This equates to a dwellings per hectare well within the PPG3 guideline of 30-50 dwellings per hectare (40-50 dph equates with 225-275 hrh).

Access

2.8 There are no objections to the access by the highway authority or fire services. The number of vehicles entering / exiting the site will be low and is unlikely to lead to potential conflict with people leaving the station exit.

2.9 The appellant would however, be willing to accept a condition relating to agreed and appropriate traffic management measures at the access such as speed restrictions and signage, if the inspector considered it necessary.

3.0 Comments on Third Party Correspondence

3.1 No further comment. Matters regarding over development design, privacy and access have already been discussed. The distance between the proposed building and existing housing greatly exceeds recommended distances, including Wokingham's own, for maintaining privacy.

The Planning Inspectorate

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Ms D Gumbrell (Planning Department)
Wokingham District Council
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Your Ref: F/2001/3273

Our Ref: APP/X0360/A/01/1077725

Date: 3 January 2002

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY KINGFISHER HOUSING ASSOCIATION
SITE AT FORMER PARKER PLATING PREMISES, STATION ROAD, EARLEY, READING

I enclose third party correspondence relating to the above appeal. 24/01/02

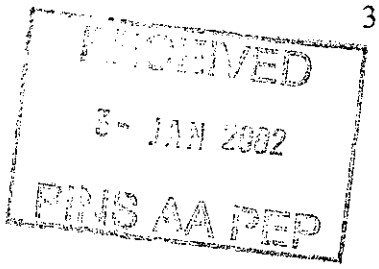
If you have any comments on the points raised, please send 2 copies to me no later than 9 weeks from the starting date. Comments submitted after that deadline may not be seen by the Inspector.

Yours faithfully

Mrs Margaret Pocock

211AL(BPR)

Mr and Mrs A. Czajkowski
3, Audley House, Station Road,
Earley, Reading
RG6 7DY
0118 966 3969



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Temple Key House
2 The Square
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Bristol
BS1 6PN

Your Ref: APP/X0360/A/01/**1077725**

Date: 31 December 2001

Dear Mrs Pocock,

Please find enclosed a document voicing our response to the appeal by Kingfisher Housing Association on the proposed development of Parker Plating land, your reference 1077725.

We are speaking for all the flat owners in Audley House, Richard Adela and Rachel Hindle as well as the owners of the neighbouring houses situated around the Parker Plating Site.

We have already submitted reports and petitions against this development to the council who subsequently refused permission for this development but the report herein responds *specifically* to the appeal lodged by the Kingfisher Association.

Thank you.

Yours sincerely,

Mr and Mrs A. Czajkowski

APP/X0360/A/01/**1077725**

Response to Appeal by Kingfisher Housing Association on proposed development of Parker Plating land.

The objections raised in the previous Council meeting on this matter still stand, and have not been seriously addressed. We would like to put forward the following comments on Kingfisher's appeal.

Responses are based on section 6.0 of Kingfisher's appeal (reasons for refusal and grounds of appeal). Numbers used relate to numbers in that appeal.

33. "*PPG1 (Para 19) states that permission should not be refused on design grounds unless there are exceptional circumstances*" The comments of the Council concerning the design were almost unanimously negative to such a great degree, with several councillors comparing the building design to a prison, and many comments being passed on the unusually high density of population, height, shape and aesthetic of the building that I would suggest exceptional circumstances would indeed apply in this matter. Shortly, considered solely on the appearance of the building, it is exceptionally and vastly out of keeping with the surrounding area.

"The plan form is rectilinear and can be considered as being reminiscent of the Victorian railway architecture in the vicinity." Rectilinear translates essentially as "a box" in this case and the plan form did not remind anyone present at the meeting of Victorian railway architecture so much as the architecture of a penitentiary. Whilst the reminiscence referred to is obviously subjective, the comparison between the proposed plan and the nearby railway is little more than a work of fiction.

35. *"The context for the design is varied with no single unifying feature or character."* The context for the design is essentially a large cuboid mass, which is indeed 'rectilinear', which is not a *de facto* asset by any means. It has no more in common with Audley House than it has with the station.

46. Whilst government policy may encourage higher density housing and state that inefficient use of land should be avoided, this is presumably w*ithin reason.* Due to the economic situation regarding decontamination of the land, the current plan form is essentially an exercise in packing the residents in like caged rats in a laboratory.

Whilst the area may be next to a railway station, providing a service between Reading and London Waterloo that is both slower and less frequent than the service from Reading main station to London Paddington, it is a fallacy to imagine that the residents of the proposed building would not own cars. It is likely in this day and age for a family to own more than one. Hence, whilst the car parking may provide for one space per residential unit, the residents themselves would be unlikely to "play ball" with this constraint. In addition, it seems likely that the residents would wish to invite visitors to the building.

Given that the *only* traffic access to this building is a road that can present difficulty for a car to navigate, and is a very narrow squeeze for heavier vehicles (we cite previous and current damage to the side of Audley House caused by construction vehicles), and given that the mouth of this sole access is at right angles to a cul-de-sac that gets choked with traffic at peak times owing to picking up and dropping off at the station, we submit that the project would indeed generate excessive traffic. It is a convenient fiction to claim that the close access to a railway station would convert the residents from drivers into faithful users of public transport. We submit that this development would cause twin problems of over-parking in Station Road and other nearby streets, and of excessive traffic generation.

Another matter raised at the Council meeting concerned the emergency services. In the event of a fire, whilst a fire engine might be able to navigate the narrow entryway, it would have to contend with the residents coming the other way to escape the blaze.

48. *"Access is Satisfactory"* The access way does not provide room for a car and a pedestrian to pass at the same time, and certainly two cars going in opposite directions would find themselves at loggerheads. This is compounded by the relative length of the access way from Station Road to the development. Unless funding is being provided for traffic lights outgoing traffic would be constantly meeting incoming traffic, and *vice versa* with nowhere to go but backwards. Given the volume of traffic that even, let us say, 1.5 cars per household, plus 3 cars from Audley House, would cause at peak times, multi-car traffic jams would be a regular inevitable feature, with vehicles having no way to extricate themselves. This would be compounded by the fact that the station itself would be busiest at the same time. Even those who were actually walking out to the station would then be unable to squeeze past the jammed vehicles. Even with the current little traffic from this access way, egress is problematic, with cars parked at the station often blocking the access way altogether. As residents of Audley House, we cannot stress strongly enough that *access is not satisfactory*. Access is problematic even for us. Combining this lack of access with the very high density of housing proposed is a recipe for disaster.

"There are no recorded traffic accidents at this access/junction" because traffic is currently very light. A manifold increase in road and pedestrian traffic would, however, make such accidents highly likely, especially given the poor visibility of Station Road from the access way and *vice versa.*

11 Amber Close
Earley
Berkshire
RG6 7ED

Ref: APP/X0360/A/01/1077725

Proposal: Proposed erection of 12 flats, access and parking

Dear Mrs Pocock

I am writing to further complain about the above proposal by Kingfisher Housing Association. It appears that there have been no changes made since Wokingham District Council originally rejected this application.

- The access to the proposed site is extremely restricted and an increase in the number of cars using Station Road will be at least 12 (every household has a minimum of one car if not more) and then with the number of visitors, tradesmen etc. the increase in traffic will be significant.
- The entrance is very narrow and adjacent to the side exit of the station. Passengers (of which there are a lot since this is a busy commuter station) use this exit when the station is closed – the main entrance is normally closed before the main commuters arrive home. It has been proved and shown in the planning meeting that this will be dangerous as those leaving the station need to cross outside the main entrance to what is currently Parker Plating.
- The proposed buildings are 'ugly' and do not fit in with the surrounding area – they will be a huge eyesore. The height is far too big and will overlook completely the housing in Amber Close – in fact for myself, I will have no privacy whatsoever and if I wish to maintain this then I will need to have my curtains closed at all times in my main living areas. My garden will be completely overlooked and I am very conscious of security – it will be very easy to access my garden due to the close proximity of the buildings to my back wall.

I urge you to consider this application very carefully with respect to safety for passengers using the station and also the building design of these flats.

Yours sincerely

Sarah Melling

SARAH MELLING

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The Planning Inspectorate
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9 Amber Close
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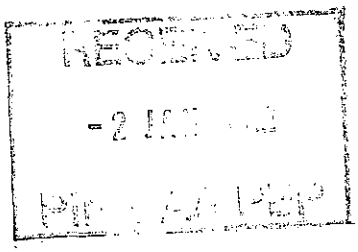


Your ref: APP/X0360/A/01/1077725

30 December, 2001

My ref: ORE/2103/WDC

Dear Mrs Pocock

Re: Appeal by Kingfisher Housing Association in relation to proposed erection of 12 flats, access & parking at former Parker Plating Premises, Station Road, Earley.

I write to you following receipt of Ms Denise Gumbrell's letter from Wokingham District Council in relation to the above application.

This application was previously rejected by Wokingham District Council and Earley Town Council on several grounds. This rejection had the unanimous support of many of the surrounding property owners whose quality of life would seriously be affected should this application proceed.

I would like you to take into consideration the following issues in determining your outcome.

1. **Overbearing**
The plot known as Parker Plating Works is approximately 1.9 metres higher at ground level than the ground level of adjacent properties. According to the planning application, the proposed development would be the equivalent of a 4-storey building and would overshadow surrounding properties, especially those at Amber Close and Compton Close.

2. **Loss of Privacy**
The proposed development would result in a complete loss of privacy. According to the plans, we would be subjected to a number of windows looking directly into our lounge and bedroom areas, an issue I find somewhat distressing! This would also result in others and myself on Amber Close and Compton Close losing our entitlement to a private amenity area at the rear of our houses.

3. **Design**
The design of the building is ugly and would be an eyesore to those living around this proposed development. It is not in-keeping with any of the surrounding properties and would be completely out of character.

4. **Highway Safety & Congestion**
The potential number of vehicles entering / exiting through such a small entrance on Station Road must be questioned. As a local resident that commutes to work by train, I must raise the question of pedestrian safety. Early in the morning at late at night, there are a great number of people commuting to and from work. At night, commuters are required to exit the station via a small side gate, which opens out onto the proposed entrance to the site. The station area is usually surrounded by cars with people waiting to pickup commuters. The access road to the site is exceptionally narrow and would no doubt cause additional

congestion and increase the risk of a serious accident. *(Please see note on Emergency Access below).*

5. Emergency Access

In the event of an emergency occurring in one of the flats, emergency access to the site is seriously restricted. As previously mentioned, the entrance to the site is exceptionally narrow and the agreed entrance is indeed below the standards set by the fire authorities. This, including the fact that the station area will usually be surrounded by cars and commuters, I fear that lives will seriously be put at risk.

6. Parking Facilities

The proposed parking facilities for the number of flats to be erected are insufficient. With many households nowadays having at least one, if not two cars I firmly believe this will cause congestion on the site itself and will result in cars additionally parking outside the development near the station area. This does not take into consideration additional factors for example visitor parking, deliveries, etc. This will once again impact emergency access to the site and the safety of local residents using the station.

In conclusion, I believe the application for the proposed development **must** be rejected for all of the above reasons.

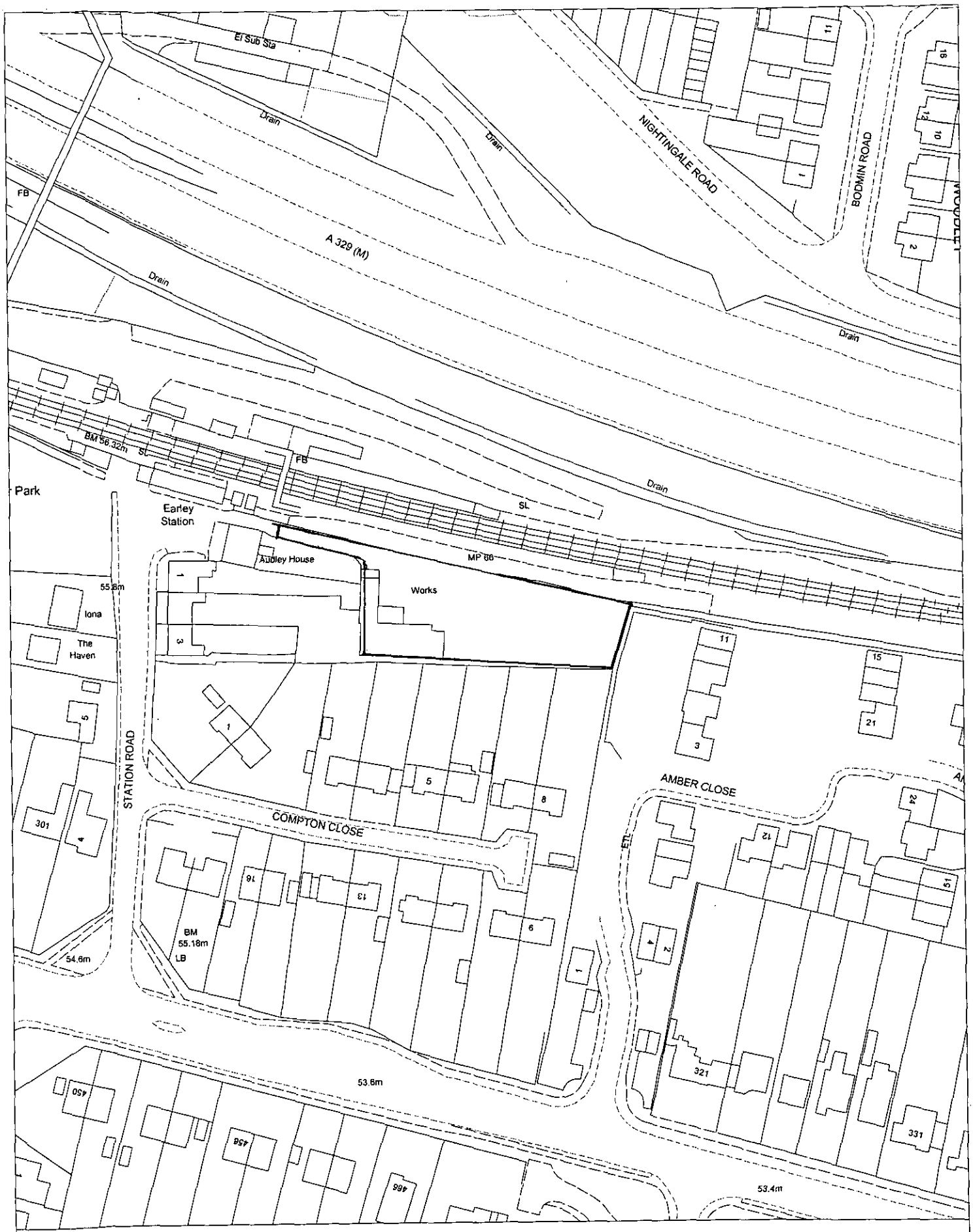
Should you require any further information, please do no hesitate to contact me on 07703 582213 or 0207 663 8809.

I trust the above is in order and trust that you will find in favour of rejecting the application and look forward to receiving your reply in due course.

Yours sincerely

O. Evans.

Owain Evans



Site Plan, Scale: 1 to 1250

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Date: 5 December 2001

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