SYSTEMS LTD

SOUTHPORT U.K. Tel.0704-26866 Fax.0704-25814
LONDON OFFICE Tel.071-377-1777 Fax.071-247-818

4

(See

APPLICATION NO:

TP/2001/3436

LOCATION:

Bridleway Farm Islandstone Lane, Hurst Reading.

APPLICANT:

O C S Group Ltd Management Office

PROPOSAL:

Application for temporary permission for agricultural change of use from storage to commercial storage and erection of 6 temporary buildings for use in connection with amenity services depot. (Retrospective)

EARLIEST DATE FOR DECISION: **29/03/2001**

APPLICATION WILL HAVE EXPIRED ON:
23/04/2001

CASE OFFICER: **Patrick Haran**

CONDITION MONITORING RECORD SHEET

APPLICATION NO: **TP/2001/3436**
CASE OFFICER: **Patrick Haran**
SECTION 106 AGREEMENT Yes ☐ No ☐

STAGE OF DEVELOPMENT	CONDITION NUMBER	DATE CONDITION DISCHARGED	DATE COMPLIANCE OBSERVED	DATE BREACH OBSERVED
PRIOR TO COMMENCEMENT				
COMMENCEMENT				
DURING CONSTRUCTION				
COMPLETION				

(PH)

WOKINGHAM DISTRICT COUNCIL

TOWN AND COUNTRY PLANNING ACTS

Notification of Refusal of Permission

O C S Group Ltd
Management Office
Willesborough Industrial Park
Kennington Road
Ashford
Kent
TN24 OTD

Application Number: TP/2001/3436

Parish:	**HURST**
Location:	**Bridleway Farm, Islandstone Lane, Hurst, Reading.**
Proposal:	**Application for temporary permission for agricultural change of use from storage to commercial storage and erection of 6 temporary buildings for use in connection with amenity services depot. (Retrospective)**

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

Reason
1. The proposed use, by virtue of its location and nature, would adversely affect the character and the visual amenity of this rural area. As such, the proposal is considered contrary to policy LC21 of the Loddon Area Local Plan, policy C2 of the Berkshire Structure Plan and to policies WCC1 and WBE2 of the Wokingham District Local Plan (Deposit Draft).

Reason
2. The increased use of the surrounding highway network by large slow moving vehicles would have a detrimental impact on highway safety and would be contrary to policy LT5 of the Loddon Area Local Plan and policy WOS3 of the Wokingham District Local Plan (Deposit Draft).

Reason

3. The existing access onto Islandstone Lane does not conform to current Highways Authority standards and the use of the substandard access would adversely affect highway safety and would be contrary to policy LT5 of the Loddon Area Local Plan and to policy WOS3 of the Wokingham District Local Plan (Deposit Draft).

John Mitchell
Development Control Manager
Date: 23/04/2001

Notice checked by: _____

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

Appeal Decision

Site visit made on 10 September 2001

by GRAHAM C CUNDALE BA(Hons) MSc
MRTPI MIEEM
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 SEP 2001

Appeal Ref: APP/X0360/A/01/1067075
Part of Bridleway Farm, Islandstone Lane, Hurst, near 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 the OCS Group Limited against the decision of Wokingham District Council.
- The application (Ref. TP/2001/3436), dated 14 December 2000, was refused by notice dated 23 April 2001.
- The development proposed is a change of use to an office and depot as a commercial assembly point for a public amenity services company.

Summary of Decision: the appeal is dismissed.

Points of Clarification

1. The application was retrospective and I therefore deal with the appeal on the basis of a proposal to continue the present use. This use includes commercial storage, including the accommodation of vehicles and equipment used by the Appellant in carrying out highway maintenance work for the Council. The use occupies a farm building as well as part of the related farmyard, which now also accommodates 6 temporary buildings used for storage, an office and toilets. The proposal includes the retention of these temporary buildings.

Main Issues

2. I consider that the main issues in the appeal are first, the effect on the rural character of the locality; and secondly, the effect on road safety.

Planning Policy

3. The development plan comprises the Berkshire Structure Plan 1991-2006 (BSP) and the Loddon Area Local Plan adopted in May 1995 (LALP). Relevant policies are also contained in the Deposit Draft Wokingham District Local Plan (WDLP) incorporating Proposed Amendments and dated February 2000. The weight I give to the WDLP is commensurate with the stage it has reached in the plan-making process.

4. The site is located in a rural area as defined in the LALP. Development is therefore to be subject to strict control in accordance with BSP policy C2. The limited circumstances in which it would be permitted are set out in this policy. Of particular relevance here is criterion (ii), which allows for the re-use of existing buildings, particularly to assist the diversification of the rural economy and to maintain or enhance the rural environment, provided the development is appropriate in scale, form, impact, character and siting to its

location in the countryside. A number of other criteria are included in the equivalent policies of the other plans: LALP policy LTV2 and WDLP policy WCC1.

5. LALP policy LC21 and WDLP policy WRE2 both deal with proposals for the re-use of rural buildings for commercial uses. Both regard such proposals as acceptable as long as a number of criteria are met. For example LC21(E) requires no adverse effect on the appearance, character or amenity of the countryside, and WRE2(C) indicates that commercial proposals should not result in replacement buildings for agricultural purposes or new buildings for, or to support, the use proposed.

6. Various policies aim to secure road safety in new development: for example, WDLP policy WOS3(D) and LALP policies LT5 and LC21(F).

Reasons

Rural character

7. I found the surroundings of the site to be distinctly agricultural and rural in character, comprising fields and hedgerows, farm buildings and narrow country lanes. The Bridleway Farm bungalow is also nearby. The Appellant points out that the farm is not a farm in the conventional sense but consists of an area of about 0.7 ha, including the yard and a number of outbuildings and hardstandings for the storage and maintenance of farm equipment and a diverse range of vehicles and machinery. The Appellant describes it as an established agricultural contractor's depot.

8. The temporary buildings on the site are broadly of a container or 'portacabin' type. Together with the various commercial vehicles on the site, both in the farm building and in the yard, they have a definite urbanising effect on the character and appearance of the locality. In my view this goes beyond any effect that would be likely to arise with the former use. While appreciating that there are some similarities between the appeal use and an agricultural contractor's operations, I do not accept the Appellant's comment that the appeal use blends with the existing established agricultural use of its surroundings.

9. The appeal use includes the re-use of an existing agricultural building; but because it also utilises new buildings, albeit temporary buildings, it does not comply with the strict control exerted in BSP policy C2. It also involves the use of commercial vehicles, including some over 5 tons, in an open yard and on an access route comprising a country lane and a byway, which is said to be well used by walkers and horse-riders. Although some similar implications might be attributed to an alternative agricultural use, I believe the appeal proposal would intensify such use to the extent that it harms the character, appearance and amenity of the locality, contrary to LALP policy LC21(E).

10. I accept that the use of the appeal site is presently hidden from public view. However, that does not mean that there is no effect on the rural character of the area: the Government's policy is that the countryside should be safeguarded for its own sake. Also, the activity generated from the site is appreciable from the byway, part of which forms the access track to the site. (This is described as a bridleway in the highway authority's statement, but whether or not it is correct the difference in status does not affect my conclusions). I am also conscious that the appeal site takes up a substantial proportion of the space available at Bridleway Farm and that this might otherwise be used to accommodate vehicles and various

implements that are visible from public vantage points and which have an adverse effect on the visual amenity of the locality.

11. These findings lead me to conclude that the proposal is not compatible with BSP policy C2 as the development is not appropriate in scale, form, impact and character to its location in the countryside. It thus fails to meet criterion (ii) of that policy, and in my view it cannot possibly comply with any of its other criteria. For the same reason it does not comply with WDLP policy WCC1. I also find that the proposal satisfies none of the qualifying criteria in LALP policy LTV2.

12. I therefore have no hesitation in concluding that the proposal would be harmful to the rural character of the locality and that it is not in accordance with related development plan policies and emerging policies.

Road safety

13. The Appellant acknowledges that the appeal use involves vehicles of over 5 tons. They gain access to the A321 via Islandstone Lane, a poorly maintained single-track road with no passing places, and with verges and substantial ditches on each side. Although the lane widens at the junction with the A321, I saw that the visibility to the north at this junction is well below standard. As the Council has calculated, visibility is also sub-standard at the junction of the lane with the byway. As there are no suitable alternative access routes to the site, I conclude that an increase in the traffic generated on the appeal site would not be in the interests of road safety, especially if it includes larger and slower moving vehicles of the type included in the appeal use.

14. I have little doubt that the appeal proposal involves an increase in traffic generated from Bridleway Farm. Despite the lack of evidence of accidents, I conclude that it would be harmful to road safety. It would not accord with WDLP policy WOS3(D) or with the aims of LALP policy LT5. Because a satisfactory access is not available, it also conflicts with LALP policy LC21(F). The fact that the appeal use involves local road maintenance does not in my view override these policies.

15. I am aware of the recent decision of the Traffic Commissioner to grant an Operator's Licence under the Goods Vehicles (Licensing of Operators) Act 1995 in respect of the new base at Bridleway Farm. I understand that this followed a public inquiry but have no knowledge of the factors that accounted for the decision. It is therefore not a compelling reason to reverse my conclusion, which is based on material planning considerations and on my assessment of detailed evidence submitted by the Council. This includes reference to Government guidance on sightlines at road junctions, and to similar conclusions reached by Planning Inspectors in other fairly recent appeals in this locality (references T/APP/X0360/A/98/300715/P2 and APP/X0360/A/00/1046496).

Overall Conclusion

16. I find against the appeal on both main issues. Because I consider the proposal to be harmful and contrary to the development plan, and because there are no exceptional circumstances, I do not consider that a permission subject to a condition limiting the use to a temporary period would be appropriate. Moreover, I cannot conceive of any other planning conditions that would overcome the objections to the proposal. I have taken into account all the other

matters raised in the written representations but find nothing of such weight as to alter my overall conclusion that the appeal should not succeed.

Formal Decision

17. In exercise of the powers transferred to me, I hereby dismiss the appeal.

Information

18. A separate note is attached setting out the circumstances in which the validity of this decision may be challenged by making an application to the High Court within 6 weeks from the date of this decision.

GRAHAM C CUNDALE
Inspector

WORK SHEET FOR : Patrick Haran

Application Number : TP/2001/3436

Applicant : O C S Group Ltd Management Office.

Location : Bridleway Farm, Islandstone Lane, Hurst, Reading.

Proposal : Application for temporary permission for agricultural change of use from storage to commercial storage and erection of 6 temporary buildings for use in connection with amenity services depot. (Retrospective)

Site Notice Displayed ? :	YES	NO	DATE
	✓		15/03/01

Date of Neighbour Notifications : .....

Date of Site Visit : .....

Date Registered : 26/02/2001

Earliest Date for Decision : 29/03/2001

Latest Consultation Date/Site Notice Expiry Date : 29/03/2001

This application will have expired on: 23/04/2001. You need to make a decision 1 day prior to this date for this application to count as determined in less than 8 weeks.

Consultation Responses :

Policy & Plans
Highways
Environmental Protection & Housing
Environment Agency
St Nicholas Hurst Parish Council
The Ramblers Association
The Old Cottage . Nelsons lane - Hurst
N° 2 Nelsons lane - Hurst

See reverse of this sheet.

Planning Issues :

* Rural area

1/ Impact upon amenity of Rural area

2/ Highways

3/ Floodplain

REFUSED

Consultation responses

- Policy + Plans - application conflicts with Wokingham District Local Plan Deposit Draft Policies: WOS2, WLL6, WCC1, WOS3, WBE1, WRE1, WRE2, WT4. Arguably the application is supported by Policy WOS1(i) + WOS5(a). However this does not outweigh general presumption against development in countryside.

- Highways - recommends refusal because Islandstone lane is substandard and the increased use of the surrounding highway network by large vehicles would have a detrimental effect on highway safety

- Environmental Protection + Housing - no environmental health objections.

- Environment Agency - WOSA support the Council if application refused on flooding grounds. However, limited information relating to flooding in area means that Env Agency unable to object to proposal.

- Hurst Parish Council - concerned that heavy vehicles are not compatible with local user groups - the buildings are an eyesore and detract from visual amenity. Recommend refusal on traffic grounds claiming site + access are totally unsuited to the proposed purpose

- The Ramblers Assoc. Hopes that Council will reject proposal

- The Old Cottage, Nelson lane concerned that the natural beauty of the area is being eroded by industrial development. Also impact on already substandard roads. Claim it would be irresponsible to find in favour of application

- 2 Nelson lane. Hurst - concerns about damage to Drainage Ditches & sides of Islandstone lane - verges collapsing into them. Access to site is a major Right of Way used by Ramblers, Horseriders + Pedestrians.

Application Number: TP/2001/3436

Appraisal :

1/ IMPACT ON AMENITY OF RURAL AREA

The application site is set within an area of open, rural land. The application seeks permission for COU of an agricultural building to use for storage of horticultural contractors materials, plant and machinery and for the erection of six portable buildings. It is considered that the proposed use would be detrimental to the character and visual amenity of the area and would not benefit from exemptions expressed in Policy C2 of BSP or WCC1 of the WDLPDD.

2/ HIGHWAYS

Islandstone is substandard in width & construction and the verges are being damaged/eroded by overrunning vehicles. Highway objection also raised because increased use of surrounding highway network by large slow moving vehicles would have detrimental effect on highway safety.

Contrary to LT5 of LALP & WOS3 of WDLPDD

3/ FLOODPLAIN

Environment agency would support refusal on flood grounds but have limited information available. Not considered reason for refusal. LPS2/3 of LALP WIC16 of WDLPDD

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

(tick appropriate box)

REFUSED

Application Number TP/2001/3436
Conditions/Reasons for Refusal

No	Std Con	Std Reas	Non Std Conditions / Reasons for Refusal
1			The proposed use, by virtue of its location and nature, would adversely affect the character and the visual amenity of this rural area. As such, the proposal is considered contrary to Policies LC21 of LALP, C2 of the BSP and WCC1 and WRE2 of the WDLPDD
2			The increased use of the surrounding highway network by large slow moving vehicles would have a detrimental impact on highway safety and would be contrary to Policy LT5 of the LALP and Policy WOS3 of the WDLPDD
3			The existing access onto Standstone lane does not conform to current Highway Authority standards and the use of the sub standard access would adversely affect highway safety and would be contrary to Policy LT5 of the LALP and to Policy WOS3 of the WDLPDD

Informative for approvals

N16

LODDON AREA LOCAL PLAN POLICIES:

SOUTH-EAST AREA LOCAL PLAN POLICIES:

WOKINGHAM DISTRICT LOCAL PLAN POLICIES:

GREEN BELT LOCAL PLAN POLICIES:

BERKSHIRE STRUCTURE PLAN POLICIES:

MINERALS LOCAL PLAN POLICIES:

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

REFUSED

Date: 23/04/01

RECORD OF SITE VISIT

SITE ADDRESS: Bridleway Farm
Islandstone Lane Hurst Reading.

APPLICATION NUMBER: TP/2001/3436

OFFICER: Patrick Haran

DATE OF SITE VISIT: 19/4/01

1 SITE/STATUTORY NOTICE DISPLAYED ?

2. DESCRIPTION OF SURROUNDINGS COUNTRYSIDE - FARMLAND - OPEN. OUTSIDE OF IDENTIFIED SETTLEMENT.

3. DESCRIPTION OF SITE/BUILDING AGRICULTURAL YARD - AGRICULTURAL BUILDINGS & PLANT & MACHINERY. APPLICATION RELATES TO PORTACABINS - SIX IN NUMBER

4. RELATIONSHIP TO ADJOINING PROPERTIES
SURROUNDED BY COUNTRYSIDE - OPEN FARMLAND

5. SITE CONSTRAINTS

TREES —

ACCESS/PARKING SUBSTANDARD ACCESS

LEVELS —

BOUNDARY TREATMENT —

OTHERS OUTSIDE OF IDENTIFIED SETTLEMENT

REFUSED

2 NELSONS LANE
HURST
READING
BERKS
RG10 0RR

PH

OBS

Re. TP 2001/3636 BRIDLEWAY FARM

Dear Sir

I am writing to express my concerns about the above retrospective planning application. As I am sure you are aware, Islandstone Lane is a single track road with main drainage ditches either side & is also subject to severe flooding when assessing the planning application it is essential to bear in mind the following

1. The road infrastructure is entirely unsuitable for the increased level of use to which it is now subjected - both from Continental Landscapes & Artel & the road has collapsed.

2. Heavy vehicles using the road when it's flooded have led to significant backwash affecting the banks of adjacent properties leading to subsidence - a lot of work needs to be done to correct this

3. The size of the main drainage ditches is gradually being reduced as more & more of the verge is pushed into these & Islandstone Pond.

4. Access to the proposed area is on a major Right of Way, used by ramblers & riders (under

normal circumstances & provides increased danger for them & other pedestrians.

5. A number of vehicles have attempted to pass on Sidestone Lane & it is just too narrow for this to happen — perhaps a "right of way" sign could be erected to at least sort this particular problem.

I do not want to prevent development for the sake of it but for these proposals to go through I feel it is essential you consider the above.

Yours sincerely

Julie A. Clayton

ST. NICHOLAS HURST PARISH COUNCIL

Clerk: Mr. R. Wardle, D.M.A., F.C.I.S., M.I.Mgt.,
Glenrocques, 52 Altwood Road, Maidenhead, Berkshire, SL6 4PZ
Telephone/Fax: (01628) 628485

13th March, 2001

Development Control Manager,
Wokingham District Council,
P.O. Box 157,
Shute End,
Wokingham, RG40 1WR

For the attention of Patrick Haran

PLANNING SERVICES | HPT
PGL | TLS
DD PH | ENF
obs
14 MAR 2001
ACK: ✓
FILE:

Dear Mr. Haran,

Application No. TP/2001/3436
Bridleway Farm, Islandstone Lane, Hurst

I refer to the above-mentioned Application by the O.C.S. Group for temporary permission for agricultural change of use from storage to commercial storage and erection of six temporary buildings for use in connection with amenity services depot (Retrospective).

The Council are aware that the property is already being used as a depot for amenity service vehicles and it is estimated that the vehicles (road sweepers, drain cleaners, etc.) are in excess of 10 tons weight. There are 3 ton weight limit signs at the entrance to Islandstone Lane from the A 321.

Item 12 of the Application erroneously states that no public right of way crosses or abuts the site. There is a Bridleway which is well-used. Heavy vehicles accessing and exiting from the site are not compatible with horses or pedestrians.

The buildings, clearly visible over open farmland from the A321 are an eyesore and detract from the visual amenity.

Islandstone Lane is totally unsuitable for large vehicular traffic. The surface comprises an extremely thin veneer of madadam and is unfit now for the level of traffic it is required to accommodate. Two recent Applications (Continental Landscapes F/1999/0100 and one in Nelsons Lane (97/66710/F) which would have used access to the A321 via Islandstone Lane both lost their Appeals in part on traffic grounds, which apply in this case.

There is no indication about the number of daily movements, types of vehicles or hours of working site working. A road sweeping type vehicle has been seen leaving the site at 06.30 hours.

The site and access are totally unsuited to the purpose proposed and the Council urge refusal of the Application.

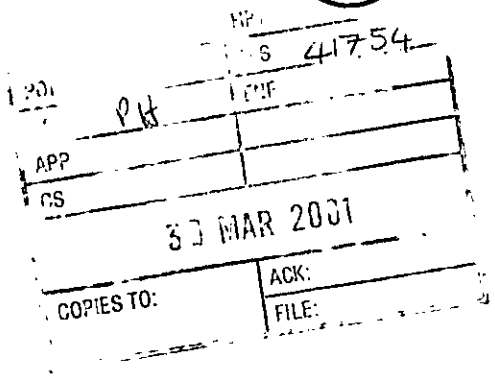
Yours sincerely,



Clerk

Our ref: SP\2001\003325\001
Your ref: TP/2001/3436
Date: 26th March 2001

ENVIRONMENT AGENCY



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

Dear Sir

PROPOSAL: Agricultural Change Of Use From Storage To Commercial Storage And Erection Of Temporay Buildings, (Retrospective)
LOCATION: Bridleway Farm, Islandstone La, Hurst, Reading

Thank you for your letter dated 02 March 2001, which was received on 07 March 2001. You are asked to quote the following reference in any correspondence: **SU87SW/16/15**.The Environment Agency has the following comments:

Land Drainage: Contact Amanda Reed On 01276 454331

This site is within an area the Environment Agency believes is subject to flooding. The Environment Agency objects in principle to any increase in development within the floodplain. However, there exists very little information relating to the flooding near this site and therefore the Environment Agency is unable to object to the proposal. In these instances the matter is left to the Local Planning Authority to determine under its own floodplain policy. The Environment Agency will support the Local Authority should permission be refused on flooding grounds.

Should the Borough Council be minded to allow this permission, then the Environment Agency would strongly recommend that the following points are included as conditions:

- The buildings are raised 300 mm above the existing ground level and incorporate underfloor voids, so as to provide some level of protection to the occupants in the event of a flood, and to prevent the increased risk of flooding due to the impedance of flood flows and reduction of flood storage capacity;
- There shall be no raising of ground levels and no spoil or materials shall be stored on the site, in order to prevent the increased risk of flooding due to impedance of flood flows and reduction of flood storage capacity;
- Any walls or fencing constructed within or around the site shall be designed to be permeable to flood water, and retained as such thereafter, so as to prevent obstruction to the flow and storage of flood water, with a consequent increased risk of flooding;
- Any steps or ramps shall be of open construction, in order to prevent the increased risk of flooding due to the impedance of flood flows and the reduction of flood storage capacity.

Cont/d..

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

Advice To Local Planning Authority

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.

Our general criteria is:

- The discharge from the developed site should mimic that from the existing site as far as practical. Thus in a 1 year event the discharge should be the same as for the existing site, and in a 10 year event, and similarly in a 100 year event. So across the range of return periods the existing runoff is simulated; and
- Storage should be provided to protect from a 1 in 100 year storm.

There are alternatives to conventional storage for the control of surface water run-off that are favoured by the Environment Agency. 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.

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.

Advice To Applicant

Scientific Support: Contact Ian Doyle On 01276 454365

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

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

No soakaways shall be constructed to a depth exceeding 3 metres below existing ground level, and under no circumstances shall the water table be intersected.

All sewage or trade effluent should be discharged to the foul sewer if available subject to the approval of Thames Water Utilities or its sewerage agent.

Cont/d..

Water Conservation - Non-Household Use

Water is one of our most precious natural resources, and the Environment Agency is keen to ensure it is used wisely:

- Approximately a third of non-household water use come through wash hand basin taps. The installation of low volume taps such as push-top, spray or infra-red taps can result in company cost savings in both water and energy use.
- About 20% of non-household water use is for urinal flushing. As much as half of this can be saved by installing flush controls, such as infra-red sensors or electromagnetic door switches. Water use can be cut out entirely by installing waterless urinals.

Grey Water And Rainwater Recycling

Rainwater and grey water recycling is becoming increasingly popular. It can reduce household water use by up to 30%. A number of systems are available which collect, treat and store rain- or grey water for WC flushing or garden/outside watering.

Decision Notice

Would you please forward a copy of the decision notice to this office quoting our reference. If you have any further queries please do not hesitate to contact Sarah Paxman on 01276 454323, quoting the reference cited at the beginning of this letter.

Yours faithfully

pp **Matt Rose**
Development Planning Team

PH

ODS

THE OLD COTTAGE
NELSONS LANE
HURST, BERKSHIRE
RG10 ORR

28TH. MAR. 2001

Dear Sir.

Re Planning Application No TP 2001/3436
Bridleway from, Islandstone Lane, Hurst.

We would like to object most strongly to the above planning application.

There are already a number of industrial units in Nelsons Lane which have greatly increased the amount of traffic in all the surrounding lanes (all of which are single track)

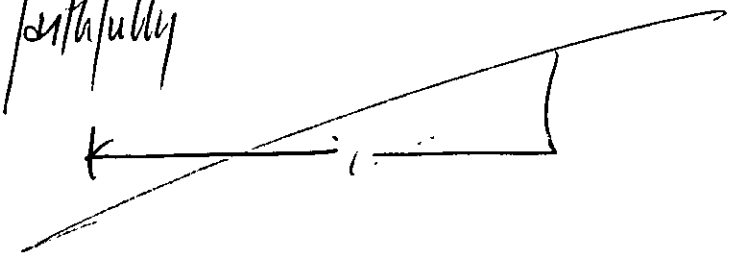
We live in an area of natural beauty which has become a haven for rambler's, joggers, horse riders, cyclists, bird-watchers and lovers of the country in general.

Since the advent of Continental Landscapes using Islandstone Lane, we have suffered a great deal of inconsiderate driving, littering of the verges, destruction of the verges and rapid deterioration of the road surface. The road surface is breaking up rapidly and the verges are being destroyed by vehicles pulling up on them whilst passing. The effect of this is gradually pushing the verges back in to the ditches, and in consequence increasing the already considerable risk of flooding to our homes.

The amount of traffic is totally unacceptable and if you allow this development to continue unchecked, this beautiful conservation area will end up resembling a small industrial park in the heart of the English countryside.

Please come and inspect the damage to our environment before you reach any decision. It would be irresponsible to find in favour of this planning application.

Yours faithfully



MR. & MRS. C. J. KNIGHT

Policy and Plans Consultation

Location: Bridleway Farm, Islandstone Lane, Hurst.

Proposal: Temporary Permission for Agricultural Change of Use from Storage to Commercial Storage & Erection of 6 Temporary Buildings for Use in Connection with Amenity Services Depot.

Application Number: TP/2001/3436

Applicant: O C S Group Ltd, Management Office.

Potentially the following policies in the Wokingham District Local Plan Deposit Draft (WDLPDD) could apply to the site:

Policy WOS1: Sustainable Development
Policy WOS2: General Development Principles
Policy WOS3: Development Control Principles
Policy WOS5: Environmental Improvements
Policy WCC1: Development in the Countryside
Policy WLL6: Setting of Settlements
Policy WBE1: Development in its Local Context
Policy WRE1: Farm Diversification Involving Use of Land for Non-Agricultural or Forestry Production Purposes
Policy WRE2: Re-Use & Adaptation of Rural Buildings for Commercial uses
Policy WT4: Environmental Aspects of Traffic

The application conflicts with Policy WOS2 and WLL6 since the site is located outside an 'identified settlement', and within the countryside and Setting of Settlement. The proposal is also contrary to Policy WCC1 as it does not fall within any of the categories specified in this policy which permit development in the countryside. Furthermore, it conflicts with Policy WOS3, WBE1, WRE1, WRE2 and WT4 as it would have an adverse affect on the character and appearance of the area, and increase traffic levels. It could be argued that the application is supported by Policy WOS1 (i) and WOS5 (a), which encourage development on brownfield sites in preference to greenfield, however, this does not outweigh the general presumption against development in the countryside.

Andrew Astin
Policy & Plans
06/03/01

HIGHWAYS CONSULTATION SHEET

From: Patrick Haran **Date:** 02 March 2001

Application Number: TP/2001/3436

Proposal: Application for temporary permission for agricultural change of use from storage to commercial storage and erection of 6 temporary buildings for use in connection with amenity services depot. (Retrospective)

Parish: HURST PARISH

Site Address:
Bridleway Farm, Islandstone Lane, Hurst, Reading.

Applicant:
O C S Group Ltd Management Office.

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).

Comment

Islandstone Lane is sub-standard in width and construction and the verges are being damaged/eroded by overrunning vehicles.

Reason

The increased use of the surrounding highway network by large, slow-moving vehicles would have a detrimental effect on highway safety.

Signed: _____ **Print name:** S.W. ATTON

12.3.01

HIGHWAYS CONSULTATION SHEET

From: Patrick Haran **Date:** 02 March 2001

Application Number: TP/2001/3436

Proposal: Application for temporary permission for agricultural change of use from storage to commercial storage and erection of 6 temporary buildings for use in connection with amenity services depot. (Retrospective)

Parish: HURST PARISH

Site Address:
Bridleway Farm, Islandstone Lane, Hurst, Reading.

Applicant:
O C S Group Ltd Management Office.

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).

Signed: _____ **Print name:** _____

WOKINGHAM DISTRICT COUNCIL
ENVIRONMENTAL PROTECTION AND HOUSING

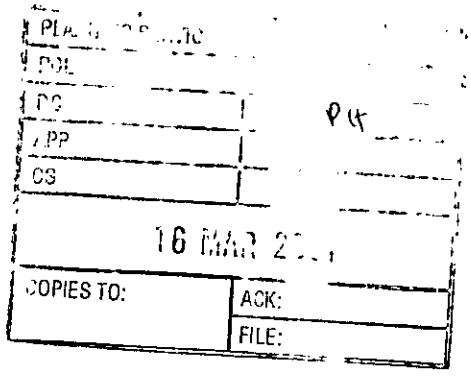
MEMORANDUM

From:	Joanne Ellis Environmental Health	My Ref:	jpe/bridleway
To:	Patrick Haran Development Control	Your Ref:	TP/2001/3436
		Date.	14 March 2001

PROPOSED: TEMPORARY PERMISSION FOR AGRICULTURAL CHANGE OF USE FROM STORAGE TO COMMERCIAL STORAGE AND ERECTION OF 6 TEMPORARY BUILDINGS FOR USE IN CONNECTION WITH AMENITY SERVICES DEPOT (RETROSPECTIVE)

LOCATION: BRIDLEWAY FARM, ISLANDSTONE LANE, HURST

These proposals have been evaluated and I have no environmental health objections to the application.



The Ramblers' Association
Working for walkers



16 March 2001

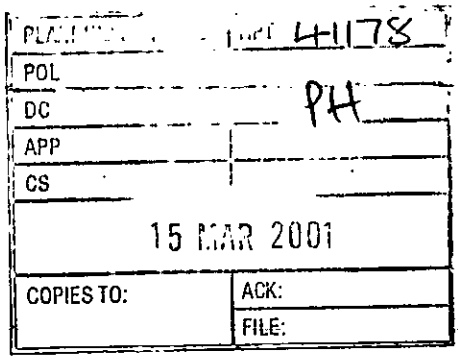
Your ref: Patrick Haran
TP/2001/3436

Berkshire Area
Groups: East Berks
Great Park • Loddon Valley
Mid-Berks • Pang Valley
South East Berks • West Berks

70 Broad Hinton
TWYFORD
Berks RG10 OLP

Tel/Fax: 0118 9320285

Mr J Mitchell
Development Control Manager
WOKINGHAM DISTRICT COUNCIL



Dear Sir

Application No. F/2001/3436

Site: Bridleway Farm, Islandstone Lane, Hurst.

In response to your letter of 2 March, in our view it would be a retrograde step to allow these premises to be used for commercial storage, either temporary or permanently.

As the application is retrospective, presumably no permission was ever given for agricultural purposes and if this unofficial use has finished we believe the site should be cleared.

May we draw your attention to the long row of redundant machinery currently lining the side of the RUPP, between Bridleway Farm and Islandstone Lane.

The untidy and unsightly appearance of this site is yet another blot on the quiet country scenery and disfigures this part of Hurst which is increasingly littered by sub-standard, mainly wooden, 'storage buildings'.

We hope the Council will reject this proposal.

Yours sincerely
DAVID BOUNDS
Footpath Secretary

Registered charity number 306089

ADDITIONAL NEIGHBOUR CONSULTATION SHEET

APPLICATION NUMBER: TP/2001/3436
CASE OFFICER: Patrick Haran

ADDRESS OF ADDITIONAL NEIGHBOUR CONSULTATION	NUMBER OF DAYS FOR RESPONSE	DATE LETTER ISSUED (for Admin use)

Tel: 0118 974 6482

Date:

My ref: TP/2001/3436

CONFIDENTIAL

Councillor A Drake
Walden Acres
Wokingham Road
Hurst
RG10 0RU

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

Dear Councillor

Application Number: TP/2001/3436
Bridleway Farm, Islandstone Lane, Hurst, Reading.
Application for temporary permission for agricultural change of use from storage to commercial storage and erection of 6 temporary buildings for use in connection with amenity services depot. (Retrospective)

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 **Patrick Haran** on **0118 974 6482**. 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: **Patrick Haran** Application Number: **TP/2001/3436**
Bridleway Farm, Islandstone Lane, Hurst, Reading.
Application for temporary permission for agricultural change of use from storage to commercial storage and erection of 6 temporary buildings for use in connection with amenity services depot. (Retrospective)

Transfer: Yes ☐ No ☐
Reason for Transfer:

_____

_____

Signed: _____ Date: _____

Councillor A Drake

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

Received by Wokingham District Council

Application No: TP/2001/3436

Proposal:
Application for temporary permission for agricultural change of use from storage to commercial storage and erection of 6 temporary buildings for use in connection with amenity services depot. (Retrospective)

Location:
Bridleway Farm, Islandstone Lane, Hurst, Reading.

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

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

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

Comments should be sent in writing QUOTING THE APPLICATION NUMBER to the Case Officer Patrick Haran P.O. Box 157 Council Offices, Shute End, Wokingham Berkshire, RG40 1WR to arrive on or before 29/03/2001. 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 normally be possible for an individual reply to observations made. However any comments will be taken into account when the application is determined and you will be notified of the decision.

Head Planning and Transportation

02 March 2001

WOKINGHAM D.C. DEVELOPMENT CONTROL

Start date:	~~15 DEC 2000~~ 26 FEB 2001 VALID ~~28 FEB 2001~~	Map No. ..... Site .030....	44/49.
Officer: PH	Application No. TP 2001 3436	Easting: ..... Flood Pln	
		Northing: ..... Mineral	

Level: ☐ Sub Committee ☑ Delegated ☐ Sec. State

☐ Incorrect Fee ☐ Invalid ☐ PD

Description: FOR TEMPORARY PERMISSION FOR AGRICULTURAL (TP) APPLICATION A CHANGE OF USE FROM A STORAGE TO COMMERCIAL STORAGE & ERECTION OF 6 TEMPORARY BUILDINGS FOR USE ~~AS~~ IN CONNECTION WITH AMENITY SERVICES DEPOT (RETROSPECTIVE)

Location: BRIDLEWAY FARM ISLANDSTONE LANE

Parish: HURST Ward: Hurl. 5.3-01 D

Applicant: OCS GROUP LTD

Fee Received 190-00 (9) Required ..... Additional ..... Refund .....

Enforcement Section to be notified ☑ Pit tick if required

Additional information required for validation

		Reason	Requested	Received
1	1:2500 OS location plan showing property edged in blue/red	red line to include access	2/1	26 FEB 2001
2	1:500 block plan showing existing & proposed dev. + adj. Properties			
3	Forms unsigned	Q24 col 2 cou from to col 4.	2/1	
4	Correct S 66 certificate			
5	Elevation plans		26	FEB 2001
6	Floor plans	which buildings are cou - floor plans existing &	2/1 proposed	✓
7	Metric scale disclaimer			
8	Encroachment letter			
9	Miscellaneous			

APPLN NO. _____

ACTION REQUIRED BY DEVELOPMENT CONTROL

Conservation Area .....

Listed Building 1 2 2*

Advertisement Required .....

Date Site Notice Sent : 5.3.01 B Parish Council Informed - YES / NO

INTERNAL CONSULTATIONS

Building Control .....
Landscape .....
Trees .....
Conservation Officer ✓ .....
Environmental Health Sewage disposal ...
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 : .....
Southern Electricity Board : .....
British Gas .....
PSA Oil Pipeline .....
Transco .....
Environment Agency ✓ Sewage disposal .....

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

HERITAGE BODIES

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

OTHERS: Rural Area

- British Horse Soc
- Ramblers Assoc. (please send map marked with yellow sticker to Mr Bounds)

No pre-apps ✓

NEIGHBOURS:

S/N + Bridleway Farm, Islandstone Lane, Hurst

26.FEB.2001 * 3436

20 FEB 2001

OCS GROUP

OCS GROUP LIMITED
79 Limpsfield Road
Sanderstead Surrey CR2 9LB
Telephone: 020 8651 3211
Facsimile: 020 8651 4832
Email: ocsgroup@ocs-group.ltd.uk
www.ocs-group.com
DX 38471 South Croydon

16th February 2001

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

Your Ref PJH/2/00/3836

Dear Sirs,

Bridleway Farm,Islandstone Lane,Hurst,Wokingham.

With reference to our planning application dated 12th December 2000,which was returned as being incomplete,we now have pleasure in returning the application with the following alterations:-

- The location plan has a dotted red line showing our right of way to a public highway.
- Question 24 in Part 2 has been altered to show the size of the building subject to the proposed change of use,and also the size of those new buildings for which a temporary consent is being sought.
- The site plan now has each building numbered to assist identification.

We hope that you now have sufficient information to allow you to reach a decision,but please let us know if this is not the case.

Yours faithfully,

OCS Group Ltd.

OCS Group Ltd.

Please Reply to:
The Management Office, Willesborough Industrial Park, Kennington Road, Ashford, Kent TN24 0TD
Tel: 01233 643788 Fax: 01233 610673 E.mail: goodliffe.estates@dial.pipex.com

OCS GROUP LIMITED

79 Limpsfield Road, Sanderstead, Surrey CR2 9LB
Telephone: 020-8651 3211 Facsimile: 020-8651 4832
DX 38471 South Croydon Email: ocsgroup@dial.pipex.com

26.FEB.2001 * 3436

Please Reply To
COPIES TO:
The Management Office,
Willesborough Industrial Park,
Kennington Road, Willesborough,
Ashford, Kent TN24 0TD

Tel: 01233 643788
Fax: 01233 610673
Email: goodliffe.estates@dial.pipex.com

23rd February 2001

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

Your Ref PJH/2/00/3836

Dear Sirs,

Bridleway Farm,Islandstone Lane,Hurst,Wokingham.

Further to the writers recent telephone conversation with Mrs Hurst,we are enclosing 4 no plan and elevation drawings for each of the proposed temporary buildings at the above application site.We hope these are suitable.

With regard to the more accurate wording to properly describe this application,we understand that Mrs Hurst is to speak with the Enforcement Officer,who is familiar both with the site and the incumbent occupier.

Please let us know if you require further information.

Yours faithfully,

OCS Group Ltd

description agreed.

OCS Group Ltd.

20 FEB 2001 3436

RDH/nah

OCS GROUP LIMITED
79 Limpsfield Road
Sanderstead Surrey CR2 9LB
Telephone: 020 8651 3211
Facsimile: 020 8651 4832
Email: ocsgroup@ocs-group.ltd.uk
www.ocs-group.com
DX 38471 South Croydon

12th December, 2000

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

YOUR REF: PJH/2/00/3836

Dear Sirs,

Bridleway Farm, Islandstone Lane, Hurst, Wokingham

Further to your letter to Brian Smith of OCS Group Ltd on 1st November 2000, we are pleased to enclose our Planning Application on behalf of our subsidiary company, New Century Amenity Services (formerly Artel Services).

This application is for a change of use and we are enclosing also our cheque in the sum of £190.00 and shall be obliged to receive a receipt in due course.

Also enclosed are:-

- Location plan to a scale of 1:2500
- Site layout plan
- 6 copies of Part 1

Please let us know if you require any further information in order to make a decision.

Yours faithfully,

OCS Group Ltd.

R.D. Holgate
OCS Group Ltd

Please Reply to:
The Management Office, Willesborough Industrial Park, Kennington Road, Ashford, Kent TN24 0TD
Tel: 01233 643788 Fax: 01233 610673 E.mail: goodliffe.estates@dial.pipex.com

1789/a

SECTION 66 CERTIFICATE

Application No.

26.FEB.2001* 3436

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

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

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.

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.

+ See Note (a) to Certificate A

Owner's(a) name	Address at which notice was served	Date on which notice was served
Michael Smith.	Bridleway Farm Islandstone Lane Hurst	14-12-2000

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.

(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).

- Notice of the application as attached to this Certificate, has been published in the (c) .....

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 . . . R. Holgate . . . .

On behalf of . . . OCS Group Ltd . . . .

Date . . . 14-12-2000 . . . .

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

BRIDLEWAY FARM

ADDRESS 3 ACRES LAND AT ISLANDSTONE LANE PARISH Hurst E(2)

PLOT No. ORD. SHEET No.

BUILDER

Plan No.	Applicant	Description of Development	Date of Decision	Decision
22713	Mr J M Ball	Caravan site for gypsies	12 6 75	N/A Ref
13588	MR A S ILETT O/L	Bungalow & Garage	28.8.80	N/A Ref.
15148	E. & D WHITE	MOBILE HOME	9.4.81	N/A Ref.
15249	"	SITE LICENCE	9.4.81	N/A Ref
R17162	"	HAY BARN	1.7.81	APP N/A
16127	"	RIDING SCHOOL & CAR-PARK	27.5.81	N/A Ref
16404	"	MOBILE HOME	19.11.81	N/A Ref
16411	"	SITE LICENCE	19.11.81	N/A Ref
S/R 18268	"	CLASSROOM	3.3.82	APP N/A
(2nd) AS/81/1	"	LOOSE BOXES		
R18853	"	BUNGALOW	21.6.82	Ref. N/A
R 18989, 17762	"		& 7.82, 27.7.82	APP N/A, Ref

DATE OF COMPLETION

MINISTRY DECISION 22713 - APPEAL DISMISSED - 23.5.77 / ENFORCEMENT NOTICES UPHELD MAY

SPECIAL ORDERS 2 YRS 18 6 MONTHS AND VARIED

DRAINAGE

091074

22541 " RENEWAL MOBHOME S/L 20.9.84 N/A 30.9.85 TP

ADDRESS BRIDLEWAY FARM PARISH HURST

PLOT No. ISLANDSTONE LANE ORD. SHEET No.

BUILDER

Plan No.	Applicant	Description of Development	Date of Decision	Decision
24354, 6	MR E WHITE	RENEWAL 22251, 2	8.11.85	30.9.87 TP
24355	"	AGR. BUNGALOW	8.11.85	R
21536	"	DWELLING	13.5.87	C/A (C.A)
9[illegible]0,1	"	RENEWAL 24354/6	22.1.88	TP
23599	MR & MRS SMITH	R&T HURST	9.6.89	C/A
35390	"	RENEWAL 29240/1	30.8.90	C/A
RA 8627	~	BUNGALOW	27.3.90	APP

DATE OF COMPLETION

MINISTRY DECISION 24355 - APPEAL DISMISSED — 3.9.86

SPECIAL ORDERS

DRAINAGE

091074

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

Residential, with land and buildings used by the owner for the storage and maintenance of farm equipment, steam engines and fairground live-in vans

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.

The temporary portable buildings are metal

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.

as existing

16. HOW WILL SURFACE WATER BE DISPOSED OF?

As existing

17. HOW WILL FOUL SEWAGE BE DISPOSED OF?

To existing system YES/NO

If no, please give details: into container, removed by tanker

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

via Islandstone Lane

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

No

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	/ *	/ *	/
OTHER	/ *	/ *	/ *

* STATE No. OF HABITABLE ROOMS

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

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

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

£ 190

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 R. Holgate ON BEHALF OF OCS Group Ltd DATE 14-12-2000

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".

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: Retained in existing use	Existing floor space: Lost by change of use or demolition	Proposed additional floorspace created by: New building	Proposed additional floorspace created by: Change of use
A1	SHOPS	NA	NA	NA	NA
A2	FINANCIAL AND PROFESSIONAL SERVICES	NA	NA	NA	NA
A3	FOOD AND DRINK	NA	NA	NA	NA
B1(a)	OFFICE (other than A2)	NONE	NONE	18	NONE
B1 (b)	RESEARCH AND DEVELOPMENT	NA	NA	NA	NA
B1 (c)	LIGHT INDUSTRIAL	256	NONE	112	NONE
B2	GENERAL INDUSTRIAL	NA	NA	NA	NA
B3-7	SPECIAL INDUSTRIAL	NA	NA	NA	NA
B8	STORAGE OR DISTRIBUTION	NA	NA	NA	NA
C1	HOTELS AND HOSTELS	NA	NA	NA	NA
C2	RESIDENTIAL INSTITUTIONS	NA	NA	NA	NA
D1	NON-RESIDENTIAL INSTITUTIONS	NA	NA	NA	NA
D2	ASSEMBLY AND LEISURE	NA	NA	NA	NA
OTHER	Please Specify	NA	NA	NA	NA
OTHER	Please Specify	NA	NA	NA	NA
	TOTAL	256	NONE	130	NONE

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	5	4
Proposed	5	4

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.

Office and depot as a commercial assembly area for personnel and some vehicles, all in connection with a public amenity services company

28. WHO WILL OCCUPY THE PREMISES?
a) Give the name and current operating address of the proposed occupier
b) Will these premises be vacated?

New Century Amenity Services (formerly Artel Services). Toutley Depot, Old Forest Rd, Wokingham.
yes

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
NONE	4	NONE	4

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.

No

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.'

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
26.FEB.2001* 3436

1.	APPLICANT'S NAME	OCS Group LTD
	ADDRESS	Management Office, Willesborough Industrial Park
		Kennington Road, Ashford, Kent
	POST CODE	TN24 0TD PHONE 01233 643788
2. If the applicant has an agent, all correspondence will be sent to the agent	AGENT'S NAME	
	ADDRESS	
	POST CODE	PHONE
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	Part of Bridleway Farm, Islandstone Lane, Hurst, Near Reading
4. WHAT IS THE APPLICATION FOR ? Give brief details and state for what purpose this site and any buildings will be used.		Change of use. To be used as an office, and depot as a commercial assembly point for a Public amenity Services Company
5. Give the area in hectares or part of a hectare	AREA OF SITE	0.14 hectares
6. State the applicant's interest in the land e.g. owner, prospective purchaser, lessee	OWNERSHIP	Lessee
7. List all the plans and drawings submitted with the application	PLANS/DRAWINGS	• Location Plan 1 : 2500 OCS 1 • Layout Plan 1 : 235 OCS 2

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	3 years
RELAXATION OF CONDITIONS	☐	State relevant application number Conditions to be relaxed	

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

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

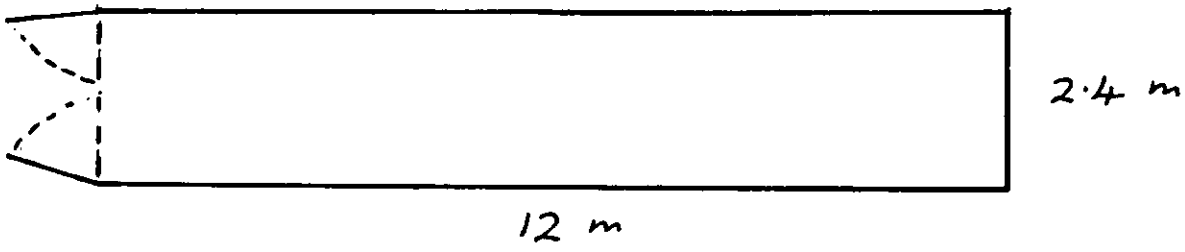
BRIDLEWAY FARM, ISLANDSTONE LANE, HURST.

BUILDING No 2 **PLAN** **SCALE 1: 100**

26.FEB.2001* 3436

Metal Construction

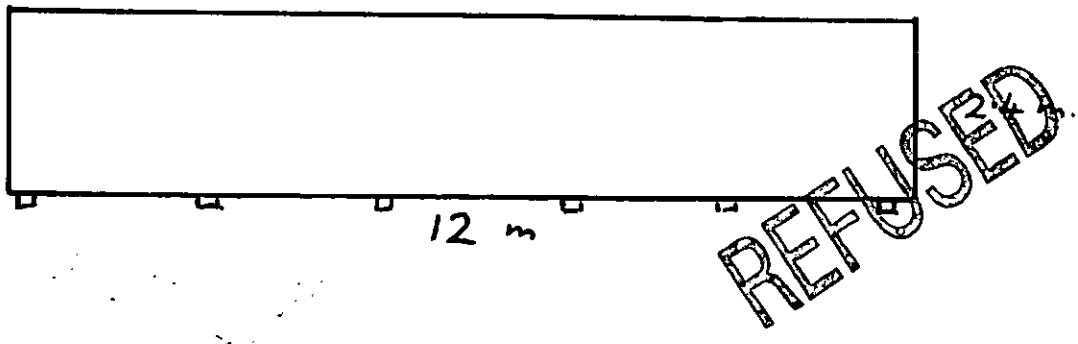
Use - Store



ELEVATION

No windows

Standing on sleepers



REFUSED

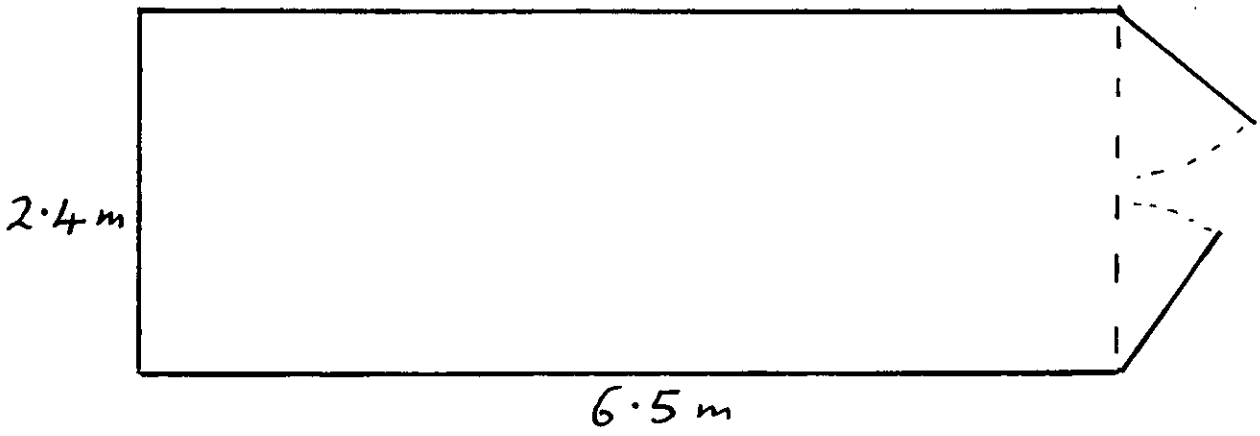
Drawing No OCS/B2

BRIDLEWAY FARM, ISLANDSTONE LANE, HURST.

BUILDING No 3 **PLAN** **SCALE 1: 50**

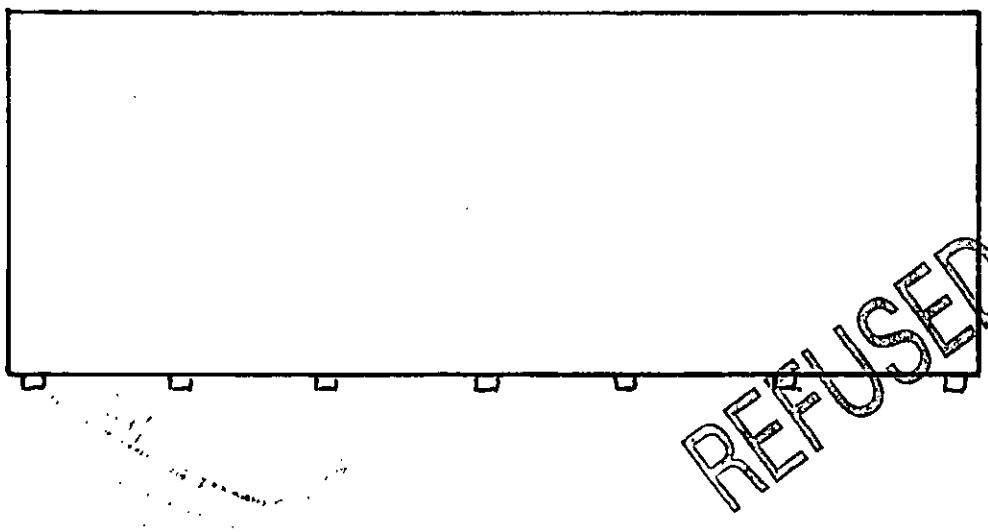
metal construction

use – store



ELEVATION

- No windows
- Standing on sleepers



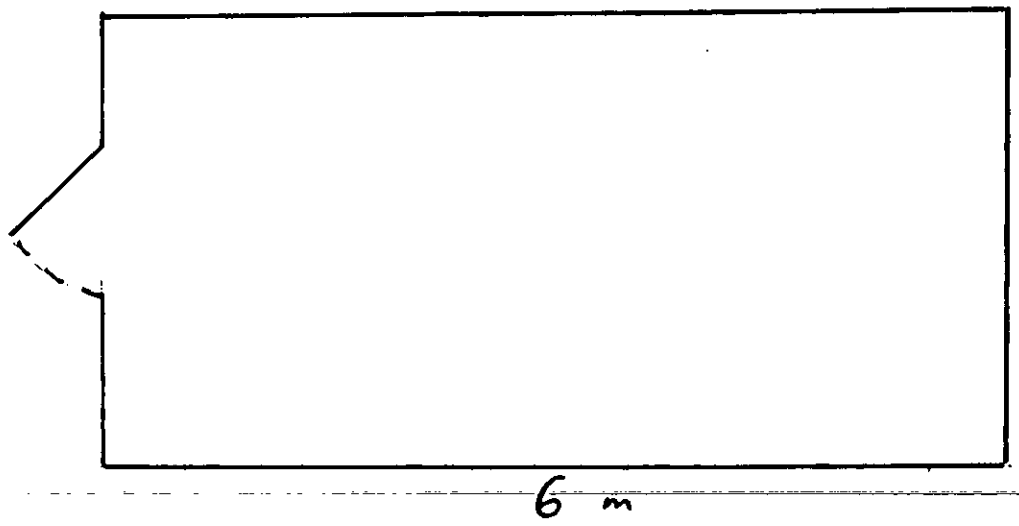
REFUSED

Drawing No OCS B/3

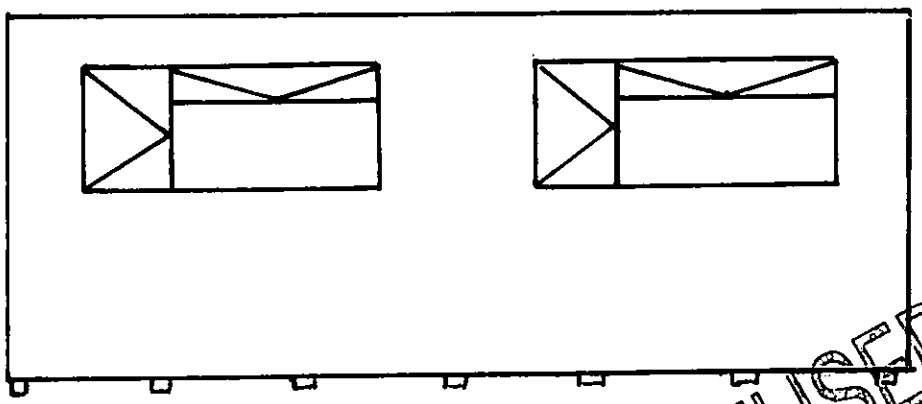
BRIDLEWAY FARM, ISLANDSTONE LANE, HURST.

BUILDING No 4 **PLAN** **SCALE 1: 50**

metal construction
user – office.



ELEVATION



REFUSED

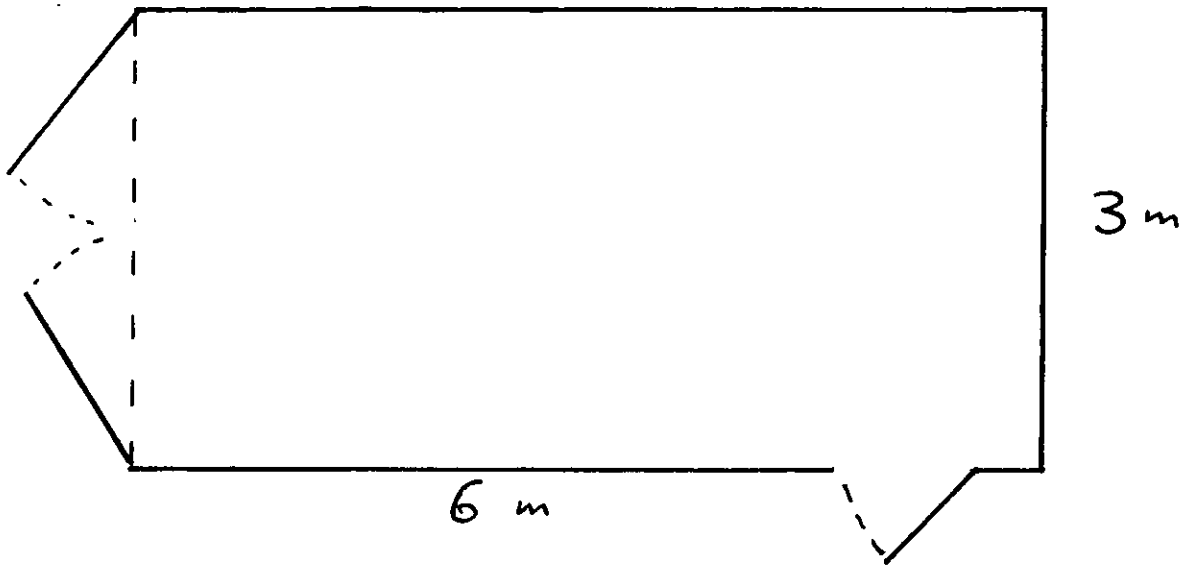
Drawing No OCS B/4

BRIDLEWAY FARM, ISLANDSTONE LANE, HURST.

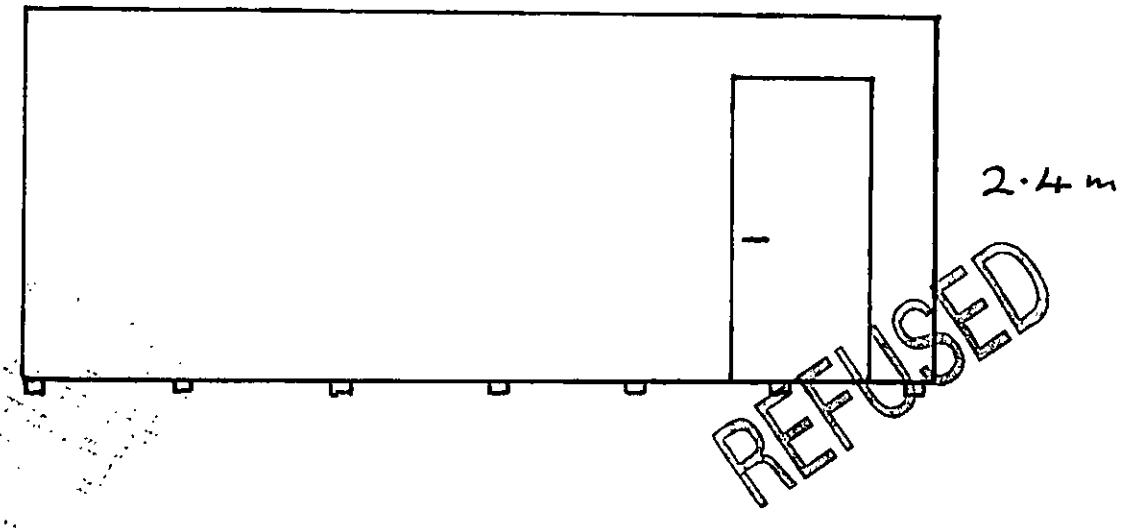
BUILDING No 5 **PLAN** **SCALE 1: 50**

metal construction

use – Store



ELEVATION

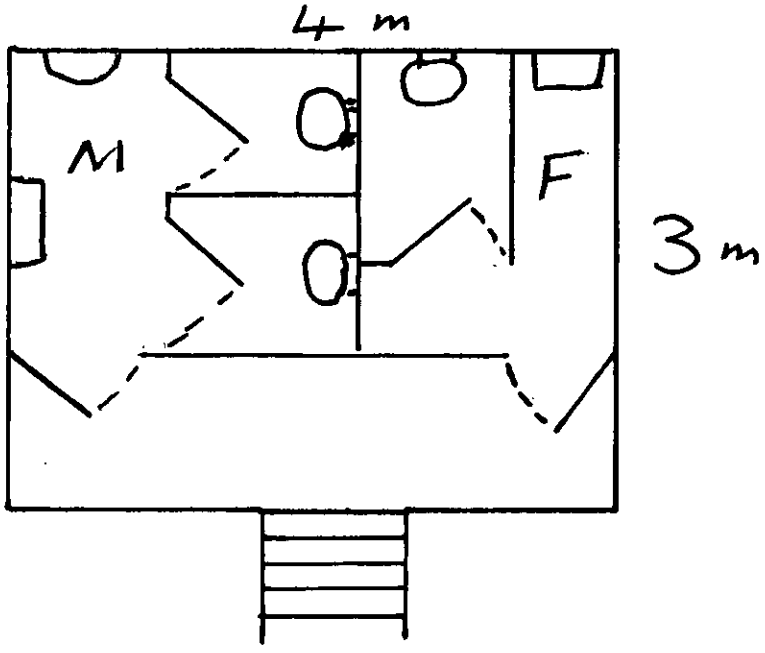


Drawing No OCS B/5

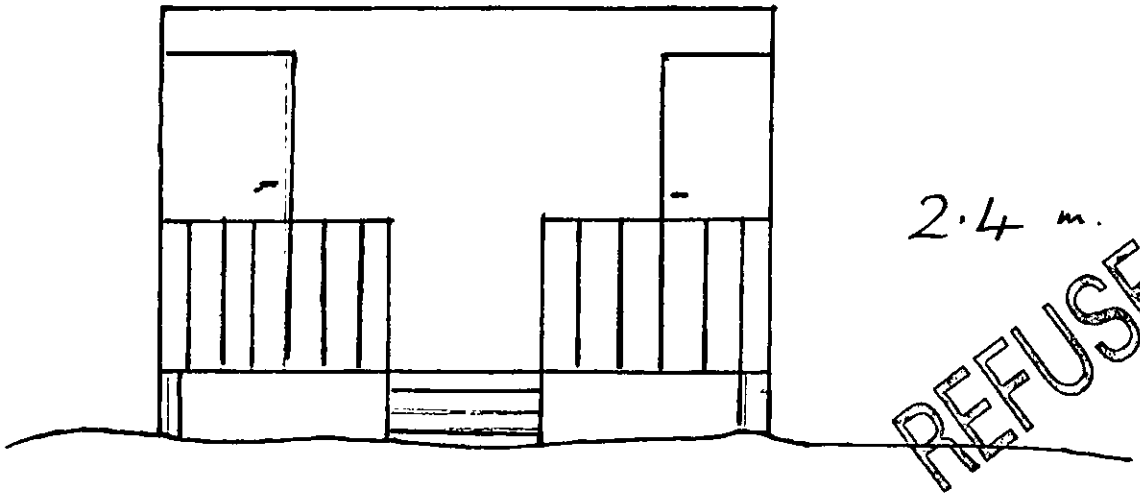
BRIDLEWAY FARM, ISLANDSTONE LANE, HURST.

BUILDING No 6 **PLAN** **SCALE 1: 50**

metal construction
use – WC block



ELEVATION

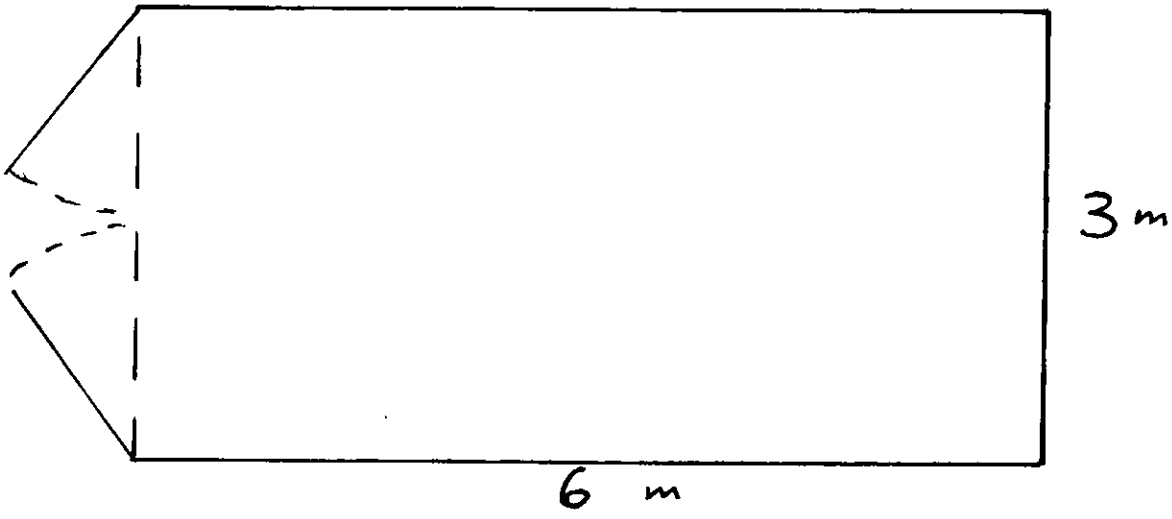


Drawing No OCS B/6

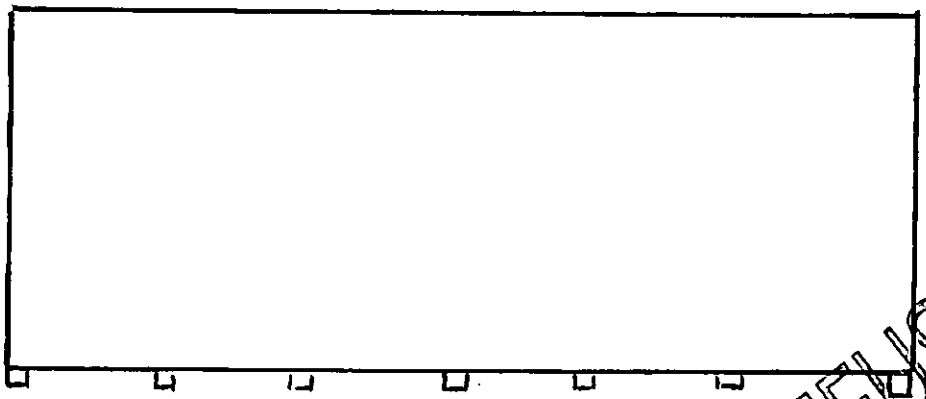
BRIDLEWAY FARM, ISLANDSTONE LANE, HURST.

BUILDING No 7 **PLAN** **SCALE 1: 50**

metal construction
use - store



ELEVATION



REFUSED

Drawing No OCS 8/7



This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of HMSO. © Crown Copyright.
Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.Wokingham District Council Licence LA086134

Development Control Section, Environmental Services, Wokingham District Council.
22 December 2000 Scale: 1 : 2500

N
W E
S

X SYSTEMS LTD
SOUTHPORT U.K. Tel.01704-26866 Fax.01704-258
LONDON OFFICE Tel.0171-377-1777 Fax.0171-247-6

APPLICATION NO.3436

Name of appellant:
OCS Group Ltd

Site address:
Bridleway Farm, Islandstone Lane

Proposal:Application for temporary permission for agricultural change of use from storage to commercial storage & erection of 6 temporary buildings for use in connection with amenity services depot (RETROSPECTIVE)

Case Officer:PH

DISMISSED

WRITTEN REPRESENTATION APPEAL

DISMISSED

CASE OFFICER: PH

APPLICATION NUMBER: 3436

APPELLANT: OCS Group Ltd

SITE: Bridleway Farm, Islandstone Lane, Hurst

APPEAL REF: APP/X0360/A/01/1067075

START DATE: 21/06/01

DATE OF SITE VISIT

Progress Record	Date Actioned	Initials
Appeal Logged:	25/06/01	
Entered on Access:	26/06/01	DG
Notification Letters Due:	**05/07/01**	
Notification Letters Sent:	26/06/01	DG
Questionnaire Due:	**05/07/01**	
Questionnaire Sent:	05/07/01	DG
Statement Due:	**02/08/01**	
Statement Sent:	02/08/01	DG
Comments on Statement Due	23/08/01	
Comments on Statement Sent	—	
Decision letter circulated:	01/10/01	DG
Decision entered on Access:	01/10/01	

Appeal Decision

Site visit made on 10 September 2001

by GRAHAM C CUNDALE BA(Hons) MSc MRTPI MIEEM
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 SEP 2001**

Appeal Ref: APP/X0360/A/01/1067075
Part of Bridleway Farm, Islandstone Lane, Hurst, near 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 the OCS Group Limited against the decision of Wokingham District Council.
- The application (Ref. TP/2001/3436), dated 14 December 2000, was refused by notice dated 23 April 2001.
- The development proposed is a change of use to an office and depot as a commercial assembly point for a public amenity services company.

Summary of Decision: the appeal is dismissed.

Points of Clarification

1. The application was retrospective and I therefore deal with the appeal on the basis of a proposal to continue the present use. This use includes commercial storage, including the accommodation of vehicles and equipment used by the Appellant in carrying out highway maintenance work for the Council. The use occupies a farm building as well as part of the related farmyard, which now also accommodates 6 temporary buildings used for storage, an office and toilets. The proposal includes the retention of these temporary buildings.

Main Issues

2. I consider that the main issues in the appeal are first, the effect on the rural character of the locality; and secondly, the effect on road safety.

Planning Policy

3. The development plan comprises the Berkshire Structure Plan 1991-2006 (BSP) and the Loddon Area Local Plan adopted in May 1995 (LALP). Relevant policies are also contained in the Deposit Draft Wokingham District Local Plan (WDLP) incorporating Proposed Amendments and dated February 2000. The weight I give to the WDLP is commensurate with the stage it has reached in the plan-making process.

4. The site is located in a rural area as defined in the LALP. Development is therefore to be subject to strict control in accordance with BSP policy C2. The limited circumstances in which it would be permitted are set out in this policy. Of particular relevance here is criterion (ii), which allows for the re-use of existing buildings, particularly to assist the diversification of the rural economy and to maintain or enhance the rural environment, provided the development is appropriate in scale, form, impact, character and siting to its

location in the countryside. A number of other criteria are included in the equivalent policies of the other plans: LALP policy LTV2 and WDLP policy WCC1.

5. LALP policy LC21 and WDLP policy WRE2 both deal with proposals for the re-use of rural buildings for commercial uses. Both regard such proposals as acceptable as long as a number of criteria are met. For example LC21(E) requires no adverse effect on the appearance, character or amenity of the countryside, and WRE2(C) indicates that commercial proposals should not result in replacement buildings for agricultural purposes or new buildings for, or to support, the use proposed.

6. Various policies aim to secure road safety in new development: for example, WDLP policy WOS3(D) and LALP policies LT5 and LC21(F).

Reasons

Rural character

7. I found the surroundings of the site to be distinctly agricultural and rural in character, comprising fields and hedgerows, farm buildings and narrow country lanes. The Bridleway Farm bungalow is also nearby. The Appellant points out that the farm is not a farm in the conventional sense but consists of an area of about 0.7 ha, including the yard and a number of outbuildings and hardstandings for the storage and maintenance of farm equipment and a diverse range of vehicles and machinery. The Appellant describes it as an established agricultural contractor's depot.

8. The temporary buildings on the site are broadly of a container or 'portacabin' type. Together with the various commercial vehicles on the site, both in the farm building and in the yard, they have a definite urbanising effect on the character and appearance of the locality. In my view this goes beyond any effect that would be likely to arise with the former use. While appreciating that there are some similarities between the appeal use and an agricultural contractor's operations, I do not accept the Appellant's comment that the appeal use blends with the existing established agricultural use of its surroundings.

9. The appeal use includes the re-use of an existing agricultural building; but because it also utilises new buildings, albeit temporary buildings, it does not comply with the strict control exerted in BSP policy C2. It also involves the use of commercial vehicles, including some over 5 tons, in an open yard and on an access route comprising a country lane and a byway, which is said to be well used by walkers and horse-riders. Although some similar implications might be attributed to an alternative agricultural use, I believe the appeal proposal would intensify such use to the extent that it harms the character, appearance and amenity of the locality, contrary to LALP policy LC21(E).

10. I accept that the use of the appeal site is presently hidden from public view. However, that does not mean that there is no effect on the rural character of the area: the Government's policy is that the countryside should be safeguarded for its own sake. Also, the activity generated from the site is appreciable from the byway, part of which forms the access track to the site. (This is described as a bridleway in the highway authority's statement, but whether or not it is correct the difference in status does not affect my conclusions). I am also conscious that the appeal site takes up a substantial proportion of the space available at Bridleway Farm and that this might otherwise be used to accommodate vehicles and various

implements that are visible from public vantage points and which have an adverse effect on the visual amenity of the locality.

11. These findings lead me to conclude that the proposal is not compatible with BSP policy C2 as the development is not appropriate in scale, form, impact and character to its location in the countryside. It thus fails to meet criterion (ii) of that policy, and in my view it cannot possibly comply with any of its other criteria. For the same reason it does not comply with WDLP policy WCC1. I also find that the proposal satisfies none of the qualifying criteria in LALP policy LTV2.

12. I therefore have no hesitation in concluding that the proposal would be harmful to the rural character of the locality and that it is not in accordance with related development plan policies and emerging policies.

Road safety

13. The Appellant acknowledges that the appeal use involves vehicles of over 5 tons. They gain access to the A321 via Islandstone Lane, a poorly maintained single-track road with no passing places, and with verges and substantial ditches on each side. Although the lane widens at the junction with the A321, I saw that the visibility to the north at this junction is well below standard. As the Council has calculated, visibility is also sub-standard at the junction of the lane with the byway. As there are no suitable alternative access routes to the site, I conclude that an increase in the traffic generated on the appeal site would not be in the interests of road safety, especially if it includes larger and slower moving vehicles of the type included in the appeal use.

14. I have little doubt that the appeal proposal involves an increase in traffic generated from Bridleway Farm. Despite the lack of evidence of accidents, I conclude that it would be harmful to road safety. It would not accord with WDLP policy WOS3(D) or with the aims of LALP policy LT5. Because a satisfactory access is not available, it also conflicts with LALP policy LC21(F). The fact that the appeal use involves local road maintenance does not in my view override these policies.

15. I am aware of the recent decision of the Traffic Commissioner to grant an Operator's Licence under the Goods Vehicles (Licensing of Operators) Act 1995 in respect of the new base at Bridleway Farm. I understand that this followed a public inquiry but have no knowledge of the factors that accounted for the decision. It is therefore not a compelling reason to reverse my conclusion, which is based on material planning considerations and on my assessment of detailed evidence submitted by the Council. This includes reference to Government guidance on sightlines at road junctions, and to similar conclusions reached by Planning Inspectors in other fairly recent appeals in this locality (references T/APP/X0360/A/98/300715/P2 and APP/X0360/A/00/1046496).

Overall Conclusion

16. I find against the appeal on both main issues. Because I consider the proposal to be harmful and contrary to the development plan, and because there are no exceptional circumstances, I do not consider that a permission subject to a condition limiting the use to a temporary period would be appropriate. Moreover, I cannot conceive of any other planning conditions that would overcome the objections to the proposal. I have taken into account all the other

matters raised in the written representations but find nothing of such weight as to alter my overall conclusion that the appeal should not succeed.

Formal Decision

17. In exercise of the powers transferred to me, I hereby dismiss the appeal.

Information

18. A separate note is attached setting out the circumstances in which the validity of this decision may be challenged by making an application to the High Court within 6 weeks from the date of this decision.

GRAHAM C CUNDALE
Inspector

The Planning Inspectorate

DG
479716

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

21 SEP 2001

COPIES TO:
FILE

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

Your Ref: TP/2001/3436

Our Ref: APP/X0360/A/01/1067075

Date: 20 September 2001

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY OCS GROUP LTD
SITE AT BRIDLEWAY FARM, ISLANDSTONE LANE, HURST, 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

Mr Simon Campbell

COVERDL1

APPENDIX 'C'

Appeal Decision

Site visit made on 25 September 2000

by Robert Town CEng MIStructE MIHT

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

The Planning Inspectorate
Room 1404
Tollgate House
Houlton Street
Bristol BS2 9DJ
☎ 0117 987 8927

Date 24 OCT 20

Appeal Ref: APP/X0360/A/00/1046496
Land at Grade Meadow, Islandstone Lane, Hurst, 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 Continental Landscapes Limited against the decision of Wokingham District Council.
- The application (ref: F/1999/0100), received by the Council in November 1999, was refused by notice dated 14 June 2000.
- The development proposed is change of use from agricultural to storage of horticultural equipment, erection of new portable structure and laying of hardstanding.

Summary of Decision: the appeal is dismissed.

Preliminary Points

1. According to the Council's written representations the subject planning application was a retrospective one. I observed on my site inspection that the change of use of the agricultural building, the stationing of the two portable cabins and the construction of the hardstanding have taken place. The appeal site is now in use as a ground maintenance contractor's depot.

Main Issues

2. From my inspection of the appeal site and its surroundings, and from the written representations made, I find the main issues in this case to be:

    1. whether or not the change of use to ground maintenance contractor's depot is harmful to the character and appearance of the area, and;

    2. whether or not the traffic generated by the change of use is harmful to the interests of highway safety and convenience.

Planning Policies

3. The framework of local planning policy germane to this appeal is contained in the Berkshire Structure Plan, the Loddon Area Local Plan and the emerging Wokingham District Local Plan. The first two of these plans constitute the statutory development plan, as far as this appeal is concerned, while the third is a material consideration. Policies in the plans which are particularly relevant in respect of the first main issue comprise C2 in the structure plan, LTV2 and LC21 in the local plan and WCC1 and WRE2 in the emerging local plan. In essence these policies call for development in the countryside to be strictly controlled and provide for permission to be granted only in circumstances which satisfy the criteria set out in the policies. The plans provide for permission to be granted for the reuse or conversion of buildings in rural areas for new

commercial uses, subject to certain criteria being satisfied, one of which is that there will be no adverse effect on the appearance, character or amenity of the countryside.

4. In respect of the second main issue, local plan policy LT5 and emerging local plan policy WOS3 provide, among other things, for the road safety implications of all proposals for development to be examined, and seek to ensure that development proposals have no significant effect on road safety and do not cause highway, traffic generation or traffic related environmental problems.

Reasons

Character and Appearance

5. The appeal site, from my observations, is located in flat, low-lying terrain about a kilometre to the south east of the village of Hurst. Although there are scattered pockets of farmsteads and houses nearby, notably near the junction of Islandstone Lane and Broadcommon Road and in Nelson's Lane, the character hereabouts is attractively rural consisting of generally small fields separated by hedgerows. The appeal site is not within a settlement and under the terms of the local and emerging local plans the countryside policies I referred to earlier apply to it.

6. One component of the subject development consists of the reuse of an agricultural building for storage of grass cutting and related plant and equipment. That component, on its own, would appear to be consistent with local policy. However, that component is accompanied by the use of other substantial parts of the site for the stationing of portakabins for office use and for the open storage, on the hardstanding and elsewhere, of various equipment, tractors and materials as well as the parking of cars and commercial vehicles. It appears to me that the reuse of the agricultural building is not a predominant component of the subject development, and furthermore, the appellant's business use of the site could not practicably be confined principally to the agricultural building. In light of these considerations I find that the subject development represents an intrusion of urban development in the countryside contrary to established structure and local plan policy.

7. As to visual effects, part of the appeal site may be seen from some points along Islandstone Lane. The external storage of plant and equipment and the parking of vehicles detracts seriously from the character and appearance of the countryside hereabouts in my opinion.

Traffic

8. The appeal site is approached from the main road network, represented by the A321 Wokingham Road, by 350m of Islandstone Lane. This lane is but 2.9m or so wide (single lane carriageway) with no footways and with narrow, soft, grass verges. The lane is also not provided with formal passing places. According to the Highway Authority's representations the sightlines available at the junction of the site access with Islandstone Lane and at the junction between Islandstone Lane and the A321 fall significantly below the standards recommended in official guidance.

9. The appellant denies that they utilise heavy, slow-moving vehicles. However the appellant's business, with approximately 20 employees, may be expected to generate a considerable number of car and commercial vehicle movements into and out of the site

collecting and delivering materials and equipment. Some of those movements will inevitably sometimes involve heavy, slow-moving vehicles whether or not they are owned by the appellant.

10. On my site inspection I noticed that the lane's surface is damaged in places and there are also signs that vehicles are regularly overriding the verges. There is no evidence to suggest that the appellant's vehicles are alone responsible for this damage, but it appears to me that they contribute to it. In my opinion Islandstone Lane and its junctions are unsuitable to cater safely and conveniently for the appellant's business. A grant of permission for the subject development would therefore conflict with policies LT5 and WOS3. My conclusion on the second issue is that the traffic generated by the change of use is harmful to the interests of highway safety and convenience.

Overall Conclusion

11. I have found that the subject development conflicts with the development plan in respect of both main issues. There are no material considerations that would indicate that planning permission should be granted for the development in spite of this conflict. The appeal will therefore be dismissed.

12. I have taken account of all the other matters raised in the written representations, but of them is sufficient to outweigh the considerations which have led me to my decision.

Formal Decision

13. For the reasons given above, and in exercise of the powers transferred to me, I hereby dismiss this appeal.

Information

14. A separate note is attached setting out the circumstances in which the validity of this decision may be challenged by making an application to the High Court within 6 weeks from the date of this decision.

Robert H Town

INSPECTOR

(PH)

WOKINGHAM DISTRICT COUNCIL

TOWN AND COUNTRY PLANNING ACTS

Notification of Refusal of Permission



O C S Group Ltd
Management Office
Willesborough Industrial Park
Kennington Road
Ashford
Kent
TN24 OTD

Application Number: TP/2001/3436

Parish: **HURST**

Location: **Bridleway Farm, Islandstone Lane, Hurst, Reading.**

Proposal: **Application for temporary permission for agricultural change of use from storage to commercial storage and erection of 6 temporary buildings for use in connection with amenity services depot. (Retrospective)**

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

Reason
1. The proposed use, by virtue of its location and nature, would adversely affect the character and the visual amenity of this rural area. As such, the proposal is considered contrary to policy LC21 of the Loddon Area Local Plan, policy C2 of the Berkshire Structure Plan and to policies WCC1 and WBE2 of the Wokingham District Local Plan (Deposit Draft).

Reason
2. The increased use of the surrounding highway network by large slow moving vehicles would have a detrimental impact on highway safety and would be contrary to policy LT5 of the Loddon Area Local Plan and policy WOS3 of the Wokingham District Local Plan (Deposit Draft).

Reason

3. The existing access onto Islandstone Lane does not conform to current Highways Authority standards and the use of the substandard access would adversely affect highway safety and would be contrary to policy LT5 of the Loddon Area Local Plan and to policy WOS3 of the Wokingham District Local Plan (Deposit Draft).

John Mitchell

John Mitchell
Development Control Manager
Date: 23/04/2001

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.

A

RDH/nah

12th December, 2000

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

YOUR REF: PJH/2/00/3836

Dear Sirs,

Bridleway Farm, Islandstone Lane, Hurst, Wokingham

Further to your letter to Brian Smith of OCS Group Ltd on 1st November 2000, we are pleased to enclose our Planning Application on behalf of our subsidiary company, New Century Amenity Services (formerly Artel Services).

This application is for a change of use and we are enclosing also our cheque in the sum of £190.00 and shall be obliged to receive a receipt in due course.

Also enclosed are:-

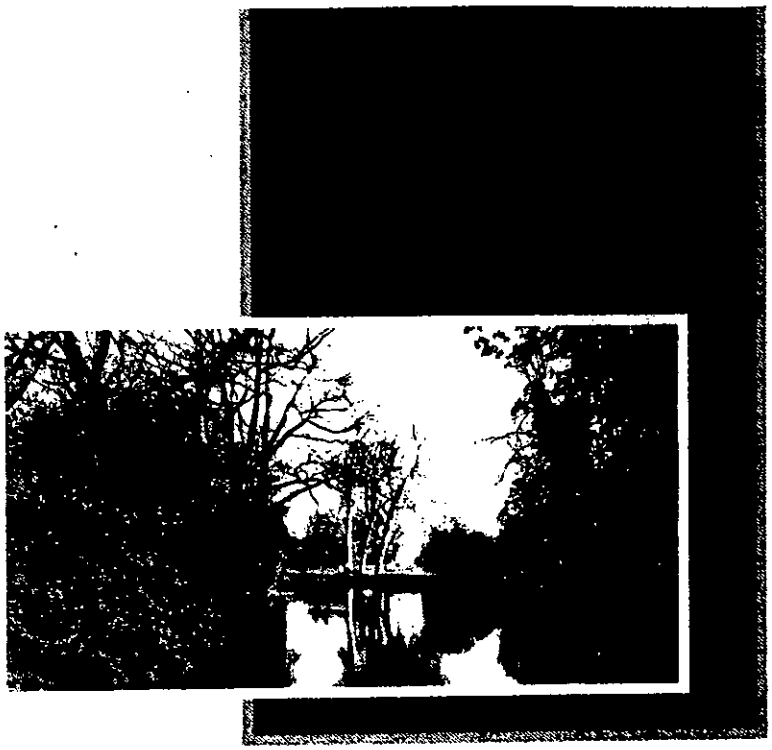
- Location plan to a scale of 1:2500
- Site layout plan
- 6 copies of Part 1

Please let us know if you require any further information in order to make a decision.

Yours faithfully,

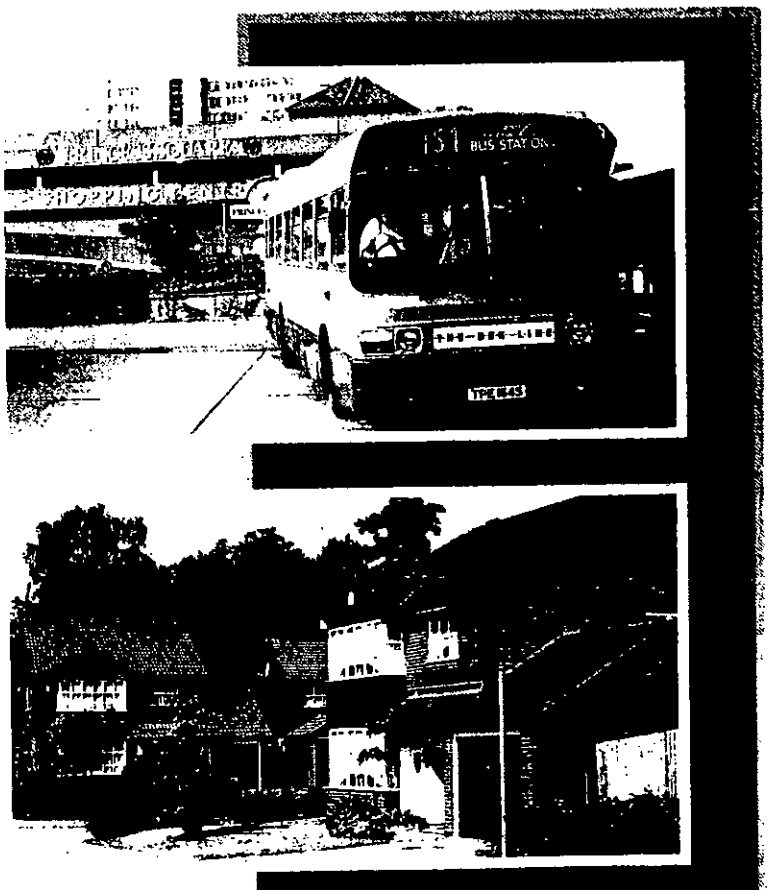
R.D. Holgate
OCS Group Ltd

APPENDIX 'B'



BERKSHIRE STRUCTURE PLAN 1991-2006

Incorporating Alterations adopted in August 1997



Babtie

Babtie Services Division

LIMITING THE SPREAD OF DEVELOPMENT

Controlling Development in the Countryside

5.8 The protection of the countryside is a fundamental concern and it is necessary to limit development within it to that which is both appropriate (in type and form) and sensitive to its location.

Development Outside Built-Up Areas and Settlements

Policy C2 **Development outside built-up areas and settlement boundaries defined in local plans (and not within the Metropolitan Green Belt - see Policy C4) will be strictly controlled, and permitted only :**

(i) where it is required for agriculture or forestry; or

(ii) for the re-use, adaptation or redevelopment of existing buildings, particularly to assist the diversification of the rural economy and to maintain or enhance the rural environment; or

(iii) other development for which a rural location is essential;

provided it is both appropriate in scale, form, impact, character and siting to its location in the countryside and is acceptable in terms of other policies in the Structure Plan.

5.9 Building in the open countryside away from existing settlements or from areas allocated for development in local plans will be strictly controlled in line with advice in PPG7, 'The Countryside and the Rural Economy'. Even where development may be acceptable in principle in the countryside the acceptability of a particular proposal will depend on its suitability for the proposed site; on the impact of any related activity; and on the adequacy of any measures to integrate the proposal into the surroundings. More detailed criteria relating to the control of development in the countryside will be included in local plans. With regard to redevelopment, such criteria may for example require that proposals should have no greater impact (in terms of bulk of buildings or site coverage) than the existing development and should secure environmental improvements.

5.10 Proposals for essential utilities will be considered under sub-section (iii) of Policy C2. Essential utilities include development and facilities, where these cannot be sited within settlements, for transport and related services, including park and ride and motorway service areas; for the distribution of gas, oil and electricity; for sewage disposal; for water supply and flood alleviation; and for telecommunications.

5.11 Where necessary to meet provisions made in the Structure Plan, settlement boundaries may be defined in local plans to allow for appropriate forms of development on sites on the edge of built-up areas.

APPENDIX 'B'

LODDON AREA LOCAL PLAN

Adopted 5 May 1995

Published by: Wokingham District Council
Planning Department
Shute End
Wokingham

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

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

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

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

(iii) be physically and socially cohesive.

On this basis the following policy is put forward.

❖ LTV1 'IDENTIFIED SETTLEMENTS'

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

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

LIMITING THE SPREAD OF DEVELOPMENT

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



❖ LTV2 DEVELOPMENT IN RURAL AREAS

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

REPLACEMENT STRUCTURE PLAN EXCEPTIONS MAY BE MADE FOR DEVELOPMENT IN THE FOLLOWING CATEGORIES WHICH ARE NOT SPECIFICALLY DEALT WITH BY OTHER POLICIES IN THIS LOCAL PLAN:

(A) DEVELOPMENT FOR HOUSING PURPOSES OF SITES NOT EXCEEDING 0.4 HECTARE ON THE EDGE OF SETTLEMENTS IN THE FORM OF ROUNDING OFF OR REDEVELOPMENT;

(B) DEVELOPMENT FOR EMPLOYMENT USES NOT EXCEEDING 300 SQUARE METRES OF FLOORSPACE ON THE EDGE OF SETTLEMENTS IN THE FORM OF ROUNDING OFF OR REDEVELOPMENT;

(C) DEVELOPMENT ESSENTIAL TO THE USE OF LAND FOR AGRICULTURE OR FORESTRY;

(D) MINERAL EXTRACTION;

(E) PLANT FOR RECEIVING IMPORTED AGGREGATES, OR FOR THE PROCESSING OR DISTRIBUTION OF AGGREGATES;

(F) THE DISPOSAL OF WASTE BY CONTROLLED TIPPING WITHIN EXISTING OR FORMER MINERAL WORKINGS OR ON OTHER DESPOILED LAND;

(G) PUBLIC UTILITIES THAT CANNOT BE LOCATED ELSEWHERE;

(H) ANY OTHER PURPOSE WHOLLY APPROPRIATE TO A RURAL AREA.

THE ACCEPTABILITY OF ALL PROPOSALS WILL ALSO BE JUDGED AGAINST THE PROVISIONS OF THE OTHER RELEVANT POLICIES CONTAINED IN THIS PLAN. FOR THE AVOIDANCE OF DOUBT THE AREAS OF SPORADIC DEVELOPMENT IDENTIFIED ON THE PROPOSALS MAPS ARE INCLUDED WITHIN THE RURAL AREAS.

NEW SETTLEMENTS IN RURAL AREAS

1.1.07 The scale of housing and other developments envisaged in the Replacement Structure Plan for Berkshire is not such as to recognise or justify consideration of a new settlement separate from existing settlements. There are therefore no proposals of this nature in the plan. Any such development would seriously undermine the county and regional strategy and would seriously detract from the essential role of the countryside areas in providing a foil to the built-up areas and maintaining substantial tracts of countryside in an increasingly urbanised area.

❖ *LTV3 NEW SETTLEMENTS IN RURAL AREAS*

THE CREATION OF NEW SETTLEMENTS WILL NOT BE PERMITTED WITHIN THE DEFINED RURAL AREAS, AS SHOWN ON THE PROPOSALS MAP.

DEFINITION OF BOUNDARIES

1.1.08 The preparation of this Local Plan has provided an opportunity to formally recognise the boundaries of settlements that have never previously been 'identified' and to review those boundaries of settlements that have previously been recognised in earlier village or local plans. In certain cases development has occurred, or, a commitment exists beyond the existing boundary, whilst in other cases the latter does not always delineate land which is in a truly urban as opposed to rural use.

1.1.09 The perimeter of each 'identified' settlement has been surveyed and clear boundaries identified. These follow natural features, fencelines or other plot boundaries. An exception concerns properties with extensive curtilages where property boundaries are not necessarily appropriate. In such circumstances, it has been necessary to make a judgement about the point at

1.3.52 Despite this general presumption in favour of permissions for employment generating development in rural areas, careful consideration will need to be given to the likely effects of any such proposal in terms of noise, smell, safety, health or excessive traffic generation. Wokingham District is not an area of high unemployment where there is an overriding need to provide new employment opportunities. For this reason the retention of unsuitable premises or those which currently have an adverse impact on the rural environment should not be perpetuated through conversion and in these cases permission will not normally be granted. Particular regard will need to be paid in the case of new uses for listed buildings, to ensure that they are suitable for adaptation or conversion, consistent with policies LBE17 and LBE18 of this plan.

❖ LC21 RE-USE OR CONVERSION OF BUILDINGS IN RURAL AREAS FOR NEW COMMERCIAL USES

IN RURAL AREAS, PROPOSALS FOR THE USE OR CONVERSION OF BUILDINGS FOR SMALL-SCALE COMMERCIAL ACTIVITIES WILL GENERALLY BE APPROPRIATE, PROVIDED THAT ALL OF THE FOLLOWING CRITERIA APPLY:

A) THERE IS NO SIGNIFICANT CONFLICT WITH ANY OTHER LOCAL OR STRUCTURE PLAN POLICY;

B) THE BUILDINGS ARE STRUCTURALLY SUITABLE FOR CONVERSION OR ADAPTATION. EVIDENCE THAT THIS IS SO WILL BE REQUIRED BEFORE PLANNING PERMISSION IS GRANTED. THIS WILL NORMALLY BE IN THE FORM OF A DETAILED REPORT PREPARED BY A SUITABLY EXPERIENCED AND QUALIFIED SURVEYOR OR ARCHITECT;

C) THE PROPOSAL DOES NOT DETRACT FROM THE SCALE AND CHARACTER OF THE BUILDINGS;

D) THE EXISTING BUILDINGS ARE NOT UNSIGHTLY OR OBTRUSIVE ELEMENTS IN THE LANDSCAPE;

E) THERE WILL BE NO ADVERSE EFFECT ON THE APPEARANCE, CHARACTER OR AMENITY OF THE COUNTRYSIDE OR NEARBY PROPERTIES;

F) THERE ARE NO HIGHWAY OBJECTIONS, AND SATISFACTORY PROVISION IS MADE FOR PARKING AND ACCESS;

G) ADEQUATE UTILITY SERVICES ARE AVAILABLE OR CAN BE PROVIDED SATISFACTORILY;

H) THE PROPOSAL INCLUDES AN ACCEPTABLE LANDSCAPING SCHEME.

IN ADDITION, PARTICULARLY FAVOURABLE CONSIDERATION WILL BE GIVEN TO PROPOSALS WHICH WOULD PROVIDE PLANNING BENEFITS WHICH ARE CONSISTENT WITH OTHER POLICIES IN THE PLAN. SUCH BENEFITS COULD INCLUDE:-

A) THE MAINTENANCE OR IMPROVEMENT OF A LISTED OR ARCHITECTURALLY IMPORTANT BUILDING;

B) THE PROVISION OF ONE OR MORE SMALL STARTER UNITS FOR OCCUPATION BY LIGHT INDUSTRIAL USERS;

C) A SIGNIFICANT ENVIRONMENTAL IMPROVEMENT IN THE AREA ARISING FROM DEVELOPMENT;

D) THE PROPOSAL ADDS TO THE VARIETY OF LOCATIONS AND TYPES OF PREMISES AVAILABLE.

ALSO, IN CONSIDERING PROPOSALS FOR THE RE-USE OR CONVERSION OF BUILDINGS, THE DISTRICT COUNCIL WILL NORMALLY IMPOSE CONDITIONS REMOVING PERMITTED DEVELOPMENT RIGHTS FOR THE EXTENSION OF THE BUILDINGS WHERE THIS WOULD BE LIKELY TO AFFECT ANY OF THE CONSIDERATIONS OF THIS POLICY.

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

THE FOLLOWING MAY BE SUBJECT TO IMPROVEMENT WORKS:

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

❖ LT5 ROAD SAFETY

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

A) MONITORING OF ACCIDENT STATISTICS TO IDENTIFY BLACKSPOTS;

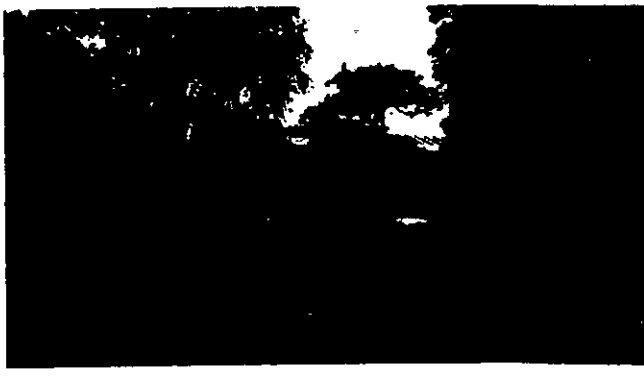
B) GIVING HIGH PRIORITY TO HIGHWAY IMPROVEMENTS THAT WILL REDUCE ACCIDENTS;

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

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

CAR AND MOTORCYCLE PARKING

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



❖ LT6 PARKING PROVISION

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

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

APPENDIX 'B'

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.

THE COUNTRYSIDE

Development in the Countryside

2.21 It is important to note the distinction between the 'countryside' and 'rural areas'. These are quite separate in technical terms. 'Countryside' is all land beyond identified settlement boundaries. Note that the countryside within the Metropolitan Green Belt is subject to specific Green Belt policies that form part of a separate chapter in this plan. The 'rural areas' definition is set out in the Berkshire Structure Plan 1991 - 2006, para. 5.5 where it is defined as:

"...those places which lie beyond towns (and adjoining built-up areas) with populations of 10,000 or more. This definition accords with that used by the Rural Development Commission...Using this approach the following settlements fall outside the remit of Policy C1: Reading Urban Area (Woodley and Earley); Wokingham/Winnersh"

2.22 Using just the 'rural areas' definition would mean that much of the plan area is rural and includes settlements such as Finchampstead North and Twyford. Therefore the 'countryside' definition is considered more appropriate and will apply in this plan.

2.23 The guiding principle in the countryside is that development should both benefit economic activity and maintain or enhance the environment. Rural areas can accommodate some forms of development without detriment, if the type, form and design are sensitive to the location. New development should be carefully located having regard to existing settlement patterns and to historic, wildlife and landscape resources. *CERTAIN CATEGORIES OF DEVELOPMENT, E.G. AGRICULTURE AND TELECOMMUNICATIONS, ARE CLASSED AS PERMITTED DEVELOPMENT UNDER THE GENERAL DEVELOPMENT ORDER 1995 AND PRIOR NOTIFICATION TO THE COUNCIL OF THE EXERCISE OF THESE RIGHTS IS REQUIRED.*(PA 2/7) Development in the open countryside, away from existing settlements or areas allocated for development in this local plan will be strictly controlled. Some categories of development that may be appropriate, are set out in Policy WCC1 below.

2.23A INFILL DEVELOPMENT IS DEFINED AS ONE OR TWO DWELLINGS IN A SMALL GAP IN AN OTHERWISE BUILT-UP FRONTAGE. FOR THE PURPOSE OF THIS POLICY SMALL IS DEFINED AS NO LARGER THAN NECESSARY TO ACCOMMODATE TWO HOUSES HAVING REGARD TO THE WIDTHS OF THE EXISTING RESIDENTIAL FRONTAGES IN THE IMMEDIATE VICINITY. THE NEW DWELLING(S) SHOULD HAVE A SIMILAR ROAD FRONTAGE AND SIMILAR CURTILAGE TO ADJOINING DWELLINGS. IT IS ESSENTIAL THAT THE DEVELOPMENT DOES NOT ADVERSELY AFFECT THE CHARACTER OF THE AREA AND IN PARTICULAR NOT LEAD TO ANY URBANISATION OF THE AREA. SUCH DEVELOPMENT SHOULD PROVIDE ADEQUATE GARDEN OR AMENITY OPEN SPACE FOR THE PRIVATE ENJOYMENT OF RESIDENTS APPROPRIATE TO THE CHARACTER AND GENERAL LAYOUT OF THE AREA. THE PROTECTION OF TREES IN ACCORDANCE WITH POLICY WBE11 WILL BE ANOTHER IMPORTANT CONSIDERATION. **[A1]**

2.23B THE DEVELOPMENT WILL BE SUBJECT TO THE PROVISIONS OF POLICY WCC4 ON NEW BUILDINGS OUTSIDE SETTLEMENT BOUNDARIES. WHERE APPLICABLE, PROPOSALS FOR DEVELOPMENT WILL BE CONSIDERED AGAINST POLICY WCC2 AND POLICIES WLL2 TO WLL8 OF THIS PLAN AND THE RELEVANT POLICIES OF THE STRUCTURE PLAN. **[A1]**

POLICY WCC1: DEVELOPMENT IN THE COUNTRYSIDE (OUTSIDE THE METROPOLITAN GREEN BELT)

DEVELOPMENT OUTSIDE SETTLEMENT BOUNDARIES DEFINED IN THIS PLAN (AN NOT WITHIN THE METROPOLITAN GREEN BELT) WILL ONLY BE ALLOWED EXCEPTIONAL CIRCUMSTANCES AND WILL BE STRICTLY CONTROLLED THROUG THE APPLICATION OF DETAILED POLICIES AND PROVISIONS OF THIS PLAN.

DEVELOPMENT WILL ONLY BE ACCEPTABLE IN PRINCIPLE WHERE THE PROPOSA FALLS WITHIN AT LEAST ONE OF THE FOLLOWING CATEGORIES:

A) DEVELOPMENT FOR AGRICULTURE/FORESTRY

B) OUTDOOR SPORT/COUNTRYSIDE RECREATION

C) LOCAL COMMUNITY FACILITIES WHICH CANNOT BE LOCATED ELSEWHERE

D) RE-USE AND ADAPTATION OF EXISTING BUILDINGS

E) DIVERSIFICATION OF AN ESTABLISHED AGRICULTURAL BUSINESS WHERE IT COMPLIES WITH POLICY WRE1

Cont

F) REDEVELOPMENT PROPOSAL IN THE COUNTRYSIDE

G) OTHER DEVELOPMENT APPROPRIATE TO THE COUNTRYSIDE WHICH CANNOT BE ACCOMMODATED WITHIN A SETTLEMENT

~~*H) 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 THE PROVISIONS OF POLICY WH1A*~~ **(PA 2/8)**

H) SENSITIVE INFILLING OF ONE OR TWO DWELLINGS IN A SMALL GAP IN AN OTHERWISE BUILT-UP FRONTAGE WHERE THE DEVELOPMENT WOULD NOT ADVERSELY AFFECT THE CHARACTER AND APPEARANCE OF THE AREA. **[A1]**

WHERE DEVELOPMENT IS ACCEPTABLE IN PRINCIPLE, IT WILL ONLY BE PERMITTED IF IT IS APPROPRIATE IN SCALE, FORM, MATERIALS, DESIGN, CHARACTER, TO ITS LOCATION IN THE COUNTRYSIDE AND BE CONSISTENT WITH OTHER POLICIES IN THIS PLAN (SUCH AS *THOSE RELATING TO GREEN GAPS, LANDSCAPE AND* **[A1]** NATURE CONSERVATION) AND ANY SUPPLEMENTARY PLANNING GUIDANCE.

THE CLOSING OF GAPS OR THE ENCLOSURE OF OPEN AREAS THAT ARE IMPORTANT COMPONENTS IN THE CHARACTER OF AN AREA WILL NOT BE PERMITTED.

Implementation: The development control process.

Monitoring: Planning applications determined within each category.

Separation of Settlements by Green Gaps and Wedges

2.24 As a result of the density of development and the variety of settlements that characterise the plan area, it is essential that the separate identity of these settlements is maintained by keeping real 'green wedges' and 'gaps' between them. Policy C6 of the Berkshire Structure Plan 1991 - 2006 states that the 'green wedges' and 'gaps' will be defined in local plans. The areas in question are set out on the proposals map supporting this plan. Some of these gaps are more vulnerable than others and any built development could undermine their importance. Where specific landscape features such as trees or hedgerows may be compromised measures for positive landscape management will be sought, where possible.

2.25 For the avoidance of doubt, 'green wedges' are areas of open space penetrating, partly enclosed by, or separating identified settlements. ~~*EXISTING PERMITTED USES WILL CONTINUE IN THESE AREAS BUT INTENSIFICATION OF THESE USES WILL NOT BE ALLOWED, IN ORDER TO PRESERVE THE EXISTING OPEN CHARACTER OF THE LAND.*~~ **(PA 2/9)** *EXISTING PERMITTED USES WILL CONTINUE IN THESE AREAS, BUT INTENSIFICATION OF THESE USES WILL NOT BE ALLOWED WHERE THE EXISTING OPEN AND UNDEVELOPED CHARACTER OF THE LAND IS ADVERSELY AFFECTED.* **[A2]** 'Gaps' comprise open land which provides physical or visual separation between distinct identified settlements.

2.26 The areas included in the green wedges and gaps policy have been identified previously in the adopted local plans as areas important to the separation of settlements. These are retained except where specific proposals require a change, e.g. the new settlement identified at Grazeley, south of the M4.

2.27 The green wedges and gaps can also be important because of the character and sense of place that they can contribute to the settlements. In the adopted local plans the separation of, and setting of, settlements

POLICY WRE1: FARM DIVERSIFICATION INVOLVING USE OF LAND FOR NON-AGRICULTURAL OR FORESTRY PRODUCTION PURPOSES

PROPOSALS FOR FARM DIVERSIFICATION WILL BE ACCEPTABLE IN PRINCIPLE WHERE THEY COMPLY WITH THE REQUIREMENTS OF POLICY C11 OF THE BERKSHIRE STRUCTURE PLAN 1991 - 2006 AND DO NOT RESULT IN NEW BUILDINGS *OR OTHER URBANISING FEATURE* (PA 7/27) FOR, OR TO SUPPORT, THE USE PROPOSED. INDIVIDUAL PROPOSALS WILL ONLY BE ACCEPTABLE WHEN ALL THE FOLLOWING CRITERIA ARE MET:

a) THERE IS NO ADVERSE IMPACT ON HIGH QUALITY AGRICULTURAL LAND AS SET OUT IN POLICY WLL1

b) THERE IS NO DETRIMENTAL IMPACT ON THE CHARACTER AND APPEARANCE OF THE SITE AND THE AREA IN WHICH IT IS LOCATED, EITHER AS A RESULT OF THE INDIVIDUAL USE, OR THE USE WHEN SEEN CUMULATIVELY WITH OTHER USES IN THE LOCALITY

c) THERE ARE NO OVER-RIDING AMENITY, ENVIRONMENTAL OR ROAD SAFETY OBJECTIONS

d) THERE IS NO OBJECTION UNDER POLICY WT4 ON TRAFFIC GENERATION GROUNDS

e) THERE IS NO ADVERSE IMPACT ON THE WILDLIFE VALUE OF THE SITE OR ITS SURROUNDINGS OR UPON SITES OF REGIONAL GEOLOGICAL OR GEOMORPHOLOGICAL IMPORTANCE.

Implementation: Advice and discussion with farmers, and through the development control process in consultation with MAFF, BBONT and English Nature.

Monitoring: Planning applications determined.

Re-use of Rural Buildings for Commercial Uses

7.60 The re-use of rural buildings for new commercial, industrial and recreational uses can help to reduce the demand for new building and encourage a healthy rural economy. PPG 7 favours re-use of buildings for business rather than residential purposes. Provided the proposal is in keeping with its surroundings and does not lead to new buildings to house the original use, re-use of farm buildings or other rural buildings for non residential uses will be generally acceptable. However, it is acknowledged that not all proposals can be accommodated. There may be legitimate objections, based on local circumstances, that may override the advantages of re-use.

POLICY WRE2: RE-USE AND ADAPTATION OF RURAL BUILDINGS FOR COMMERCIAL USES

THE RE-USE AND ADAPTATION OF RURAL BUILDINGS WILL BE ACCEPTABLE IF ALL THE FOLLOWING CRITERIA ARE MET:

Cont.

A) THE FORM, BULK AND GENERAL DESIGN OF THE BUILDING IS IN KEEPING WITH ITS SURROUNDINGS

B) THE BUILDING PROPOSED FOR RE-USE IS SUITABLE FOR THE PROPOSED USE WITHOUT MAJOR REBUILDING OR ALTERATION

C) THE COMMERCIAL PROPOSAL DOES NOT RESULT IN REPLACEMENT BUILDINGS FOR AGRICULTURAL PURPOSES OR NEW BUILDINGS FOR, OR TO SUPPORT, THE USE PROPOSED

D) THERE ARE NO OVER-RIDING HISTORICAL ENVIRONMENT, ENVIRONMENTAL, ROAD SAFETY, VISUAL OR RESIDENTIAL AMENITY OBJECTIONS, ARISING FROM THE SCALE, IMPACT (INCLUDING CUMULATIVE IMPACT), CHARACTER OR SITING OF THE RE-USE AND ITS ASSOCIATED WORKS AND ACTIVITIES

E) THERE IS NO OBJECTION UNDER POLICY WT4 ON TRAFFIC GENERATION GROUNDS

F) THERE IS NO ADVERSE IMPACT ON THE WILDLIFE VALUE OF THE SITE OR ITS SURROUNDINGS OR UPON SITES OF REGIONAL GEOLOGICAL OR GEOMORPHOLOGICAL IMPORTANCE.

Implementation: Through the development control process in consultation with BBONT and English Nature.

Monitoring: Annual employment monitoring.

7.61 Where there is concern that fragmentation of a holding will result from the change of use, a planning obligation under Section 106 of the Town and Country Planning Act 1990 will be considered to prevent separation of the building proposed for non agricultural use from the existing farm or forestry land.

University and Research Units outside the Settlement of Shinfield

7.62 In the countryside in Shinfield Parish there are a several agricultural research units of Reading University, which have already or may in the future, become surplus to requirements because of changed academic priorities and/or relocation. Typically these units consist of varied numbers of substantial buildings of permanent construction, together with additional structures, temporary buildings or glasshouses and undeveloped land. Some of these sites have the benefit of an existing commitment for development. Others are identified as ~~reserve~~ **(PA 7/28)** sites for housing. (See Policy WH2, chapter 5 Housing). ~~The range of suitable alternative uses for the remainder does not include residential use, as any allocation for housing on these extensive sites would be detrimental to the aims of plan Policies WH2 and WSM1 and the achievement of a sustainable settlement south of the M4, and the designation of the area as countryside~~ *THIS POLICY APPLIES TO SITES THAT ARE NOT ALLOCATED FOR EITHER HOUSING OR EMPLOYMENT USE UNDER POLICIES WH2 OR WEM2 OF THIS PLAN. THE INTENTION OF THE POLICY IS TO PREVENT MAJOR URBANISATION OF THE RURAL AREA. IT SEEKS TO BALANCE REASONABLE DEVELOPMENT, WHICH TAKES ACCOUNT OF THE PLANNING HISTORY OF THE FORMER RESEARCH ESTABLISHMENTS, WITH PROTECTION OF THE COUNTRYSIDE WITHIN WHICH THEY ARE SET.* **(PA 7/28)**

7.63 The University also has a number of farm units in the area and these will be treated in the same way as any other agricultural holdings.

WOKINGHAM DISTRICT COUNCIL
STATEMENT OF CASE

TOWN AND COUNTRY PLANNING ACT 1990

SECTION 78 APPEAL

APPELLANT:	**OCS GROUP**
APPEAL SITE:	**BRIDLEWAY FARM, ISLANDSTONE LANE, HURST, READING, BERKSHIRE**
REASON FOR APPEAL:	**REFUSAL OF APPLICATION FOR TEMPORARY PERMISSION FOR AGRICULTURAL CHANGE OF USE FROM STORAGE TO COMMERCIAL STORAGE AND ERECTION OF 6 TEMPORARY BUILDINGS FOR USE IN CONNECTION WITH AMENITY SERVICES DEPOT. (RETROSPECTIVE)**

LOCAL PLANNING AUTHORITY REFERENCE: TP/2001/3436

PLANNING INSPECTORATE
APPEAL REFERENCE: APP/XO360/A/01/1067075

CONTENTS

1.00 LOCATION AND SITE DESCRIPTION

2.00 RELEVANT PLANNING HISTORY

3.00 POLICY BACKGROUND

4.00 THE CASE FOR THE LOCAL AUTHORITY

5.00 CONCLUSION

APPENDICES

'A' SITE PLAN

'B' DEVELOPMENT PLAN CONTEXT

'C' COPY OF APPEAL DECISION

1.00 LOCATION AND SITE DESCRIPTION

1.01 The appeal site, 0.14ha, lies on the north side of Islandstone Lane, south of its junction with Nelsons Lane.

1.02 It is located outside an 'identified settlement' and within the countryside, approximately one kilometre south east from the village of Hurst. The area is characterised by narrow lanes with generally small fields separated by hedgerows.

1.03 The site is generally open, bound by agricultural and some residential uses. It comprises land contained within Bridleway Farm and utilises an existing agricultural building for commercial storage purposes. Further to this, six Portacabins have been brought onto the site and are used as offices, rest rooms, toilets and storage.

1.04 Access to the site is from Islandstone Lane via a farm track, which incorporates a Public Right of Way. Islandstone Lane is an unclassified single track road.

1.05 A site plan is attached in Appendix 'A'

2.00 RELEVANT PLANNING HISTORY

2.01 A retrospective planning application, the subject of this appeal, was received in February 2001 for temporary permission for change of use from agricultural storage to commercial storage and erection of six temporary buildings for use in connection with amenity services depot.

2.02 The application was refused on 23rd April 2001, under delegated powers, on the following grounds:

1. The proposed use, by virtue of its location and nature, would adversely affect the character and the visual amenity of this rural area. As such, the proposal is considered contrary to policy LC21 of the Loddon Area Local Plan, policy C2 of the Berkshire Structure Plan and to policies WCC1 and WRE2 of the Wokingham District Local Plan (Deposit Draft).

2. The increased use of the surrounding highway network by large slow moving vehicles would have a detrimental impact on highway safety and would be contrary to policy LT5 of the Loddon Area Local Plan and policy WOS3 of the Wokingham District Local Plan (Deposit Draft).

3. The existing access onto Islandstone Lane does not conform to current Highways Authority standards and the use of the substandard access would adversely affect highway safety and would be contrary to

policy LT5 of the Loddon Area Local Plan and to policy WOS3 of the Wokingham District Local Plan (Deposit Draft).

3.00 POLICY BACKGROUND

3.01 The Development Plan which relates to the area in which the appeal site is located comprises: Berkshire Structure Plan and the Loddon Area Local Plan. The Deposit Draft Wokingham District Local Plan will replace the adopted Lodden Area Local Plan.

Berkshire Structure Plan

3.02 The Berkshire Structure Plan (1991-2006) was adopted on 4th November 1995 and is the statutory Structure Plan for the area. The relevant policy to this appeal is:

C2 – Development outside built up areas and settlements.

Loddon Area Local Plan

3.03 The Loddon Area Local Plan was adopted on 5th May 1995 and is the statutory local plan for the area in which the appeal site is situated. The Planning and Transportation Committee, at their meeting on 21st November 1996, resolved to "re-affirm the decisions of this committee and the Council in relation to the current adopted local plans and to note that they will continue to carry weight as the most up to date adopted policies, except in relation to housing". The following policies are relevant to this appeal:

LTV2 – Development in rural areas
LC21 – Re-use of buildings in rural areas for new commercial uses
LT5 - Road safety

Draft Wokingham District Local Plan

3.04 The Draft Wokingham District Local Plan was placed on deposit from 21st October to 2nd December 1997 and has formed the basis for development control decisions since 21st October 1997. The County Council issued a statement of general conformity with the structure plan in May 1997. The Public Local Inquiry into the plan commenced on 6th October 1998. The Inspector's report on the local plan enquiry is not expected until Summer 2001 (with exception of policy WSM1 which related to housing development south of the M4 motorway). The following policies are relevant to this appeal:

WCC1 – Development in the Countryside.
WRE2 – Re-use and adaption of rural buildings for commercial uses.
WOS3 – Development Control Principles.

Extracts of the above policies are contained in Appendix 'B'

4.00 THE CASE FOR THE LOCAL PLANNING AUTHORITY

4.01 The main issues in the Council's view are:

A. Impact on the visual amenity and rural character of the area.

B. Highway issues.

Impact on the visual amenity and rural character of the area

4.02 The site is located in a rural area as defined by the Loddon Area Local Plan and Wokingham District Local Plan (Deposit Draft), where there is normally a general presumption against development.

4.03 Whilst in policy terms there is not normally an objection to re-use of redundant agricultural buildings to commercial uses, under policies LC21 of the Loddon Area Local Plan and WRE2 of the Wokingham District Local Plan (Deposit Draft), this is subject, amongst other things, to no highway objections or adverse impact on the rural character of the area.

4.04 The existing occupier 'New Century Amenity Services' is a public amenity services contractor and the site is used as an office, a depot and assembly area for personnel and vehicles. Employees using this site arrive in the morning to collect work instruction and machinery and return to the depot at the end of the day generating traffic movement to and from the site.

4.05 This component of the use as an amenity services depot is unacceptable in planning terms in this location. Planning policies contained in the Berkshire Structure Plan, Loddon Area Local Plan and the Wokingham District Local Plan (Deposit Draft) seek to protect the character and appearance of rural areas. In order to do this they only seek to permit development appropriate to rural locations such as farm buildings, outdoor sport and community facilities. The parking of large vehicles and the siting of Portacabins and plant would be contrary to these policies and detrimental to the character and appearance of the countryside. The site is accessed from Islandstone Lane and a Public Right of Way and, in this regard, it is considered that the proposed use would detract from the enjoyment of this area by walkers, horse riders and cyclists.

4.06 A recent planning appeal decision at a nearby site in Islandstone Lane at Grade Meadow raised very similar issues to Bridleway Farm. In this case the proposal was considered an intrusion of urban development in the countryside contrary to established policies (copy contained in Appendix 'C'. The Local Authority considers the same assessment applies to Bridleway Farm.

Highways issues

4.07 A statement from the Highways Authority is submitted separately.

5.00 CONCLUSION

5.01 Whilst the principle of re-using agricultural buildings for commercial uses may be acceptable in policy terms this is subject to the proposal not adversely affecting the rural character of the area or being satisfactory on highway terms. In this instance the proposed use as an amenity services depot by virtue of its nature and location would adversely affect the visual amenity and character of this rural area. Further to this, the proposed use is not acceptable in highway terms.

5.02 In view of the above the Inspector is respectfully requested to dismiss the appeal.

APPENDIX 1

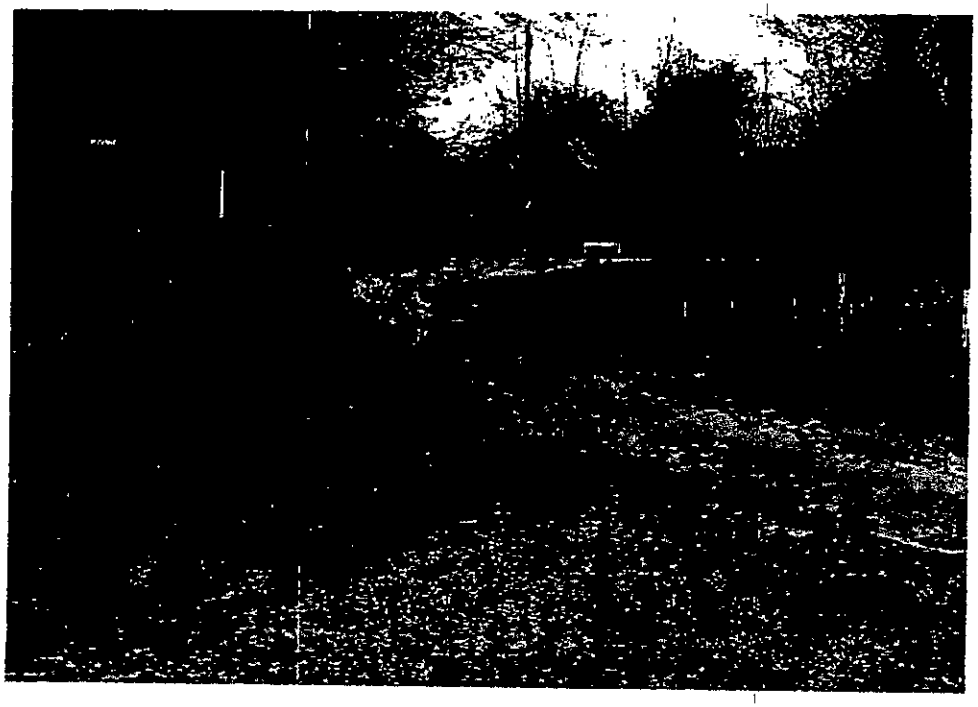
PHOTOGRAPHS



1.



2.



3.

APPENDIX 2

PLANNING INSPECTORATE DECISION

Ref :T/APP/0360/A/98/300715/P2

The Planning Inspectorate

Room 1404
Tollgate House
Houlton Street
Bristol BS2 9DJ

Direct Line 0117 - 987 8927
Switchboard 0117 - 987 8000
Fax No 0117 - 987 8139
GTN 1374 - 8927
E-mail ENQUIRIES.PINS@GTNET.GOV.UK

Michael Cox Associates
177 Cuckfield Road
HURSTPIERPOINT
West Sussex
BN6 9RT

Your Ref:

Our Ref:
T/APP/X0360/A/98/300715/P2

Date: 24 MAR 1999

Dear Sir

TOWN AND COUNTRY PLANNING ACT 1990, SECTION 78 AND SCHEDULE 6
APPEAL BY MR & MRS DUNN
APPLICATION NO: 97/66710/F

1. The Secretary of State for the Environment, Transport and the Regions has appointed me to determine your client's appeal against the decision of the Wokingham District Council to refuse planning permission for the demolition and replacement, including conversion of approved agricultural buildings for equestrian use, relocation of existing stables, retention of existing mobile home and LPG gas tank on land at Magpies, Nelson's Lane, Hurst. As you know I held a local Inquiry on 2, 3 and 5 February 1999.

2. By way of clarification, you confirmed that the equestrian use applied for would relate solely to the provision of livery service. It was agreed at the Inquiry that the part of the appeal proposal relating to the existing mobile home would be to retain it for three years to be occupied in association with the proposed livery use. I shall consider this appeal on those bases.

3. The development the subject of this appeal consists of two discrete and potentially severable components. These are for the conversion, relocation and replacement of existing buildings to be used as a livery business, and for the retention of the mobile home on a temporary basis. As confirmed at the Inquiry your client would not wish these two components of the proposals to be dealt with separately. In any event, the evidence you presented at the Inquiry relating to justification for retention of the mobile home presupposes approval of the proposed livery business. I shall firstly therefore consider the merits of that part of the scheme relating to the proposed livery business. Dependant on my conclusion on that aspect of the proposals I may need to consider the merits of retaining the mobile home.

4. From the evidence and matters presented to me at the Inquiry, from my inspection of the site and its surroundings, and having regard to the relevant policies of the Development Plan, the main issue in that part of the appeal relating to the proposed livery use is the effect on highway safety and the free flow of traffic on Nelson's Lane and Islandstone Lane arising from the proposed use and associated access arrangements.

5. The Development Plan for the area comprises the Berkshire Structure Plan (1995) and the Loddon Area Local Plan (1995). That part of Policy C2 of the Structure Plan relevant to this appeal indicates that development outside built up areas will only be permitted for the re-use, adaptation or redevelopment of existing buildings or for other development for which a rural location is essential. Policy LTV2 of the Local Plan indicates that outside identified settlements development will not normally be allowed except for a number of categories of development including for a purpose wholly appropriate to a rural area. Policy LR10 of the Local Plan refers to equestrian related development and indicates the Council will have particular regard to, among other matters, any likely increases in traffic and parking requirements generated by the proposed development.

6. I have also been referred to the Deposit Draft Wokingham District Local Plan (1997). Objections to this plan are to be considered at a two stage Public Inquiry which has already started. Policy WCC1 of this plan is similar to Policies C2 and LTV2 in imposing strict controls on development outside settlement boundaries, subject to exceptions such as for the re-use and adaptation of existing buildings. Policy WCC6 indicates that dwellings required for countryside land uses will only be permitted where there is an established existing functional need for a full time worker by an activity that has been operating for at least three years, is currently viable and has a clear prospect of remaining so. I shall treat the relevant provisions of this emerging Local Plan as material considerations and attribute to them the weight advised in paragraph 48 of Planning Policy Guidance Note 1 (PPG1), *General Policy and Principles*. I need also to have regard to national planning policies, particularly as contained in Planning Policy Guidance Notes 7 and 13 (PPG7 and PPG13), *The Countryside - Environmental Quality and Economic and Social Development* and *Transport* respectively.

7. In order properly to assess the impact that would be caused by the traffic generated by the appeal proposals, it is necessary to establish as a bench mark the level of traffic that would be generated by full implementation of the extant 15 April 1994 permission on part of the appeal site for the retention of two poultry houses, stable block and LPG tank (Application No 42259 (F)). Although there was some disagreement at the Inquiry on this matter, based on the estimates of vehicle generation presented, I formed the view that this would be unlikely to exceed about 30 vehicle movements per day.

8. There was further disagreement on the likely traffic generation figures that would be associated with the appeal proposals, particularly taking into account that the range of service that could be provided may vary from full livery to wholly DIY livery. Again, on the basis of the evidence presented, I formed the view that traffic levels at these limits of alternative types of livery service would be about 20 and 60 vehicle movements per day respectively. From these figures, and taking into account that the precise nature of the livery service to be provided could not reasonably be controlled, I consider the appeal proposals would be likely to result in a material increase in the number of vehicles generated to and from the appeal site compared to the vehicle numbers that could be generated by the uses allowed by the extant 1994 permission.

9. The livery use envisaged by the appeal proposals would be carried out principally within existing and proposed buildings located on the northern part of the appeal site and would use an existing access to Nelson's Lane. It is likely that the majority of traffic generated to and from the site would use about 100m of Nelson's Lane to the north of this access, together with about 300m of Islandstone Lane, to reach the A321. These lengths of highway have widths of about 2.8m and 2.9m respectively, have no passing places and are not therefore wide enough to allow two vehicles to pass. The narrow width of the stretch of Nelson's Lane immediately adjoining the appeal site access would create difficulties for large vehicles such as horse boxes wishing to turn into or out of the appeal site. The junction

between Islandstone Lane and Nelson's Lane has no priority road markings, is very narrow and has limited verges. A pronounced bend at this junction, together with vegetation on adjoining land to the north, means the junction has very limited forward visibility when viewed from vehicles turning right from Islandstone Lane into Nelson's Lane. In addition, when measured at 4.5m minor road distance in accordance with the normally acceptable minimum standard contained in paragraph 2 to Annex D in PPG13, the junction of Islandstone Lane with the A321 has substandard visibility.

10. In view of the above, I consider the proposed development of a livery stable would lead to a material increase in the number of vehicles using Nelson's Lane and Islandstone Lane. The characteristics of these lanes and junctions are inadequate to deal safely with the volume and nature of traffic likely to be generated. In this respect the proposed development would not comply with the relevant provisions of Policy LR10.

11. In response to the Council's evidence on this matter you submitted to the Inquiry a number of draft highway improvement schemes which would involve widening parts of Islandstone Lane to provide passing places and improving the appeal site access. I was able to confirm from a map showing highway authority land and at my site inspection, that it was likely these draft improvements could be carried out within the limits of the highway. They had not however been fully assessed by the Council, nor had they been the subject of full consultation with bodies such as the Environment Agency. On the basis of the evidence submitted I am not therefore convinced that the improvements suggested would necessarily be practical. In any event, no improvements were suggested for the junction of Islandstone Lane with Nelson's Lane. The very tight limits on the extent of highway land at this junction would in my view preclude material visibility improvements being made without affecting third party land.

12. These draft improvements suggested would, if implemented, improve access to the appeal site, but not to a level that would meet the relevant standards. In particular, the very limited visibility at the junction of Islandstone Lane with Nelson's Lane would represent an unacceptable safety hazard given the material increase in traffic that could be generated by the appeal proposals. In addition, the provision of one passing bay along Islandstone Lane, together with the suggested improvements to the junction with the A321 and at the appeal site, would not comply with the maximum distance spacing of 45m between passing places I was advised is contained in the Berkshire Design Guide 'Highway Aspects of Development Control'.

13. Use of the existing access as proposed, even if improved as suggested at the Inquiry, would not therefore be acceptable as it would be detrimental to highway safety and the free flow of traffic on Nelson's Lane and Islandstone Lane. My overall conclusion is that the part of the appeal proposal relating to a livery use would be unacceptable.

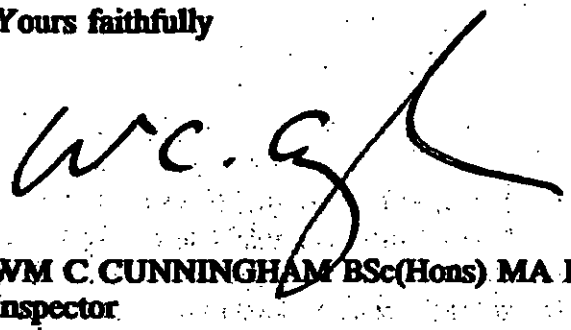
14. As referred to in paragraph 3 above, your submissions relating to retention of the mobile home depend on acceptance of the livery use. Given my overall conclusion on the livery use part of the appeal proposals and that no separate justification was presented for retention of the mobile home, this component of the appeal proposal would be contrary to Policies C2, LTV2, WCC1 and WCC6 and would be unacceptable.

15. I have taken account of all other matters raised in the written representations and at the Inquiry including your suggestion for an alternative access direct from the appeal site to the A321 using an existing field gate access or at a location further to the south. These alternative accesses did not form part of the original planning application, were presented in draft form only, had not been the subject of a full assessment by the Council and relevant

consultees, and the effect of the capital cost of their provision on the viability of the proposed livery business was unclear. I have therefore given this suggestion little weight. The full cost of implementing the improvements to the existing access were similarly not clear and may also impact on the viability of the livery business, a matter that would need to be considered in assessing the merits of retaining the mobile home under the financial test set out in Annex I to PPG7. These other matters do not outweigh the main considerations that have led to my decision.

16. For the above reasons, and in exercise of the powers transferred to me, I hereby dismiss this appeal.

Yours faithfully



WM C CUNNINGHAM BSc(Hons) MA MCP MRTPI
Inspector

APPEARANCES

FOR THE APPELLANT

Miss Sarah Cox	Counsel. Holburn Chambers. Instructed by Michael Cox Associates.
She called:	
Mrs Susan Dunn	Appellant.
Mr J E Bastable MICE MIStruct E MIHT	Highway Consultant.
Mr Michael Cox BSc DipTP MRTPI	Principal, Michael Cox Associates, Chartered Town Planners and Development Consultants.

FOR THE LOCAL PLANNING AUTHORITY

Mr Christopher Boyle	Counsel. 2 Mitre Court Buildings. Instructed by T E Kingswood, Solicitor, Wokingham D C.
He called:	
Mr Tom Callaghan	Team Leader, Highways Development Control, Wokingham D C.
Mrs B L Polnik BSc(Hons) DipTP MRTPI	Senior Planning Officer, Wokingham D C.

DOCUMENTS

Document 1	Lists of persons present at the Inquiry.
Document 2	Council's letter of notification of the Inquiry and list of persons notified.
Document 3	Appendices A - C to proof of evidence by Mr Bastable.
Document 4	Estimate of traffic generated by proposed development, submitted by Mr Bastable.

Document 5	Guidelines for livery leaflet - British Horse Society. Submitted by Mrs Dunn.
Document 6	Appendices 1 - 13 to proof of evidence by Mr Cox.
Document 7	Bundle of seven letters of support to appeal proposal. Submitted by Mr Cox.
Document 8	Equine Crime Prevention Unit publication and crime statistics. Submitted by Mr Cox.
Document 9	Letter of support for appeal proposal from Mr/Mrs Harris. Submitted by Miss Cox.
Document 10	Appendices 1 - 6 to proof of evidence by Mr Callaghan.
Document 11	Computer-generated diagram of visibility splay to suggested new access to A321. Submitted by Mr Callaghan.
Document 12	Copy of planning permission dated 15 April 1994 for retention of two poultry houses and LPG tank on part of appeal site. Submitted by Mr Callaghan.
Document 13	Bundle of three documents. Letter from Mrs Dunn dated 20 Feb 1991, and two highway consultations in 1991 and 1994 on planning applications on part of the appeal site.
Document 14	Appeal decision letter on nearby site - Kayersbridge Farm (Ref No T/APP/H0330/A/89/137318/P3). Submitted by Mr Callaghan.
Document 15	Appendices 1 - 11 to proof of evidence of Mrs Polnik.
Document 16	Extract from Loddon Area Local Plan. Submitted by Mrs Polnik.
Document 17	Extract from Wokingham District Local Plan. Submitted by Mrs Polnik.
Document 18	Letter dated 7 October 1998 from BHS re size of loose boxes. Submitted by Mr Boyle.
Document 19	Copy of planning permission dated 30 August 1995 to renew approval 32190 to allow extension of time to start development as equestrian centre, Kayersbridge Farm. Submitted by Mr Boyle.

PLANS

Plan A	Application Plan - Site Plan - scale 1/4000.
Plan B	Application Plan - Northern part of appeal site showing proposed layout - Scale 1/500.
Plan C	Application Plan - Elevations of mobile home.
Plan D	Application Plan - Elevations of stables and LPG tank.

Plan E	**Map showing Highway Authority land in the vicinity of the appeal site.**
Plan F	**Plans showing improvements to junction of Islandstone Lane and A321 and passing bay in Islandstone Lane. Submitted by Mr Cox.**

Highways 09 OCT 2000

Appeal Decision

Site visit made on 25 September 2000

by Robert Town CEng MIStructE MIHT

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

The Planning Inspectorate
Room 1404
Tollgate House
Houlton Street
Bristol BS2 9DJ
☎ 0117 987 8927

Date
4 OCT 2000

Appeal Ref: APP/X0360/A/00/1046496
Land at Grade Meadow, Islandstone Lane, Hurst, 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 Continental Landscapes Limited against the decision of Wokingham District Council.
- The application (ref: F/1999/0100), received by the Council in November 1999, was refused by notice dated 14 June 2000.
- The development proposed is change of use from agricultural to storage of horticultural equipment, erection of new portable structure and laying of hardstanding.

Summary of Decision: the appeal is dismissed.

Preliminary Points

1. According to the Council's written representations the subject planning application was a retrospective one. I observed on my site inspection that the change of use of the agricultural building, the stationing of the two portable cabins and the construction of the hardstanding have taken place. The appeal site is now in use as a ground maintenance contractor's depot.

Main Issues

2. From my inspection of the appeal site and its surroundings, and from the written representations made, I find the main issues in this case to be:

    1. whether or not the change of use to ground maintenance contractor's depot is harmful to the character and appearance of the area, and;

    2. whether or not the traffic generated by the change of use is harmful to the interests of highway safety and convenience.

Planning Policies

3. The framework of local planning policy germane to this appeal is contained in the Berkshire Structure Plan, the Loddon Area Local Plan and the emerging Wokingham District Local Plan. The first two of these plans constitute the statutory development plan, as far as this appeal is concerned, while the third is a material consideration. Policies in the plans which are particularly relevant in respect of the first main issue comprise C2 in the structure plan, LTV2 and LC21 in the local plan and WCC1 and WRE2 in the emerging local plan. In essence these policies call for development in the countryside to be strictly controlled and provide for permission to be granted only in circumstances which satisfy the criteria set out in the policies. The plans provide for permission to be granted for the reuse or conversion of buildings in rural areas for new

commercial uses, subject to certain criteria being satisfied, one of which is that there will be no adverse effect on the appearance, character or amenity of the countryside.

4. In respect of the second main issue, local plan policy LT5 and emerging local plan policy WOS3 provide, among other things, for the road safety implications of all proposals for development to be examined, and seek to ensure that development proposals have no significant effect on road safety and do not cause highway, traffic generation or traffic related environmental problems.

Reasons

Character and Appearance

5. The appeal site, from my observations, is located in flat, low-lying terrain about a kilometre to the south east of the village of Hurst. Although there are scattered pockets of farmsteads and houses nearby, notably near the junction of Islandstone Lane and Broadcommon Road and in Nelson's Lane, the character hereabouts is attractively rural consisting of generally small fields separated by hedgerows. The appeal site is not within a settlement and under the terms of the local and emerging local plans the countryside policies I referred to earlier apply to it.

6. One component of the subject development consists of the reuse of an agricultural building for storage of grass cutting and related plant and equipment. That component, on its own, would appear to be consistent with local policy. However, that component is accompanied by the use of other substantial parts of the site for the stationing of portakabins for office use and for the open storage, on the hardstanding and elsewhere, of various equipment, tractors and materials as well as the parking of cars and commercial vehicles. It appears to me that the reuse of the agricultural building is not a predominant component of the subject development, and furthermore, the appellant's business use of the site could not practicably be confined principally to the agricultural building. In light of these considerations I find that the subject development represents an intrusion of urban development in the countryside contrary to established structure and local plan policy.

7. As to visual effects, part of the appeal site may be seen from some points along Islandstone Lane. The external storage of plant and equipment and the parking of vehicles detracts seriously from the character and appearance of the countryside hereabouts in my opinion.

Traffic

8. The appeal site is approached from the main road network, represented by the A321 Wokingham Road, by 350m of Islandstone Lane. This lane is but 2.9m or so wide (single lane carriageway) with no footways and with narrow, soft, grass verges. The lane is also not provided with formal passing places. According to the Highway Authority's representations the sightlines available at the junction of the site access with Islandstone Lane and at the junction between Islandstone Lane and the A321 fall significantly below the standards recommended in official guidance.

9. The appellant denies that they utilise heavy, slow-moving vehicles. However the appellant's business, with approximately 20 employees, may be expected to generate a considerable number of car and commercial vehicle movements into and out of the site

collecting and delivering materials and equipment. Some of those movements will inevitably sometimes involve heavy, slow-moving vehicles whether or not they are owned by the appellant.

10. On my site inspection I noticed that the lane's surface is damaged in places and there are also signs that vehicles are regularly overriding the verges. There is no evidence to suggest that the appellant's vehicles are alone responsible for this damage, but it appears to me that they contribute to it. In my opinion Islandstone Lane and its junctions are unsuitable to cater safely and conveniently for the appellant's business. A grant of permission for the subject development would therefore conflict with policies LT5 and WOS3. My conclusion on the second issue is that the traffic generated by the change of use is harmful to the interests of highway safety and convenience.

Overall Conclusion

11. I have found that the subject development conflicts with the development plan in respect of both main issues. There are no material considerations that would indicate that planning permission should be granted for the development in spite of this conflict. The appeal will therefore be dismissed.

12. I have taken account of all the other matters raised in the written representations, but of them is sufficient to outweigh the considerations which have led me to my decision.

Formal Decision

13. For the reasons given above, and in exercise of the powers transferred to me, I hereby dismiss this appeal.

Information

14. A separate note is attached setting out the circumstances in which the validity of this decision may be challenged by making an application to the High Court within 6 weeks from the date of this decision.

Robert H Town

INSPECTOR

WOKINGHAM DISTRICT COUNCIL

TOWN AND COUNTRY PLANNING ACT 1990

APPEAL BY O C S GROUP LTD

PLANNING APPLICATION FOR TEMPORARY PERMISSION FOR AGRICULTURAL CHANGE OF USE FROM STORAGE TO COMMERCIAL STORAGE & ERECTION OF 6 TEMPORARY BUILDINGS FOR USE IN CONNECTION WITH AMENITY SERVICES DEPOT (RETROSPECTIVE)

PLANNING APPLICATION NO. TP/2001/3436

DETR REF: APP/X0360/A/01/1067075

STATEMENT BY THE HIGHWAY AUTHORITY

1. The appeal site is located off Islandstone Lane, Hurst. The access being from an unsurfaced Bridleway.

2. Approximately 255 metres west of the junction of the bridleway with Islandstone Lane, Islandstone Lane forms a simple priority junction with Wokingham Road (A321). Wokingham Road forms part of the Primary Distributor Road network as defined within the Berkshire Design Guide and a 'road of more than local importance' within the Berkshire Structure Plan. Wokingham Road is subject to the national speed limit for single carriageway roads (60 mph) although it is estimated from a recent site visit that the 85th percentile speed of traffic passing the junction is 50 mph due to the adverse horizontal alignment of the A321 north.

3. DETR publication 'Places, Streets and Movement' (a companion guide to DB32 {CGDB32}) sets out the criteria with respect to visibility splays. In view of the speed of vehicles travelling along Wokingham Road (50 mph) PPG13 requires minimum visibility splays of 160 metres at an appropriate 'minor road' distance of 4.5 metres.

4. In accordance with CGDB32, on site measurements indicate that visibility available from the existing junction Islandstone Lane/Wokingham Road from the required 4.5 metre set back is adequate to the south (looking left) but only 35metres to the north, and from a 2.4metre setback is 83 metres to the north (looking right), although remains acceptable to the south.

5. Chapter 7 of the Department of Transport Technical Directive 42/95 (TD42/95) 'Geometric Design of Major/Minor Priority Junctions' acknowledges the importance of providing adequate visibility splays for minor roads in order to allow an emerging vehicle to see the oncoming major road traffic in sufficient time to permit them to make manoeuvres safely. Furthermore, the required minor road set back distance of 4.5 metres allows drivers on the major road to be aware of traffic entering from the minor road in time for them to be able to slow down and stop safely if necessary.

6. The application for change of use from agricultural storage to commercial storage will inevitably involve increased movements by large vehicles.

7. Islandstone Lane is a single lane carriageway with a general width of 2.9 metres, which does not allow two vehicles to pass. Furthermore, there are no formal passing places and it is evident that vehicles are damaging the existing grass verges while attempting to pass either pedestrians/cyclist/horses or other vehicles.

8. Chapter 3 of Design Bulletin 32 (2nd Edition) 'Residential Roads and Footpaths' provides advice on satisfactory carriageway widths to enable vehicles, including cyclists to pass. It advises that carriageway widths below 4 metres will be too narrow for private cars to pass each other comfortably except at very low speed and may be uncomfortable for cylists in conjunction with large vehicles.

9. Information contained within part 3 of the Berkshire Design Guide 'Highway Aspects of Development Control' requires that single-track carriageways narrowed to a minimum of 3 metres and in excess of 45 metres in length are to have to have adequate passing places.

10. There is sufficient width and radii for vehicles to pass within the bellmouth of the junction onto the A321 and can be used as an informal passing place where vehicles entering Islandstone Lane can wait for vehicles exiting. However, increased use by large vehicles waiting within the bellmouth of this junction would not be in the interests of highway safety, as a following vehicle may have to wait wholly/partially within the carriageway of the A321.

11. The existing access to the site is located to the west side of the bridleway approximately 80m from Islandstone Lane. There is no segregation of the users of the bridleway from vehicles accessing the site, the surface is in poor condition being of loose material.

12. Visibility from the bridleway on to Islandstone Lane from a 4.5m setback is acceptable to the right but to the left falls well short of the recommended standard being only 19m, and 36m from a 2.4m setback. The recommendation in 'Places Streets and Movement' for visibility on a road restricted to 30mph (this road is not covered by a speed restriction but assessed speeds are in the order of 30mph) is 90m. This shortfall in visibility is not acceptable in highway safety terms.

13. Islandstone Lane, to the north east of the junction with the bridleway, takes the form of a bend, at its junction with Nelsons Lane, where visibility is severely restricted by the alignment of the lane and vegetation growing close to the edge of it.

14. The section of Islandstone Lane fronting the bridleway is only 2.9m wide, which could create difficulties for turning paths of large vehicles. Furthermore, the access itself is only semi metalled with potholes. Clearly, any increased use of the access, particularly by large slow moving vehicles would cause further damage to Islandstone Lane and the access, which would not be in the interests of highway safety.

15. Photographs have been taken at the junction of Islandstone Lane with the bridleway and are included as Appendix 1. Photograph 1 indicates the view of the junction from the north east. Photograph 2 indicates the view of the junction from the south west. Photograph 3 indicates the view from the junction at a 4.5m setback looking to the left.

16. An inquiry (ref: T/APP/K0360/A/98/300715/P2) was held on 2, 3 and 5 February 1999 into use of land as a livery stable in Nelsons Lane, Hurst, some 100 metres from this appeal site and using some 300 metres of Islandstone Lane for access. The Inspector's report, in which he dismissed the appeal, is included as Appendix 2.

17. An appeal (ref: APP/X0360/A/00/1046496) for change of use of Agricultural Buildings to use for Storage of Horticultural Contractors Vehicles and Equipment plus erection of portable building for office use was dismissed, the site of such appeal being only some 60m NE of Bridleway Farm, on Islandstone Lane. The Inspector's report is included as Appendix 3.

GROUNDS OF APPEAL

18. The Appellant's Grounds of Appeal are based on the recent decision of The Traffic Commissioner to allow the parking of 6no. vehicles on this site at appeal, contrary to the objection raised by the Highway Authority. These objections are consistent with objections raised by the Authority when commenting on previous planning applications and have subsequently been upheld at appeals.

CONCLUSION

19. There have been no changes in circumstances since the recommendation for refusal was issued and, for the above reasons, I consider that large slow moving vehicles using a sub-standard access and in possible conflict with users of the bridleway would impinge on highway safety and the free flow of traffic, and therefore request that the appeal be dismissed.

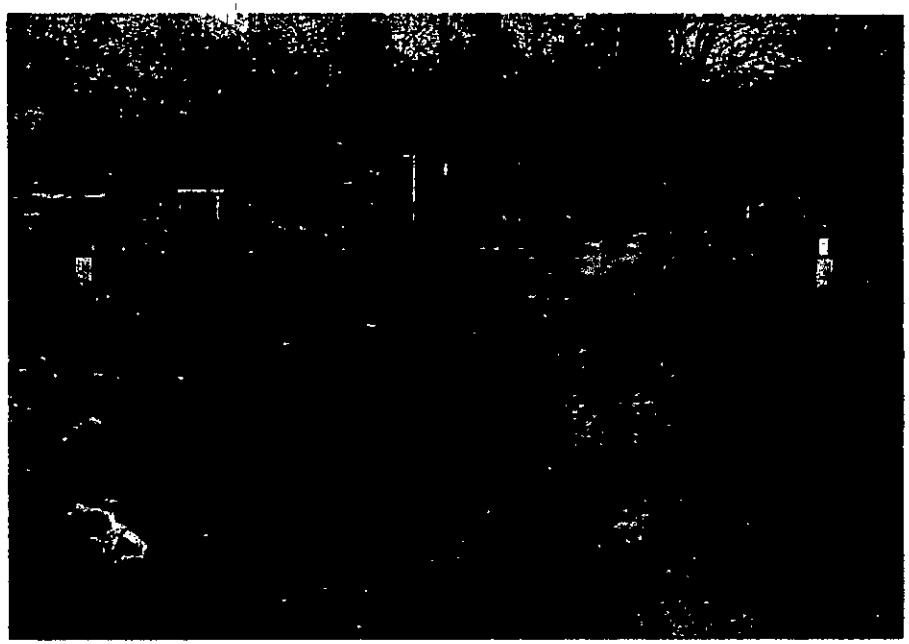
SNA/TP/2001/3436

APPENDIX 1

PHOTOGRAPHS



1.



2.



3.

The Planning Inspectorate

Room 1404
Tollgate House
Houlton Street
Bristol BS2 9DJ

Direct Line 0117 - 987 8927
Switchboard 0117 - 987 8000
Fax No 0117 - 987 8139
GTN 1374 - 8927
E-mail ENQUIRIES.PINS@GTNET.GOV.UK

Michael Cox Associates
177 Cuckfield Road
HURSTPIERPOINT
West Sussex
BN6 9RT

Your Ref:

Our Ref:
T/APP/X0360/A/98/300715/P2

Date: 04 MAR 1999

Dear Sir

TOWN AND COUNTRY PLANNING ACT 1990, SECTION 78 AND SCHEDULE 6
APPEAL BY MR & MRS DUNN
APPLICATION NO: 97/66710/F

1. The Secretary of State for the Environment, Transport and the Regions has appointed me to determine your client's appeal against the decision of the Wokingham District Council to refuse planning permission for the demolition and replacement, including conversion of approved agricultural buildings for equestrian use, relocation of existing stables, retention of existing mobile home and LPG gas tank on land at Magpies, Nelson's Lane, Hurst. As you know I held a local Inquiry on 2, 3 and 5 February 1999.

2. By way of clarification, you confirmed that the equestrian use applied for would relate solely to the provision of livery service. It was agreed at the Inquiry that the part of the appeal proposal relating to the existing mobile home would be to retain it for three years to be occupied in association with the proposed livery use. I shall consider this appeal on those bases.

3. The development the subject of this appeal consists of two discrete and potentially severable components. These are for the conversion, relocation and replacement of existing buildings to be used as a livery business, and for the retention of the mobile home on a temporary basis. As confirmed at the Inquiry your client would not wish these two components of the proposals to be dealt with separately. In any event, the evidence you presented at the Inquiry relating to justification for retention of the mobile home presupposes approval of the proposed livery business. I shall firstly therefore consider the merits of that part of the scheme relating to the proposed livery business. Dependant on my conclusion on that aspect of the proposals I may need to consider the merits of retaining the mobile home.

4. From the evidence and matters presented to me at the Inquiry, from my inspection of the site and its surroundings, and having regard to the relevant policies of the Development Plan, the main issue in that part of the appeal relating to the proposed livery use is the effect on highway safety and the free flow of traffic on Nelson's Lane and Islandstone Lane arising from the proposed use and associated access arrangements.

5. The Development Plan for the area comprises the Berkshire Structure Plan (1995) and the Loddon Area Local Plan (1995). That part of Policy C2 of the Structure Plan relevant to this appeal indicates that development outside built up areas will only be permitted for the re-use, adaptation or redevelopment of existing buildings or for other development for which a rural location is essential. Policy LTV2 of the Local Plan indicates that outside identified settlements development will not normally be allowed except for a number of categories of development including for a purpose wholly appropriate to a rural area. Policy LR10 of the Local Plan refers to equestrian related development and indicates the Council will have particular regard to, among other matters, any likely increases in traffic and parking requirements generated by the proposed development.

6. I have also been referred to the Deposit Draft Wokingham District Local Plan (1997). Objections to this plan are to be considered at a two stage Public Inquiry which has already started. Policy WCC1 of this plan is similar to Policies C2 and LTV2 in imposing strict controls on development outside settlement boundaries, subject to exceptions such as for the re-use and adaptation of existing buildings. Policy WCC6 indicates that dwellings required for countryside land uses will only be permitted where there is an established existing functional need for a full time worker by an activity that has been operating for at least three years, is currently viable and has a clear prospect of remaining so. I shall treat the relevant provisions of this emerging Local Plan as material considerations and attribute to them the weight advised in paragraph 48 of Planning Policy Guidance Note 1 (PPG1), *General Policy and Principles*. I need also to have regard to national planning policies, particularly as contained in Planning Policy Guidance Notes 7 and 13 (PPG7 and PPG13), *The Countryside - Environmental Quality and Economic and Social Development* and *Transport* respectively.

7. In order properly to assess the impact that would be caused by the traffic generated by the appeal proposals, it is necessary to establish as a bench mark the level of traffic that would be generated by full implementation of the extant 15 April 1994 permission on part of the appeal site for the retention of two poultry houses, stable block and LPG tank (Application No 42259 (F)). Although there was some disagreement at the Inquiry on this matter, based on the estimates of vehicle generation presented, I formed the view that this would be unlikely to exceed about 30 vehicle movements per day.

8. There was further disagreement on the likely traffic generation figures that would be associated with the appeal proposals, particularly taking into account that the range of service that could be provided may vary from full livery to wholly DIY livery. Again, on the basis of the evidence presented, I formed the view that traffic levels at these limits of alternative types of livery service would be about 20 and 60 vehicle movements per day respectively. From these figures, and taking into account that the precise nature of the livery service to be provided could not reasonably be controlled, I consider the appeal proposals would be likely to result in a material increase in the number of vehicles generated to and from the appeal site compared to the vehicle numbers that could be generated by the uses allowed by the extant 1994 permission.

9. The livery use envisaged by the appeal proposals would be carried out principally within existing and proposed buildings located on the northern part of the appeal site and would use an existing access to Nelson's Lane. It is likely that the majority of traffic generated to and from the site would use about 100m of Nelson's Lane to the north of this access, together with about 300m of Islandstone Lane, to reach the A321. These lengths of highway have widths of about 2.8m and 2.9m respectively, have no passing places and are not therefore wide enough to allow two vehicles to pass. The narrow width of the stretch of Nelson's Lane immediately adjoining the appeal site access would create difficulties for large vehicles such as horse boxes wishing to turn into or out of the appeal site. The junction

between Islandstone Lane and Nelson's Lane has no priority road markings, is very narrow and has limited verges. A pronounced bend at this junction, together with vegetation on adjoining land to the north, means the junction has very limited forward visibility when viewed from vehicles turning right from Islandstone Lane into Nelson's Lane. In addition, when measured at 4.5m minor road distance in accordance with the normally acceptable minimum standard contained in paragraph 2 to Annex D in PPG13, the junction of Islandstone Lane with the A321 has substandard visibility.

10. In view of the above, I consider the proposed development of a livery stable would lead to a material increase in the number of vehicles using Nelson's Lane and Islandstone Lane. The characteristics of these lanes and junctions are inadequate to deal safely with the volume and nature of traffic likely to be generated. In this respect the proposed development would not comply with the relevant provisions of Policy LR10.

11. In response to the Council's evidence on this matter you submitted to the Inquiry a number of draft highway improvement schemes which would involve widening parts of Islandstone Lane to provide passing places and improving the appeal site access. I was able to confirm from a map showing highway authority land and at my site inspection, that it was likely these draft improvements could be carried out within the limits of the highway. They had not however been fully assessed by the Council, nor had they been the subject of full consultation with bodies such as the Environment Agency. On the basis of the evidence submitted I am not therefore convinced that the improvements suggested would necessarily be practical. In any event, no improvements were suggested for the junction of Islandstone Lane with Nelson's Lane. The very tight limits on the extent of highway land at this junction would in my view preclude material visibility improvements being made without affecting third party land.

12. These draft improvements suggested would, if implemented, improve access to the appeal site, but not to a level that would meet the relevant standards. In particular, the very limited visibility at the junction of Islandstone Lane with Nelson's Lane would represent an unacceptable safety hazard given the material increase in traffic that could be generated by the appeal proposals. In addition, the provision of one passing bay along Islandstone Lane, together with the suggested improvements to the junction with the A321 and at the appeal site, would not comply with the maximum distance spacing of 45m between passing places I was advised is contained in the Berkshire Design Guide 'Highway Aspects of Development Control'.

13. Use of the existing access as proposed, even if improved as suggested at the Inquiry, would not therefore be acceptable as it would be detrimental to highway safety and the free flow of traffic on Nelson's Lane and Islandstone Lane. My overall conclusion is that the part of the appeal proposal relating to a livery use would be unacceptable.

14. As referred to in paragraph 3 above, your submissions relating to retention of the mobile home depend on acceptance of the livery use. Given my overall conclusion on the livery use part of the appeal proposals and that no separate justification was presented for retention of the mobile home, this component of the appeal proposal would be contrary to Policies C2, LTV2, WCC1 and WCC6 and would be unacceptable.

15. I have taken account of all other matters raised in the written representations and at the Inquiry including your suggestion for an alternative access direct from the appeal site to the A321 using an existing field gate access or at a location further to the south. These alternative accesses did not form part of the original planning application, were presented in draft form only, had not been the subject of a full assessment by the Council and relevant

consultees, and the effect of the capital cost of their provision on the viability of the proposed livery business was unclear. I have therefore given this suggestion little weight. The full cost of implementing the improvements to the existing access were similarly not clear and may also impact on the viability of the livery business, a matter that would need to be considered in assessing the merits of retaining the mobile home under the financial test set out in Annex I to PPG7. These other matters do not outweigh the main considerations that have led to my decision.

16. For the above reasons, and in exercise of the powers transferred to me, I hereby dismiss this appeal.

Yours faithfully

WM C CUNNINGHAM BSc(Hons) MA MCP MRTPI
Inspector

APPEARANCES

FOR THE APPELLANT

Miss Sarah Cox	Counsel. Holburn Chambers. Instructed by Michael Cox Associates.
She called:	
Mrs Susan Dunn	Appellant.
Mr J E Bastable MICE MIStruct E MIHT	Highway Consultant.
Mr Michael Cox BSc DipTP MRTPI	Principal, Michael Cox Associates, Chartered Town Planners and Development Consultants.

FOR THE LOCAL PLANNING AUTHORITY

Mr Christopher Boyle	Counsel. 2 Mitre Court Buildings. Instructed by T E Kingswood, Solicitor, Wokingham D C.
He called:	
Mr Tom Callaghan	Team Leader, Highways Development Control, Wokingham D C.
Mrs B L Polnik BSc(Hons) DipTP MRTPI	Senior Planning Officer, Wokingham D C.

DOCUMENTS

Document 1	Lists of persons present at the Inquiry.
Document 2	Council's letter of notification of the Inquiry and list of persons notified.
Document 3	Appendices A - C to proof of evidence by Mr Bastable.
Document 4	Estimate of traffic generated by proposed development, submitted by Mr Bastable.

Document 5	Guidelines for livery leaflet - British Horse Society. Submitted by Mrs Dunn.
Document 6	Appendices 1 - 13 to proof of evidence by Mr Cox.
Document 7	Bundle of seven letters of support to appeal proposal. Submitted by Mr Cox.
Document 8	Equine Crime Prevention Unit publication and crime statistics. Submitted by Mr Cox.
Document 9	Letter of support for appeal proposal from Mr/Mrs Harris. Submitted by Miss Cox.
Document 10	Appendices 1 - 6 to proof of evidence by Mr Callaghan.
Document 11	Computer-generated diagram of visibility splay to suggested new access to A321. Submitted by Mr Callaghan.
Document 12	Copy of planning permission dated 15 April 1994 for retention of two poultry houses and LPG tank on part of appeal site. Submitted by Mr Callaghan.
Document 13	Bundle of three documents. Letter from Mrs Dunn dated 20 Feb 1991, and two highway consultations in 1991 and 1994 on planning applications on part of the appeal site.
Document 14	Appeal decision letter on nearby site - Kayersbridge Farm (Ref No T/APP/H0330/A/89/137318/P3). Submitted by Mr Callaghan.
Document 15	Appendices 1 - 11 to proof of evidence of Mrs Polnik.
Document 16	Extract from Loddon Area Local Plan. Submitted by Mrs Polnik.
Document 17	Extract from Wokingham District Local Plan. Submitted by Mrs Polnik.
Document 18	Letter dated 7 October 1998 from BHS re size of loose boxes. Submitted by Mr Boyle.
Document 19	Copy of planning permission dated 30 August 1995 to renew approval 32190 to allow extension of time to start development as equestrian centre, Kayersbridge Farm. Submitted by Mr Boyle.

PLANS

Plan A	Application Plan - Site Plan - scale 1/4000.
Plan B	Application Plan - Northern part of appeal site showing proposed layout - Scale 1/500.
Plan C	Application Plan - Elevations of mobile home.
Plan D	Application Plan - Elevations of stables and LPG tank.

Plan E	**Map showing Highway Authority land in the vicinity of the appeal site.**
Plan F	**Plans showing improvements to junction of Islandstone Lane and A321 and passing bay in Islandstone Lane. Submitted by Mr Cox.**

Highways 09 OCT 2000

Appeal Decision

Site visit made on 25 September 2000

by Robert Town CEng MIStructE MIHT

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

The Planning Inspectorate
Room 1404
Tollgate House
Houlton Street
Bristol BS2 9DJ
☎ 0117 987 8927

Date
4 OCT 2000

Appeal Ref: APP/X0360/A/00/1046496
Land at Grade Meadow, Islandstone Lane, Hurst, 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 Continental Landscapes Limited against the decision of Wokingham District Council.
- The application (ref: F/1999/0100), received by the Council in November 1999, was refused by notice dated 14 June 2000.
- The development proposed is change of use from agricultural to storage of horticultural equipment, erection of new portable structure and laying of hardstanding.

Summary of Decision: the appeal is dismissed.

Preliminary Points

1. According to the Council's written representations the subject planning application was a retrospective one. I observed on my site inspection that the change of use of the agricultural building, the stationing of the two portable cabins and the construction of the hardstanding have taken place. The appeal site is now in use as a ground maintenance contractor's depot.

Main Issues

2. From my inspection of the appeal site and its surroundings, and from the written representations made, I find the main issues in this case to be:

    1. whether or not the change of use to ground maintenance contractor's depot is harmful to the character and appearance of the area, and;

    2. whether or not the traffic generated by the change of use is harmful to the interests of highway safety and convenience.

Planning Policies

3. The framework of local planning policy germane to this appeal is contained in the Berkshire Structure Plan, the Loddon Area Local Plan and the emerging Wokingham District Local Plan. The first two of these plans constitute the statutory development plan, as far as this appeal is concerned, while the third is a material consideration. Policies in the plans which are particularly relevant in respect of the first main issue comprise C2 in the structure plan, LTV2 and LC21 in the local plan and WCC1 and WRE2 in the emerging local plan. In essence these policies call for development in the countryside to be strictly controlled and provide for permission to be granted only in circumstances which satisfy the criteria set out in the policies. The plans provide for permission to be granted for the reuse or conversion of buildings in rural areas for new

commercial uses, subject to certain criteria being satisfied, one of which is that there will be no adverse effect on the appearance, character or amenity of the countryside.

4. In respect of the second main issue, local plan policy LT5 and emerging local plan policy WOS3 provide, among other things, for the road safety implications of all proposals for development to be examined, and seek to ensure that development proposals have no significant effect on road safety and do not cause highway, traffic generation or traffic related environmental problems.

Reasons

Character and Appearance

5. The appeal site, from my observations, is located in flat, low-lying terrain about a kilometre to the south east of the village of Hurst. Although there are scattered pockets of farmsteads and houses nearby, notably near the junction of Islandstone Lane and Broadcommon Road and in Nelson's Lane, the character hereabouts is attractively rural consisting of generally small fields separated by hedgerows. The appeal site is not within a settlement and under the terms of the local and emerging local plans the countryside policies I referred to earlier apply to it.

6. One component of the subject development consists of the reuse of an agricultural building for storage of grass cutting and related plant and equipment. That component, on its own, would appear to be consistent with local policy. However, that component is accompanied by the use of other substantial parts of the site for the stationing of portakabins for office use and for the open storage, on the hardstanding and elsewhere, of various equipment, tractors and materials as well as the parking of cars and commercial vehicles. It appears to me that the reuse of the agricultural building is not a predominant component of the subject development, and furthermore, the appellant's business use of the site could not practicably be confined principally to the agricultural building. In light of these considerations I find that the subject development represents an intrusion of urban development in the countryside contrary to established structure and local plan policy.

7. As to visual effects, part of the appeal site may be seen from some points along Islandstone Lane. The external storage of plant and equipment and the parking of vehicles detracts seriously from the character and appearance of the countryside hereabouts in my opinion.

Traffic

8. The appeal site is approached from the main road network, represented by the A321 Wokingham Road, by 350m of Islandstone Lane. This lane is but 2.9m or so wide (single lane carriageway) with no footways and with narrow, soft, grass verges. The lane is also not provided with formal passing places. According to the Highway Authority's representations the sightlines available at the junction of the site access with Islandstone Lane and at the junction between Islandstone Lane and the A321 fall significantly below the standards recommended in official guidance.

9. The appellant denies that they utilise heavy, slow-moving vehicles. However the appellant's business, with approximately 20 employees, may be expected to generate a considerable number of car and commercial vehicle movements into and out of the site

collecting and delivering materials and equipment. Some of those movements will inevitably sometimes involve heavy, slow-moving vehicles whether or not they are owned by the appellant.

10. On my site inspection I noticed that the lane's surface is damaged in places and there are also signs that vehicles are regularly overriding the verges. There is no evidence to suggest that the appellant's vehicles are alone responsible for this damage, but it appears to me that they contribute to it. In my opinion Islandstone Lane and its junctions are unsuitable to cater safely and conveniently for the appellant's business. A grant of permission for the subject development would therefore conflict with policies LT5 and WOS3. My conclusion on the second issue is that the traffic generated by the change of use is harmful to the interests of highway safety and convenience.

Overall Conclusion

11. I have found that the subject development conflicts with the development plan in respect of both main issues. There are no material considerations that would indicate that planning permission should be granted for the development in spite of this conflict. The appeal will therefore be dismissed.

12. I have taken account of all the other matters raised in the written representations, but of them is sufficient to outweigh the considerations which have led me to my decision.

Formal Decision

13. For the reasons given above, and in exercise of the powers transferred to me, I hereby dismiss this appeal.

Information

14. A separate note is attached setting out the circumstances in which the validity of this decision may be challenged by making an application to the High Court within 6 weeks from the date of this decision.

Robert H Town

INSPECTOR

WOKINGHAM DISTRICT COUNCIL

TOWN AND COUNTRY PLANNING ACT 1990

APPEAL BY O C S GROUP LTD

PLANNING APPLICATION FOR TEMPORARY PERMISSION FOR AGRICULTURAL CHANGE OF USE FROM STORAGE TO COMMERCIAL STORAGE & ERECTION OF 6 TEMPORARY BUILDINGS FOR USE IN CONNECTION WITH AMENITY SERVICES DEPOT (RETROSPECTIVE)

PLANNING APPLICATION NO. TP/2001/3436

DETR REF: APP/X0360/A/01/1067075

STATEMENT BY THE HIGHWAY AUTHORITY

1. The appeal site is located off Islandstone Lane, Hurst. The access being from an unsurfaced Bridleway.

2. Approximately 255 metres west of the junction of the bridleway with Islandstone Lane, Islandstone Lane forms a simple priority junction with Wokingham Road (A321). Wokingham Road forms part of the Primary Distributor Road network as defined within the Berkshire Design Guide and a 'road of more than local importance' within the Berkshire Structure Plan. Wokingham Road is subject to the national speed limit for single carriageway roads (60 mph) although it is estimated from a recent site visit that the 85th percentile speed of traffic passing the junction is 50 mph due to the adverse horizontal alignment of the A321 north.

3. DETR publication 'Places, Streets and Movement' (a companion guide to DB32 {CGDB32}) sets out the criteria with respect to visibility splays. In view of the speed of vehicles travelling along Wokingham Road (50 mph) PPG13 requires minimum visibility splays of 160 metres at an appropriate 'minor road' distance of 4.5 metres.

4. In accordance with CGDB32, on site measurements indicate that visibility available from the existing junction Islandstone Lane/Wokingham Road from the required 4.5 metre set back is adequate to the south (looking left) but only 35metres to the north, and from a 2.4metre setback is 83 metres to the north (looking right), although remains acceptable to the south.

5. Chapter 7 of the Department of Transport Technical Directive 42/95 (TD42/95) 'Geometric Design of Major/Minor Priority Junctions' acknowledges the importance of providing adequate visibility splays for minor roads in order to allow an emerging vehicle to see the oncoming major road traffic in sufficient time to permit them to make manoeuvres safely. Furthermore, the required minor road set back distance of 4.5 metres allows drivers on the major road to be aware of traffic entering from the minor road in time for them to be able to slow down and stop safely if necessary.

6. The application for change of use from agricultural storage to commercial storage will inevitably involve increased movements by large vehicles.

7. Islandstone Lane is a single lane carriageway with a general width of 2.9 metres, which does not allow two vehicles to pass. Furthermore, there are no formal passing places and it is evident that vehicles are damaging the existing grass verges while attempting to pass either pedestrians/cyclist/horses or other vehicles.

8. Chapter 3 of Design Bulletin 32 (2nd Edition) 'Residential Roads and Footpaths' provides advice on satisfactory carriageway widths to enable vehicles, including cyclists to pass. It advises that carriageway widths below 4 metres will be too narrow for private cars to pass each other comfortably except at very low speed and may be uncomfortable for cylists in conjunction with large vehicles.

9. Information contained within part 3 of the Berkshire Design Guide 'Highway Aspects of Development Control' requires that single-track carriageways narrowed to a minimum of 3 metres and in excess of 45 metres in length are to have to have adequate passing places.

10. There is sufficient width and radii for vehicles to pass within the bellmouth of the junction onto the A321 and can be used as an informal passing place where vehicles entering Islandstone Lane can wait for vehicles exiting. However, increased use by large vehicles waiting within the bellmouth of this junction would not be in the interests of highway safety, as a following vehicle may have to wait wholly/partially within the carriageway of the A321.

11. The existing access to the site is located to the west side of the bridleway approximately 80m from Islandstone Lane. There is no segregation of the users of the bridleway from vehicles accessing the site, the surface is in poor condition being of loose material.

12. Visibility from the bridleway on to Islandstone Lane from a 4.5m setback is acceptable to the right but to the left falls well short of the recommended standard being only 19m, and 36m from a 2.4m setback. The recommendation in 'Places Streets and Movement' for visibility on a road restricted to 30mph (this road is not covered by a speed restriction but assessed speeds are in the order of 30mph) is 90m. This shortfall in visibility is not acceptable in highway safety terms.

13. Islandstone Lane, to the north east of the junction with the bridleway, takes the form of a bend, at its junction with Nelsons Lane, where visibility is severely restricted by the alignment of the lane and vegetation growing close to the edge of it.

14. The section of Islandstone Lane fronting the bridleway is only 2.9m wide, which could create difficulties for turning paths of large vehicles. Furthermore, the access itself is only semi metalled with potholes. Clearly, any increased use of the access, particularly by large slow moving vehicles would cause further damage to Islandstone Lane and the access, which would not be in the interests of highway safety.

15. Photographs have been taken at the junction of Islandstone Lane with the bridleway and are included as Appendix 1. Photograph 1 indicates the view of the junction from the north east. Photograph 2 indicates the view of the junction from the south west. Photograph 3 indicates the view from the junction at a 4.5m setback looking to the left.

16. An inquiry (ref: T/APP/K0360/A/98/300715/P2) was held on 2, 3 and 5 February 1999 into use of land as a livery stable in Nelsons Lane, Hurst, some 100 metres from this appeal site and using some 300 metres of Islandstone Lane for access. The Inspector's report, in which he dismissed the appeal, is included as Appendix 2.

17. An appeal (ref: APP/X0360/A/00/1046496) for change of use of Agricultural Buildings to use for Storage of Horticultural Contractors Vehicles and Equipment plus erection of portable building for office use was dismissed, the site of such appeal being only some 60m NE of Bridleway Farm, on Islandstone Lane. The Inspector's report is included as Appendix 3.

GROUNDS OF APPEAL

18. The Appellant's Grounds of Appeal are based on the recent decision of The Traffic Commissioner to allow the parking of 6no. vehicles on this site at appeal, contrary to the objection raised by the Highway Authority. These objections are consistent with objections raised by the Authority when commenting on previous planning applications and have subsequently been upheld at appeals.

CONCLUSION

19. There have been no changes in circumstances since the recommendation for refusal was issued and, for the above reasons, I consider that large slow moving vehicles using a sub-standard access and in possible conflict with users of the bridleway would impinge on highway safety and the free flow of traffic, and therefore request that the appeal be dismissed.

SNA/TP/2001/3436



BERKSHIRE STRUCTURE PLAN 1991-2006

Incorporating Alterations adopted in August 1997





Babtie
Public Services Division

LIMITING THE SPREAD OF DEVELOPMENT

Controlling Development in the Countryside

5.8 The protection of the countryside is a fundamental concern and it is necessary to limit development within it to that which is both appropriate (in type and form) and sensitive to its location.

Development Outside Built-Up Areas and Settlements

Policy C2 **Development outside built-up areas and settlement boundaries defined in local plans (and not within the Metropolitan Green Belt - see Policy C4) will be strictly controlled, and permitted only :**

(i) where it is required for agriculture or forestry; or

(ii) for the re-use, adaptation or redevelopment of existing buildings, particularly to assist the diversification of the rural economy and to maintain or enhance the rural environment; or

(iii) other development for which a rural location is essential;

provided it is both appropriate in scale, form, impact, character and siting to its location in the countryside and is acceptable in terms of other policies in the Structure Plan.

5.9 Building in the open countryside away from existing settlements or from areas allocated for development in local plans will be strictly controlled in line with advice in PPG7, 'The Countryside and the Rural Economy'. Even where development may be acceptable in principle in the countryside the acceptability of a particular proposal will depend on its suitability for the proposed site; on the impact of any related activity; and on the adequacy of any measures to integrate the proposal into the surroundings. More detailed criteria relating to the control of development in the countryside will be included in local plans. With regard to redevelopment, such criteria may for example require that proposals should have no greater impact (in terms of bulk of buildings or site coverage) than the existing development and should secure environmental improvements.

5.10 Proposals for essential utilities will be considered under sub-section (iii) of Policy C2. Essential utilities include development and facilities, where these cannot be sited within settlements, for transport and related services, including park and ride and motorway service areas; for the distribution of gas, oil and electricity; for sewage disposal; for water supply and flood alleviation; and for telecommunications.

5.11 Where necessary to meet provisions made in the Structure Plan, settlement boundaries may be defined in local plans to allow for appropriate forms of development on sites on the edge of built-up areas.

LODDON AREA LOCAL PLAN

Adopted 5 May 1995

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

1.3.52 Despite this general presumption in favour of permissions for employment generating development in rural areas, careful consideration will need to be given to the likely effects of any such proposal in terms of noise, smell, safety, health or excessive traffic generation. Wokingham District is not an area of high unemployment where there is an overriding need to provide new employment opportunities. For this reason the retention of unsuitable premises or those which currently have an adverse impact on the rural environment should not be perpetuated through conversion and in these cases permission will not normally be granted. Particular regard will need to be paid in the case of new uses for listed buildings, to ensure that they are suitable for adaptation or conversion, consistent with policies LBE17 and LBE18 of this plan.

❖ LC21 RE-USE OR CONVERSION OF BUILDINGS IN RURAL AREAS FOR NEW COMMERCIAL USES

IN RURAL AREAS, PROPOSALS FOR THE USE OR CONVERSION OF BUILDINGS FOR SMALL-SCALE COMMERCIAL ACTIVITIES WILL GENERALLY BE APPROPRIATE, PROVIDED THAT ALL OF THE FOLLOWING CRITERIA APPLY:

A) THERE IS NO SIGNIFICANT CONFLICT WITH ANY OTHER LOCAL OR STRUCTURE PLAN POLICY;

B) THE BUILDINGS ARE STRUCTURALLY SUITABLE FOR CONVERSION OR ADAPTATION. EVIDENCE THAT THIS IS SO WILL BE REQUIRED BEFORE PLANNING PERMISSION IS GRANTED. THIS WILL NORMALLY BE IN THE FORM OF A DETAILED REPORT PREPARED BY A SUITABLY EXPERIENCED AND QUALIFIED SURVEYOR OR ARCHITECT;

C) THE PROPOSAL DOES NOT DETRACT FROM THE SCALE AND CHARACTER OF THE BUILDINGS;

D) THE EXISTING BUILDINGS ARE NOT UNSIGHTLY OR OBTRUSIVE ELEMENTS IN THE LANDSCAPE;

E) THERE WILL BE NO ADVERSE EFFECT ON THE APPEARANCE, CHARACTER OR AMENITY OF THE COUNTRYSIDE OR NEARBY PROPERTIES;

F) THERE ARE NO HIGHWAY OBJECTIONS, AND SATISFACTORY PROVISION IS MADE FOR PARKING AND ACCESS;

G) ADEQUATE UTILITY SERVICES ARE AVAILABLE OR CAN BE PROVIDED SATISFACTORILY;

H) THE PROPOSAL INCLUDES AN ACCEPTABLE LANDSCAPING SCHEME.

IN ADDITION, PARTICULARLY FAVOURABLE CONSIDERATION WILL BE GIVEN TO PROPOSALS WHICH WOULD PROVIDE PLANNING BENEFITS WHICH ARE CONSISTENT WITH OTHER POLICIES IN THE PLAN. SUCH BENEFITS COULD INCLUDE:-

A) THE MAINTENANCE OR IMPROVEMENT OF A LISTED OR ARCHITECTURALLY IMPORTANT BUILDING;

B) THE PROVISION OF ONE OR MORE SMALL STARTER UNITS FOR OCCUPATION BY LIGHT INDUSTRIAL USERS;

C) A SIGNIFICANT ENVIRONMENTAL IMPROVEMENT IN THE AREA ARISING FROM DEVELOPMENT;

D) THE PROPOSAL ADDS TO THE VARIETY OF LOCATIONS AND TYPES OF PREMISES AVAILABLE.

ALSO, IN CONSIDERING PROPOSALS FOR THE RE-USE OR CONVERSION OF BUILDINGS, THE DISTRICT COUNCIL WILL NORMALLY IMPOSE CONDITIONS REMOVING PERMITTED DEVELOPMENT RIGHTS FOR THE EXTENSION OF THE BUILDINGS WHERE THIS WOULD BE LIKELY TO AFFECT ANY OF THE CONSIDERATIONS OF THIS POLICY.

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

THE FOLLOWING MAY BE SUBJECT TO IMPROVEMENT WORKS:

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

❖ LT5 ROAD SAFETY

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

A) MONITORING OF ACCIDENT STATISTICS TO IDENTIFY BLACKSPOTS;

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

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

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

CAR AND MOTORCYCLE PARKING

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



❖ LT6 PARKING PROVISION

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

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

Tel. (0118) 974 6448 (Direct Line)
Date. June 26, 2001
My ref. TP/2001/3436
Your ref.

Mr & Mrs CJ Knight
The Old Cottage
Nelsons Lane
HURST
Berkshire
RG10 0RR

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

Dear Sir/Madam,

TOWN AND COUNTRY PLANNING ACT 1990
APPEAL BY: OCS Group Ltd
SITE: Bridleway Farm, Islandstone Lane, Hurst
PROPOSAL:Application for temporary permission for agricultural change of use from storage to commercial storage & erection of 6 temporary buildings for use in connection with amenity services depot. (Retrospective)

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

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

As your interests may be affected, you can give your views on the appeal in writing to Miss A Groves The Planning Inspectorate, Room 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/01/1067075. Comments received after 02/08/01 will not normally be seen by the Inspector & will be returned.

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

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

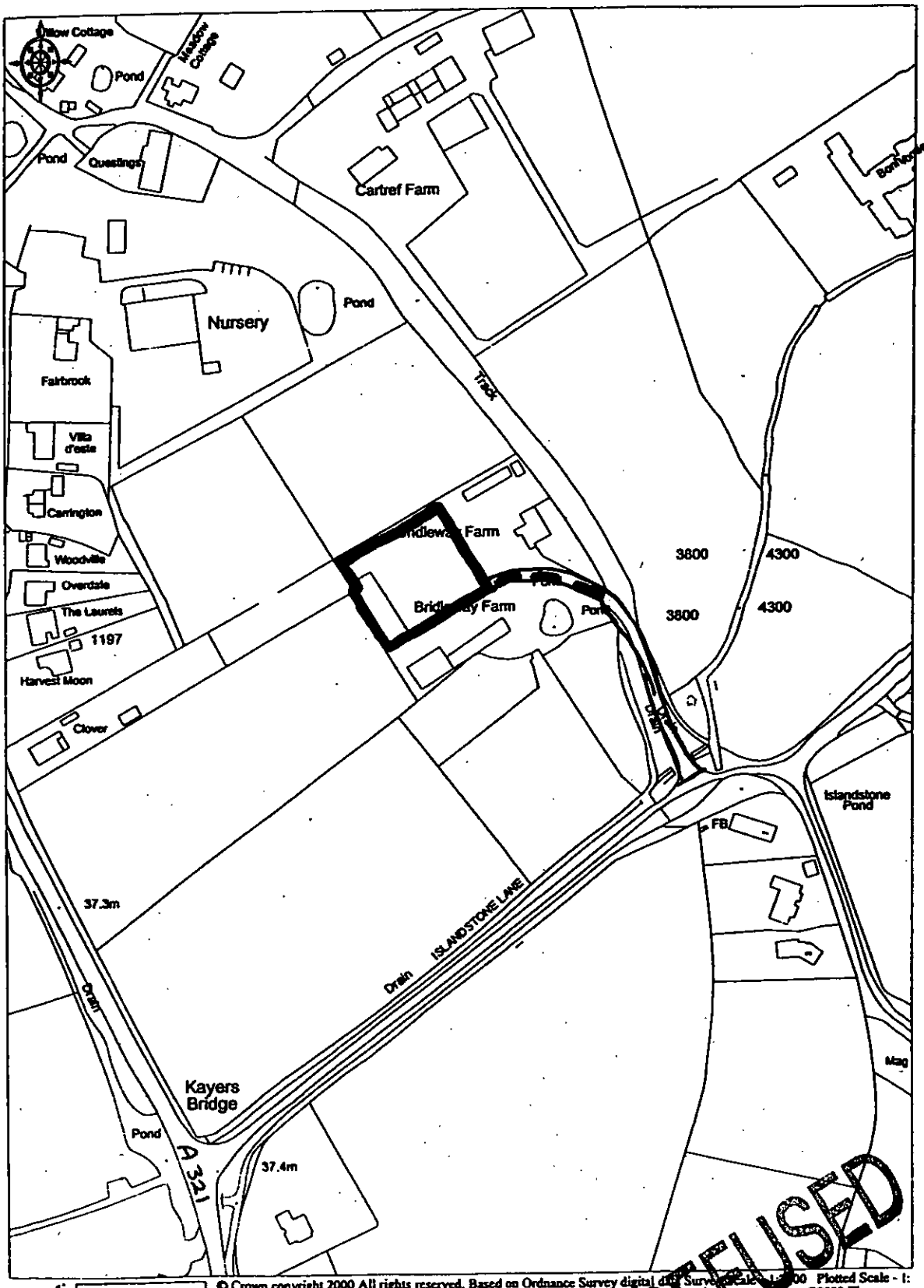
If you wish to be notified of the result of the appeal, you should write to Miss Groves at the Planning Inspectorate requesting a copy of the decision. Please quote reference APP/X0360/A/01/1067075.

Yours faithfully

Denise Gumbrell
Appeals Assistant

Bridleway Farm
Islandstone Lane
Hurst

26.FEB.2001 * 3436



© Crown copyright 2000 All rights reserved. Based on Ordnance Survey digital data Survey Scale 1:2500 Plotted Scale - 1:
(Scales other than at Survey Scale should not be used for accurate measurement.) Supplied occupancy data ©2000 Thomson

RG10 0RJ

REFUSED

Plan N° OCS 1

Scale 1 : 2500



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**

THE COUNTRYSIDE

Development in the Countryside

2.21 It is important to note the distinction between the 'countryside' and 'rural areas'. These are quite separate in technical terms. 'Countryside' is all land beyond identified settlement boundaries. Note that the countryside within the Metropolitan Green Belt is subject to specific Green Belt policies that form part of a separate chapter in this plan. The 'rural areas' definition is set out in the Berkshire Structure Plan 1991 - 2006, para. 5.5 where it is defined as:

"...those places which lie beyond towns (and adjoining built-up areas) with populations of 10,000 or more. This definition accords with that used by the Rural Development Commission...Using this approach the following settlements fall outside the remit of Policy C1: Reading Urban Area (Woodley and Earley); Wokingham/Winnersh"

2.22 Using just the 'rural areas' definition would mean that much of the plan area is rural and includes settlements such as Finchampstead North and Twyford. Therefore the 'countryside' definition is considered more appropriate and will apply in this plan.

2.23 The guiding principle in the countryside is that development should both benefit economic activity and maintain or enhance the environment. Rural areas can accommodate some forms of development without detriment, if the type, form and design are sensitive to the location. New development should be carefully located having regard to existing settlement patterns and to historic, wildlife and landscape resources. *CERTAIN CATEGORIES OF DEVELOPMENT, E.G. AGRICULTURE AND TELECOMMUNICATIONS, ARE CLASSED AS PERMITTED DEVELOPMENT UNDER THE GENERAL DEVELOPMENT ORDER 1995 AND PRIOR NOTIFICATION TO THE COUNCIL OF THE EXERCISE OF THESE RIGHTS IS REQUIRED.* **(PA 2/7)** Development in the open countryside, away from existing settlements or areas allocated for development in this local plan will be strictly controlled. Some categories of development that may be appropriate, are set out in Policy WCC1 below.

2.23A INFILL DEVELOPMENT IS DEFINED AS ONE OR TWO DWELLINGS IN A SMALL GAP IN AN OTHERWISE BUILT-UP FRONTAGE. FOR THE PURPOSE OF THIS POLICY SMALL IS DEFINED AS NO LARGER THAN NECESSARY TO ACCOMMODATE TWO HOUSES HAVING REGARD TO THE WIDTHS OF THE EXISTING RESIDENTIAL FRONTAGES IN THE IMMEDIATE VICINITY. THE NEW DWELLING(S) SHOULD HAVE A SIMILAR ROAD FRONTAGE AND SIMILAR CURTILAGE TO ADJOINING DWELLINGS. IT IS ESSENTIAL THAT THE DEVELOPMENT DOES NOT ADVERSELY AFFECT THE CHARACTER OF THE AREA AND IN PARTICULAR NOT LEAD TO ANY URBANISATION OF THE AREA. SUCH DEVELOPMENT SHOULD PROVIDE ADEQUATE GARDEN OR AMENITY OPEN SPACE FOR THE PRIVATE ENJOYMENT OF RESIDENTS APPROPRIATE TO THE CHARACTER AND GENERAL LAYOUT OF THE AREA. THE PROTECTION OF TREES IN ACCORDANCE WITH POLICY WBE11 WILL BE ANOTHER IMPORTANT CONSIDERATION. **[A1]**

2.23B THE DEVELOPMENT WILL BE SUBJECT TO THE PROVISIONS OF POLICY WCC4 ON NEW BUILDINGS OUTSIDE SETTLEMENT BOUNDARIES. WHERE APPLICABLE, PROPOSALS FOR DEVELOPMENT WILL BE CONSIDERED AGAINST POLICY WCC2 AND POLICIES WLL2 TO WLL8 OF THIS PLAN AND THE RELEVANT POLICIES OF THE STRUCTURE PLAN. **[A1]**

POLICY WCC1: DEVELOPMENT IN THE COUNTRYSIDE (OUTSIDE THE METROPOLITAN GREEN BELT)

DEVELOPMENT OUTSIDE SETTLEMENT BOUNDARIES DEFINED IN THIS PLAN (AND NOT WITHIN THE METROPOLITAN GREEN BELT) WILL ONLY BE ALLOWED IN EXCEPTIONAL CIRCUMSTANCES AND WILL BE STRICTLY CONTROLLED THROUGH THE APPLICATION OF DETAILED POLICIES AND PROVISIONS OF THIS PLAN.

DEVELOPMENT WILL ONLY BE ACCEPTABLE IN PRINCIPLE WHERE THE PROPOSAL FALLS WITHIN AT LEAST ONE OF THE FOLLOWING CATEGORIES:

A) DEVELOPMENT FOR AGRICULTURE/FORESTRY

B) OUTDOOR SPORT/COUNTRYSIDE RECREATION

C) LOCAL COMMUNITY FACILITIES WHICH CANNOT BE LOCATED ELSEWHERE

D) RE-USE AND ADAPTATION OF EXISTING BUILDINGS

E) DIVERSIFICATION OF AN ESTABLISHED AGRICULTURAL BUSINESS WHERE IT COMPLIES WITH POLICY WRE1

Cont.

F) REDEVELOPMENT PROPOSAL IN THE COUNTRYSIDE

G) OTHER DEVELOPMENT APPROPRIATE TO THE COUNTRYSIDE WHICH CANNOT BE ACCOMMODATED WITHIN A SETTLEMENT

~~*H) 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 THE PROVISIONS OF POLICY WH1A*~~ **(PA 2/8)**

H) SENSITIVE INFILLING OF ONE OR TWO DWELLINGS IN A SMALL GAP IN AN OTHERWISE BUILT-UP FRONTAGE WHERE THE DEVELOPMENT WOULD NOT ADVERSELY AFFECT THE CHARACTER AND APPEARANCE OF THE AREA. **[A1]**

WHERE DEVELOPMENT IS ACCEPTABLE IN PRINCIPLE, IT WILL ONLY BE PERMITTED IF IT IS APPROPRIATE IN SCALE, FORM, MATERIALS, DESIGN, CHARACTER, TO ITS LOCATION IN THE COUNTRYSIDE AND BE CONSISTENT WITH OTHER POLICIES IN THIS PLAN (SUCH AS *THOSE RELATING TO GREEN GAPS, LANDSCAPE AND* **[A1]** NATURE CONSERVATION) AND ANY SUPPLEMENTARY PLANNING GUIDANCE.

THE CLOSING OF GAPS OR THE ENCLOSURE OF OPEN AREAS THAT ARE IMPORTANT COMPONENTS IN THE CHARACTER OF AN AREA WILL NOT BE PERMITTED.

Implementation: The development control process.

Monitoring: Planning applications determined within each category.

Separation of Settlements by Green Gaps and Wedges

2.24 As a result of the density of development and the variety of settlements that characterise the plan area, it is essential that the separate identity of these settlements is maintained by keeping real 'green wedges' and 'gaps' between them. Policy C6 of the Berkshire Structure Plan 1991 - 2006 states that the 'green wedges' and 'gaps' will be defined in local plans. The areas in question are set out on the proposals map supporting this plan. Some of these gaps are more vulnerable than others and any built development could undermine their importance. Where specific landscape features such as trees or hedgerows may be compromised measures for positive landscape management will be sought, where possible.

2.25 For the avoidance of doubt, 'green wedges' are areas of open space penetrating, partly enclosed by, or separating identified settlements. ~~*EXISTING PERMITTED USES WILL CONTINUE IN THESE AREAS BUT INTENSIFICATION OF THESE USES WILL NOT BE ALLOWED, IN ORDER TO PRESERVE THE EXISTING OPEN CHARACTER OF THE LAND.*~~ **(PA 2/9)** *EXISTING PERMITTED USES WILL CONTINUE IN THESE AREAS, BUT INTENSIFICATION OF THESE USES WILL NOT BE ALLOWED WHERE THE EXISTING OPEN AND UNDEVELOPED CHARACTER OF THE LAND IS ADVERSELY AFFECTED.* **[A2]** 'Gaps' comprise open land which provides physical or visual separation between distinct identified settlements.

2.26 The areas included in the green wedges and gaps policy have been identified previously in the adopted local plans as areas important to the separation of settlements. These are retained except where specific proposals require a change, e.g. the new settlement identified at Grazeley, south of the M4.

2.27 The green wedges and gaps can also be important because of the character and sense of place that they can contribute to the settlements. In the adopted local plans the separation of, and setting of, settlements

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.

POLICY WOS3: DEVELOPMENT CONTROL PRINCIPLES

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

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

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

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

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

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

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

Implementation: Through the development control process.

Monitoring: Planning applications determined.

Services, Amenities and Infrastructure

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

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

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

Cont.

The Ramblers' Association
Working for walkers



16 March 2001

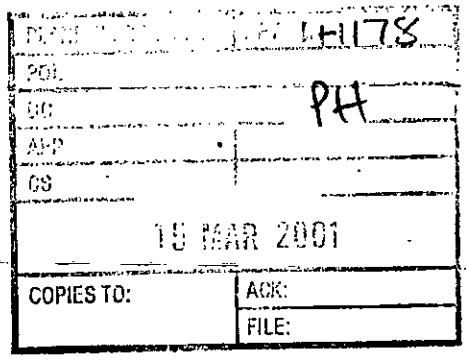
Your ref: Patrick Haran
TP/2001/3436

Berkshire Area
Groups: East Berks
Great Park • Loddon Valley
Mid-Berks • Pang Valley
South East Berks • West Berks

Mr J Mitchell
Development Control Manager
WOKINGHAM DISTRICT COUNCIL

70 Broad Hinton
TWYFORD
Berks RG10 OLP

Tel/Fax: 0118 9320285



Dear Sir

Application No. F/2001/3436

Site: Bridleway Farm, Islandstone Lane, Hurst.

In response to your letter of 2 March, in our view it would be a retrograde step to allow these premises to be used for commercial storage, either temporary or permanently.

As the application is retrospective, presumably no permission was ever given for agricultural purposes and if this unofficial use has finished we believe the site should be cleared.

May we draw your attention to the long row of redundant machinery currently lining the side of the RUPP, between Bridleway Farm and Islandstone Lane.

The untidy and unsightly appearance of this site is yet another blot on the quiet country scenery and disfigures this part of Hurst which is increasingly littered by sub-standard, mainly wooden, 'storage buildings'.

We hope the Council will reject this proposal.

Yours sincerely
DAVID BOUNDS
Footpath Secretary

Registered charity number 1066369

PH
OBS

THE OLD COTTAGE
NELSONS LANE
HURST, BERKSHIRE
RG10 ORR

28TH. MAR. 2001

Dear Sir, Re Planning Application No TP 2001/3436
Bridleway from, Islandstone Lane, Hurst.

We would like to object most strongly to the above planning application.

There are already a number of industrial units in Nelsons Lane which have greatly increased the amount of traffic in all the surrounding lanes (all of which are single track)

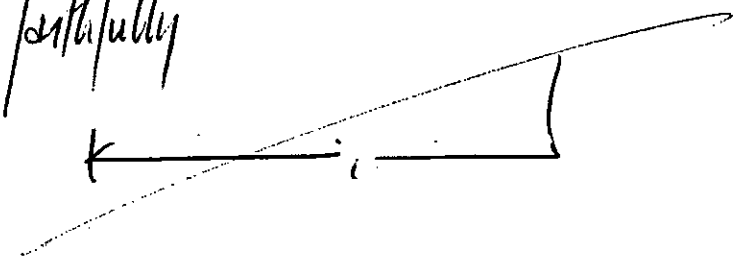
We live in an area of natural beauty which has become a haven for rambler's, joggers, horse riders, cyclists, bird-watchers and lovers of the country in general.

Since the advent of Continental Landscapes using Islandstone Lane, we have suffered a great deal of inconsiderate driving, littering of the verges, destruction of the verges and rapid deterioration of the road surface. The road surface is breaking up rapidly and the verges are being destroyed by vehicles pulling up on them whilst passing. The effect of this is gradually pushing the verges back in to the ditches, and in consequence increasing the already considerable risk of flooding to our homes.

The amount of traffic is totally unacceptable and if you allow this development to continue unchecked, this beautiful conservation area will end up ressembling a small industrial park in the heart of the English countryside.

Please come and inspect the damage to our environment before you reach any decision. It would be irresponsible to find in favour of this planning application.

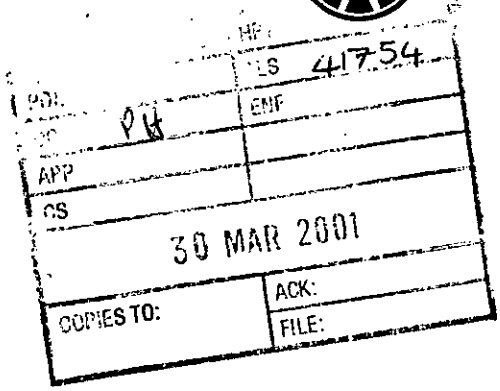
Yours faithfully



MR. & MRS. C. J. KNIGHT

Our ref: SP\2001\003325\001
Your ref: TP/2001/3436
Date: 26th March 2001

ENVIRONMENT AGENCY



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

Dear Sir

PROPOSAL: Agricultural Change Of Use From Storage To Commercial Storage And Erection Of Temporay Buildings, (Retrospective)
LOCATION: Bridleway Farm, Islandstone La, Hurst, Reading

Thank you for your letter dated 02 March 2001, which was received on 07 March 2001. You are asked to quote the following reference in any correspondence: **SU87SW/16/15**.The Environment Agency has the following comments:-

Land Drainage: Contact Amanda Reed On 01276 454331

This site is within an area the Environment Agency believes is subject to flooding. The Environment Agency objects in principle to any increase in development within the floodplain. However, there exists very little information relating to the flooding near this site and therefore the Environment Agency is unable to object to the proposal. In these instances the matter is left to the Local Planning Authority to determine under its own floodplain policy. The Environment Agency will support the Local Authority should permission be refused on flooding grounds.

Should the Borough Council be minded to allow this permission, then the Environment Agency would strongly recommend that the following points are included as conditions:

- The buildings are raised 300 mm above the existing ground level and incorporate underfloor voids, so as to provide some level of protection to the occupants in the event of a flood, and to prevent the increased risk of flooding due to the impedance of flood flows and reduction of flood storage capacity;
- There shall be no raising of ground levels and no spoil or materials shall be stored on the site, in order to prevent the increased risk of flooding due to impedance of flood flows and reduction of flood storage capacity;
- Any walls or fencing constructed within or around the site shall be designed to be permeable to flood water, and retained as such thereafter, so as to prevent obstruction to the flow and storage of flood water, with a consequent increased risk of flooding;
- Any steps or ramps shall be of open construction, in order to prevent the increased risk of flooding due to the impedance of flood flows and the reduction of flood storage capacity.

Cont/d..

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

Advice To Local Planning Authority

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.

Our general criteria is:

- The discharge from the developed site should mimic that from the existing site as far as practical. Thus in a 1 year event the discharge should be the same as for the existing site, and in a 10 year event, and similarly in a 100 year event. So across the range of return periods the existing runoff is simulated; and
- Storage should be provided to protect from a 1 in 100 year storm.

There are alternatives to conventional storage for the control of surface water run-off that are favoured by the Environment Agency. 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.

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.

Advice To Applicant

Scientific Support: Contact Ian Doyle On 01276 454365

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

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

No soakaways shall be constructed to a depth exceeding 3 metres below existing ground level, and under no circumstances shall the water table be intersected.

All sewage or trade effluent should be discharged to the foul sewer if available subject to the approval of Thames Water Utilities or its sewerage agent.

Cont/d..

Water Conservation - Non-Household Use
Water is one of our most precious natural resources, and the Environment Agency is keen to ensure it is used wisely:

- Approximately a third of non-household water use come through wash hand basin taps. The installation of low volume taps such as push-top, spray or infra-red taps can result in company cost savings in both water and energy use.
- About 20% of non-household water use is for urinal flushing. As much as half of this can be saved by installing flush controls, such as infra-red sensors or electromagnetic door switches. Water use can be cut out entirely by installing waterless urinals.

Grey Water And Rainwater Recycling
Rainwater and grey water recycling is becoming increasingly popular. It can reduce household water use by up to 30%. A number of systems are available which collect, treat and store rain- or grey water for WC flushing or garden/outside watering.

Decision Notice

Would you please forward a copy of the decision notice to this office quoting our reference. If you have any further queries please do not hesitate to contact Sarah Paxman on 01276 454323, quoting the reference cited at the beginning of this letter.

Yours faithfully

pp **Matt Rose**
Development Planning Team

ST. NICHOLAS HURST PARISH COUNCIL

Clerk: Mr. R. Wardle, D.M.A., F.C.I.S., M.I.Mgt.,
Glenrocques, 52 Altwood Road, Maidenhead, Berkshire, SL6 4PZ
Telephone/Fax: (01628) 628485

13th March, 2001

Development Control Manager,
Wokingham District Council,
P.O. Box 157,
Shute End,
Wokingham, RG40 1WR

For the attention of Patrick Haran

PLANNING SERVICES	HPT
FOL	TLS
CC PH	ENF
APP	
CF Obs	
14 MAR 2001	
CHECKED TO	ACK: ✓
	FILE:

Dear Mr. Haran,

Application No. TP/2001/3436
Bridleway Farm, Islandstone Lane, Hurst

I refer to the above-mentioned Application by the O.C.S. Group for temporary permission for agricultural change of use from storage to commercial storage and erection of six temporary buildings for use in connection with amenity services depot (Retrospective).

The Council are aware that the property is already being used as a depot for amenity service vehicles and it is estimated that the vehicles (road sweepers, drain cleaners, etc.) are in excess of 10 tons weight. There are 3 ton weight limit signs at the entrance to Islandstone Lane from the A 321.

Item 12 of the Application erroneously states that no public right of way crosses or abuts the site. There is a Bridleway which is well-used. Heavy vehicles accessing and exiting from the site are not compatible with horses or pedestrians.

The buildings, clearly visible over open farmland from the A321 are an eyesore and detract from the visual amenity.

Islandstone Lane is totally unsuitable for large vehicular traffic. The surface comprises an extremely thin veneer of madadam and is unfit now for the level of traffic it is required to accommodate. Two recent Applications (Continental Landscapes F/1999/0100 and one in Nelsons Lane (97/66710/F) which would have used access to the A321 via Islandstone Lane both lost their Appeals in part on traffic grounds, which apply in this case.

There is no indication about the number of daily movements, types of vehicles or hours of working site working. A road sweeping type vehicle has been seen leaving the site at 06.30 hours.

The site and access are totally unsuited to the purpose proposed and the Council urge refusal of the Application.

Yours sincerely,

Clerk

2 NELSONS LANE
HURST
READING
BERKS
RG10 0RR

PLANNING	
PH	
OBS	

re. TP 2001 / 3436 BRIDLEWAY FARM

Dear Sir

I am writing to express my concerns about the above retrospective planning application. As I am sure you are aware, Islandstone Lane is a single track road with main drainage ditches either side & is also subject to severe flooding. In assessing the planning application it is essential to bear in mind the following

1. The road infrastructure is entirely unsuitable for the increased level of use to which it is now subjected - both from Continental Landscapes & Artel & the road has collapsed.

2. Heavy vehicles using the road when it's flooded have led to significant backwash affecting the banks of adjacent properties leading to subsidence - a lot of work needs to be done to correct this

3. The size of the main drainage ditches is gradually being reduced as more & more of the verge is pushed into these & Islandstone Pond.

4. Access to the proposed area is on a major Right of Way, used by ~~[illegible]~~ ramblers & riders (under

normal circumstances & provides increased danger from them & other ~~cars~~ pedestrians.

5. A number of vehicles have attempted to pass on Sandstone Lane & it is just too narrow for this to happen — perhaps a "right of way" sign could be erected to @ least sort this particular problem.

I do not want to prevent development for the sake of it but for these proposals to go through I feel it is essential you consider the above.

Yours sincerely

Julie A. Clapham

HIGHWAYS CONSULTATION SHEET

From: Patrick Haran **Date:** 02 March 2001

Application Number: TP/2001/3436

Proposal: Application for temporary permission for agricultural change of use from storage to commercial storage and erection of 6 temporary buildings for use in connection with amenity services depot. (Retrospective)

Parish: HURST PARISH

Site Address:
Bridleway Farm, Islandstone Lane, Hurst, Reading.

Applicant:
O C S Group Ltd Management Office.

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).

Comment

Islandstone Lane is sub-standard in width and construction and the verges are being damaged/eroded by overrunning vehicles.

Reason

The increased use of the surrounding highway network by large, slow-moving vehicles would have a detrimental effect on highway safety.

Signed: _____ **Print name:** S.N. ATTON

12.3.01

Policy and Plans Consultation

Location: Bridleway Farm, Islandstone Lane, Hurst.

Proposal: Temporary Permission for Agricultural Change of Use from Storage to Commercial Storage & Erection of 6 Temporary Buildings for Use in Connection with Amenity Services Depot.

Application Number: TP/2001/3436

Applicant: O C S Group Ltd, Management Office.

Potentially the following policies in the Wokingham District Local Plan Deposit Draft (WDLPDD) could apply to the site:

Policy WOS1: Sustainable Development
Policy WOS2: General Development Principles
Policy WOS3: Development Control Principles
Policy WOS5: Environmental Improvements
Policy WCC1: Development in the Countryside
Policy WLL6: Setting of Settlements
Policy WBE1: Development in its Local Context
Policy WRE1: Farm Diversification Involving Use of Land for Non-Agricultural or Forestry Production Purposes
Policy WRE2: Re-Use & Adaptation of Rural Buildings for Commercial uses
Policy WT4: Environmental Aspects of Traffic

The application conflicts with Policy WOS2 and WLL6 since the site is located outside an 'identified settlement', and within the countryside and Setting of Settlement. The proposal is also contrary to Policy WCC1 as it does not fall within any of the categories specified in this policy which permit development in the countryside. Furthermore, it conflicts with Policy WOS3, WBE1, WRE1, WRE2 and WT4 as it would have an adverse affect on the character and appearance of the area, and increase traffic levels. It could be argued that the application is supported by Policy WOS1 (i) and WOS5 (a), which encourage development on brownfield sites in preference to greenfield, however, this does not outweigh the general presumption against development in the countryside.

Andrew Astin
Policy & Plans
06/03/01



WOKINGHAM DISTRICT COUNCIL
ENVIRONMENTAL PROTECTION AND HOUSING

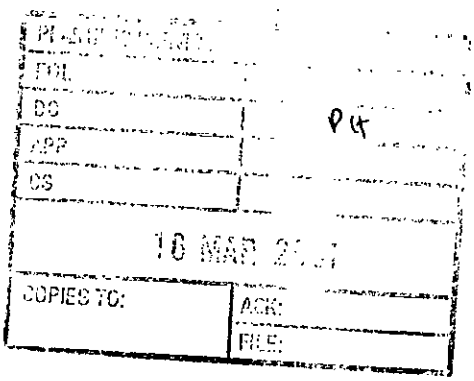
MEMORANDUM

From:	Joanne Ellis Environmental Health	My Ref:	jpe/bridleway
To:	Patrick Haran Development Control	Your Ref:	TP/2001/3436
		Date.	14 March 2001

PROPOSED: TEMPORARY PERMISSION FOR AGRICULTURAL CHANGE OF USE FROM STORAGE TO COMMERCIAL STORAGE AND ERECTION OF 6 TEMPORARY BUILDINGS FOR USE IN CONNECTION WITH AMENITY SERVICES DEPOT (RETROSPECTIVE)

LOCATION: BRIDLEWAY FARM, ISLANDSTONE LANE, HURST

These proposals have been evaluated and I have no environmental health objections to the application.



DETR
ENVIRONMENT
TRANSPORT
REGIONS

DEPARTMENT OF THE ENVIRONMENT
TRANSPORT AND THE REGIONS

COLIN SAGE
COMPLIANCE TEAM

WESTERN TRAFFIC AREA
THE GAUNT'S HOUSE
DENMARK STREET
BRISTOL
BS1 5DR

TELEPHONE: 0117 975 5076
FAX: 0117 975 5199
GTN CODE: 7 1397 5076

Your Ref

OUR REF: OH224448

DATE 19 APRIL 2001

Mr.I.Holmes
New Century Group Ltd.
Fleet Technique Ltd.
Team Vale House
Greensway South
Team Valley
GATESHEAD
Tyne & Wear NE11 0SD

Dear Sir

GOODS VEHICLES (LICENSING OF OPERATORS) ACT 1995

I refer to your application for the variation of your operators licence and my letter dated 8th January 2001.

As you are aware, the Traffic Commissioner has decided to hold a public inquiry to determine your application as there has been an objection from Wokingham Borough Council.

A report from the Vehicle Inspectorate (copy enclosed) indicates that Bridleway Farm is suitable as an operating centre. However, the Council have not indicated that they are prepared to withdraw their objection therefore we must proceed with the public inquiry arrangements.

The inquiry will take place on Friday 11th May 2001 in The Kennet Room, the Civic Centre, Civic Offices, Off Castle Street, Reading starting at 10.30 am. Please would you confirm that you will attend to put your case.

In view of the possible consequences for your business it may be advisable to consider taking professional advice and to being represented at the inquiry. However, this is not essential.

Finally, I would be grateful if you would complete and return the slip below.

Yours faithfully,

Mr.C.W.Sage
Compliance Team

GVOL PI READING 11.05.01 - NEW CENTURY GROUP LTD. OH 224448

(a) I will attend the inquiry
(b) I withdraw my application

Signed..... Date.....

BLOCK CAPITALS

My name is Michael Evans, I am a member of the Royal Town Planning Institute. I am currently employed as a team leader in enforcement by Wokingham District Council. I have previously worked as a planning officer for Birmingham City Council and West Oxfordshire District Council. I am familiar with the operators licence application site.

WOKINGHAM DISTRICT COUNCIL

GOODS VEHICLE (LICENSING OF OPERATORS) REGS 1995

APPLICATION NO. 224448

BRIDLEWAY FARM, ISLANDSTONE LANE, HURST, BERKSHIRE

PROVISION OF OPERATING CENTRE FOR 6 NO VEHICLES

STATEMENT BY THE PLANNING AUTHORITY

1. The site is located in a rural area identified in the Loddon Area Local Plan and the Wokingham District Local Plan Deposit Draft. The area is characterised by narrow country lanes with generally small fields separated by hedgerows. The area has an attractive countryside appearance.

2. Following enforcement investigations a planning application(ref TP/2001/3436) was made for an amenity services depot at this site. The application was refused on the 23rd April 2001(see Appendix A). The proposal was refused because it would harm the character and appearance of the countryside and also for highway safety reasons which are dealt with in a separate statement.

3. One component of the use as an amenity services depot is the use of large vehicles. These vehicles therefore do not have the benefit of planning permission and are unacceptable in planning terms in this location. Planning policies contained in the Berkshire Structure Plan, Loddon Area Local Plan and the Wokingham District Local Plan Deposit Draft seek to protect the character and appearance of rural areas. In order to do this they only seek to permit development appropriate to rural locations such as farm buildings, outdoor sport and community facilities. The parking of large vehicles would be contrary to these policies and detrimental to the character and appearance of the countryside. The vehicles would be visible from Islandstone Lane and detract from the enjoyment by walkers and cyclists of Islandstone Lane.

4. A recent planning appeal decision at a nearby site in Islandstone lane at Grade Meadow raised very similar issues to Bridleway Farm. In this case

the proposal was considered an intrusion of urban development in the countryside contrary to established policies(copy in Appendix B). In my judgement the same assessment applies to the stationing of vehicles at Bridleway Farm.

5. For the above reasons I consider that the proposal would harm the character and appearance of this rural area and its enjoyment by local residents. It is therefore respectfully requested that this application be refused.

PROPOSED CONDITION IN THE EVENT OF THE APPLICATION BEING PERMITTED

1. Vehicles shall only enter or leave the site between the hours of 0800 to 1700 from Monday to Friday.

Michael Evans
Principal Enforcement Officer
Development Control
Environmental Services

APPENDIX A

(PH)

WOKINGHAM DISTRICT COUNCIL

TOWN AND COUNTRY PLANNING ACTS

Notification of Refusal of Permission

O C S Group Ltd
Management Office
Willesborough Industrial Park
Kennington Road
Ashford
Kent
TN24 OTD

Application Number: TP/2001/3436

Parish:	**HURST**
Location:	**Bridleway Farm, Islandstone Lane, Hurst, Reading.**
Proposal:	**Application for temporary permission for agricultural change of use from storage to commercial storage and erection of 6 temporary buildings for use in connection with amenity services depot. (Retrospective)**

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

Reason
1. The proposed use, by virtue of its location and nature, would adversely affect the character and the visual amenity of this rural area. As such, the proposal is considered contrary to policy LC21 of the Loddon Area Local Plan, policy C2 of the Berkshire Structure Plan and to policies WCC1 and WBE2 of the Wokingham District Local Plan (Deposit Draft).

Reason
2. The increased use of the surrounding highway network by large slow moving vehicles would have a detrimental impact on highway safety and would be contrary to policy LT5 of the Loddon Area Local Plan and policy WOS3 of the Wokingham District Local Plan (Deposit Draft).

Reason

3. The existing access onto Islandstone Lane does not conform to current Highways Authority standards and the use of the substandard access would adversely affect highway safety and would be contrary to policy LT5 of the Loddon Area Local Plan and to policy WOS3 of the Wokingham District Local Plan (Deposit Draft).

John Mitchell
Development Control Manager
Date: 23/04/2001

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.

Highways 09 OCT 2000 APPENDIX 6

Appeal Decision

Site visit made on 25 September 2000

by Robert Town CEng MIStructE MIHT

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

The Planning Inspectorate
Room 1404
Tollgate House
Houlton Street
Bristol BS2 9DJ
☎ 0117 987 8927

Date 04 OCT 20

Appeal Ref: APP/X0360/A/00/1046496
Land at Grade Meadow, Islandstone Lane, Hurst, 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 Continental Landscapes Limited against the decision of Wokingham District Council.
- The application (ref: F/1999/0100), received by the Council in November 1999, was refused by notice dated 14 June 2000.
- The development proposed is change of use from agricultural to storage of horticultural equipment, erection of new portable structure and laying of hardstanding.

Summary of Decision: the appeal is dismissed.

Preliminary Points

1. According to the Council's written representations the subject planning application was a retrospective one. I observed on my site inspection that the change of use of the agricultural building, the stationing of the two portable cabins and the construction of the hardstanding have taken place. The appeal site is now in use as a ground maintenance contractor's depot.

Main Issues

2. From my inspection of the appeal site and its surroundings, and from the written representations made, I find the main issues in this case to be:

    1. whether or not the change of use to ground maintenance contractor's depot is harmful to the character and appearance of the area, and;

    2. whether or not the traffic generated by the change of use is harmful to the interests of highway safety and convenience.

Planning Policies

3. The framework of local planning policy germane to this appeal is contained in the Berkshire Structure Plan, the Loddon Area Local Plan and the emerging Wokingham District Local Plan. The first two of these plans constitute the statutory development plan, as far as this appeal is concerned, while the third is a material consideration. Policies in the plans which are particularly relevant in respect of the first main issue comprise C2 in the structure plan, LTV2 and LC21 in the local plan and WCC1 and WRE2 in the emerging local plan. In essence these policies call for development in the countryside to be strictly controlled and provide for permission to be granted only in circumstances which satisfy the criteria set out in the policies. The plans provide for permission to be granted for the reuse or conversion of buildings in rural areas for new

commercial uses, subject to certain criteria being satisfied, one of which is that there will be no adverse effect on the appearance, character or amenity of the countryside.

4. In respect of the second main issue, local plan policy LT5 and emerging local plan policy WOS3 provide, among other things, for the road safety implications of all proposals for development to be examined, and seek to ensure that development proposals have no significant effect on road safety and do not cause highway, traffic generation or traffic related environmental problems.

Reasons

Character and Appearance

5. The appeal site, from my observations, is located in flat, low-lying terrain about a kilometre to the south east of the village of Hurst. Although there are scattered pockets of farmsteads and houses nearby, notably near the junction of Islandstone Lane and Broadcommon Road and in Nelson's Lane, the character hereabouts is attractively rural consisting of generally small fields separated by hedgerows. The appeal site is not within a settlement and under the terms of the local and emerging local plans the countryside policies I referred to earlier apply to it.

6. One component of the subject development consists of the reuse of an agricultural building for storage of grass cutting and related plant and equipment. That component, on its own, would appear to be consistent with local policy. However, that component is accompanied by the use of other substantial parts of the site for the stationing of portakabins for office use and for the open storage, on the hardstanding and elsewhere, of various equipment, tractors and materials as well as the parking of cars and commercial vehicles. It appears to me that the reuse of the agricultural building is not a predominant component of the subject development, and furthermore, the appellant's business use of the site could not practicably be confined principally to the agricultural building. In light of these considerations I find that the subject development represents an intrusion of urban development in the countryside contrary to established structure and local plan policy.

7. As to visual effects, part of the appeal site may be seen from some points along Islandstone Lane. The external storage of plant and equipment and the parking of vehicles detracts seriously from the character and appearance of the countryside hereabouts in my opinion.

Traffic

8. The appeal site is approached from the main road network, represented by the A321 Wokingham Road, by 350m of Islandstone Lane. This lane is but 2.9m or so wide (single lane carriageway) with no footways and with narrow, soft, grass verges. The lane is also not provided with formal passing places. According to the Highway Authority's representations the sightlines available at the junction of the site access with Islandstone Lane and at the junction between Islandstone Lane and the A321 fall significantly below the standards recommended in official guidance.

9. The appellant denies that they utilise heavy, slow-moving vehicles. However the appellant's business, with approximately 20 employees, may be expected to generate a considerable number of car and commercial vehicle movements into and out of the site

collecting and delivering materials and equipment. Some of those movements will inevitably sometimes involve heavy, slow-moving vehicles whether or not they are owned by the appellant.

10. On my site inspection I noticed that the lane's surface is damaged in places and there are also signs that vehicles are regularly overriding the verges. There is no evidence to suggest that the appellant's vehicles are alone responsible for this damage, but it appears to me that they contribute to it. In my opinion Islandstone Lane and its junctions are unsuitable to cater safely and conveniently for the appellant's business. A grant of permission for the subject development would therefore conflict with policies LT5 and WOS3. My conclusion on the second issue is that the traffic generated by the change of use is harmful to the interests of highway safety and convenience.

Overall Conclusion

11. I have found that the subject development conflicts with the development plan in respect of both main issues. There are no material considerations that would indicate that planning permission should be granted for the development in spite of this conflict. The appeal will therefore be dismissed.

12. I have taken account of all the other matters raised in the written representations, but of them is sufficient to outweigh the considerations which have led me to my decision.

Formal Decision

13. For the reasons given above, and in exercise of the powers transferred to me, I hereby dismiss this appeal.

Information

14. A separate note is attached setting out the circumstances in which the validity of this decision may be challenged by making an application to the High Court within 6 weeks from the date of this decision.

Robert H Town

INSPECTOR

January 1996

COUNTRY ROADS, FOOTPATHS AND VERGES SCHEDULES

DAY 3 **EVERY 6 MONTHS**

NUMBER	LOCATIONS, ROADS ETC	KILOMETRES
1.	HOGMOOR LANE, HURST	0.90
2.	POPLAR LANE	0.96
3.	BROADCOMMON ROAD	3.80
4.	ISLANDSTONE LANE	1.20
5.	FERREL BRIDGE LANE (STRAIGHT MILE TO BROADCOMMON ROAD)	2.00
6.	NELSONS LANE	1.60
7.	POUND LANE	2.00
8.	LINES ROAD	4.60
9.	DUNT LANE	3.20
	TOTAL	20.60 KM

D

23rd February 2001

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

Your Ref PJH/2/00/3836

Dear Sirs,

Bridleway Farm,Islandstone Lane,Hurst,Wokingham.

Further to the writers recent telephone conversation with Mrs Hurst,we are enclosing 4 no plan and elevation drawings for each of the proposed temporary buildings at the above application site.We hope these are suitable.

With regard to the more accurate wording to properly describe this application,we understand that Mrs Hurst is to speak with the Enforcement Officer,who is familiar both with the site and the incumbent occupier.

Please let us know if you require further information.

Yours faithfully,

OCS Group Ltd.

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? YES / NO

If the answer to question 11a or b is YES, please attach a copy of the relevant listing description from the List of Buildings of Special Architectural or Historic Interest. (If NO, go to Q13.)

12. Has a grant been made under Sections 3A or 4 of the Historic Buildings and Ancient Monuments Act 1953? YES / NO

13.a. Would the proposals affect an Ancient Monument (whether scheduled or not)? YES / NO

b. If YES, was English Heritage consulted ? Please attach a copy of any comments YES / NO

14.a. Is the appeal site in or adjacent to or likely to affect an SSSI?
If YES, please attach the comments of English Nature. YES / NO

b. Are any protected species likely to be affected by the proposals?
If YES, please give details. YES / NO

15. Copies of the following documents must, if appropriate, be enclosed with this questionnaire:

a Is the development in Schedule 1 or column one of Schedule2 of the Town & Country Planning (Environmental Impact Assessment)(England & Wales) Regulations 1999? If YES, please indicate which Schedule. YES / NO — Sch 1 / Sch 2 col 1

b. Is the development within a 'sensitive area' as defined by regulation 2 of the Town & Country Planning (Environmental Impact Assessment)(England & Wales) Regulations 1999? YES / NO

c. Has a screening opinion been placed on Part 1of the planning register? If YES, please send a copy to us. YES / NO

	Number of Documents Enclosed	N/A
d. Any comments or directions received from the Secretary of State, other Government Departments or statutory agencies / undertakers whether or not as a result of consultations under the GDPO;	3	
e. Any representations received as a result of an Article 7 (or Regulation 6) notice;		✓
f. A copy of any notice published under Article 8 of the GDPO 1995; and/or Section 73 of the Planning (Listed Buildings and Conservation Areas)Act 1990; and/or Regulation 5 of the Planning (Listed Buildings and Conservation Areas) Regulations 1990;		✓
g. Any representations received as a result of a notice published under Article 8 and/or Section 73 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (or Regulation 5);		✓
h. Details of any other applications or matters you are currently considering relating to the same site;		✓
i. For all appeals, including those against non determination, you must provide details of all relevant development plan policies. *Each extract must include the front page, the title and date of approval or adoption. Where plans & policies have not been approved or adopted, please give the stage or status of the plan.*	3	
j. Any supplementary planning guidance, together with its status, that you consider necessary.		✓
k. A list of any conditions or limitations you would agree to if the appeal were to be allowed;	1	
l. Any other relevant information or correspondence you consider we should be aware of.		✓

16.a. What is the date you told those you notified about the appeal that we must receive any further comments by?		02/08/01
b. Copies of the following documents must, if appropriate, be enclosed with this questionnaire.	Number of Documents Enclosed	N/A
i) representations received from interested parties about the original application	5	
ii) the planning officer's report to committee		✓
iii) any relevant committee minute		✓
17. FOR APPEALS DEALT WITH BY WRITTEN REPRESENTATIONS ONLY Do you intend to send another statement about this appeal? If NO, please send the following information:-		YES / ~~NO~~
a. In non-determination cases:		
i) what the decision notice would have said;		
ii) how the relevant development plan policies relate to the issues of this appeal.		
b. In all cases:		
i) the relevant planning history;		
ii) any supplementary reasons for the decision on the application;		
iii) matters which you want our Inspector to note at the site visit.		
18. THE MAYOR OF LONDON CASES ONLY		
a. Was it necessary to notify the Mayor of London about the application? If YES please attach a copy of that notification.		YES / NO
a. Did the Mayor of London issue a direction to refuse planning permission If YES, please attach a copy of that direction.		YES / NO

I confirm that a copy of this appeal questionnaire and any enclosures have been sent today to the appellant or agent.

Signature: _____ on behalf of WOKINGHAM DISTRICT Council

Date sent to us and the appellant 05/07/01 OUR REF: TP/2001/3436

This document is printed on a recycled (UK) paper containing 100% post-consumer waste.

© Crown Copyright 1998 Copyright in the printed material and designs is held by the Crown. You can use extracts of this publication in non-commercial in-house material, as long as you show that they came from this document. You should apply in writing if you need to make copies of this document (or any part of it) to:

The Copyright Unit
Her Majesty's Stationery Office
St Clements House
2-16 Colegate
Norwich NR3 1BQ

The Planning Inspectorate

For official use only
Date received

APPEAL REF: APP/X0360/A/01/1067075 GRID REF: _____

APPEAL BY: OCS GROUP LTD

SITE: Bridleway Farm, Islandstone Lane, Hurst

1. Do you agree to the written representations procedure?		YES / ~~NO~~
OR Do the you wish to be heard by an Inspector at:	a. a local inquiry?	~~YES~~ / NO
	or b. a hearing?	~~YES~~ / NO
2. a. If the written procedure is agreed, could the Inspector see the whole site clearly from a road or other public land?		~~YES~~ / NO
b. From your knowledge of the issues, would our Inspector need to enter the site for any reason e.g. to view/measure any dimensions from within it?		YES / ~~NO~~
3. Does the appeal relate to an application for approval of reserved matters?		~~YES~~ / NO
4. Was an Article 7 (Regulation 6 for listed building or conservation area consent) certificate submitted with the application?		~~YES / NO~~ / NA
5. Was it necessary to advertise the proposals under Article 8 of the GDPO 1995 and/or Section 73 of the Planning (Listed Buildings and Conservation Areas) Act 1990?		~~YES~~ / NO

APPEAL REF: **APP/X0360/A/01/1067075**
APPELLANT: **OCS Group Ltd**
APPEAL SITE: **Bridleway Farm, Islandstone Lane, Hurst**

PROPOSED CONDITIONS IN THE EVENT OF THE APPEAL BEING ALLOWED, WITHOUT PREJUDICE TO THE COUNCIL'S CASE

Conditions.

1. The limited period for the continuation of the use hereby permitted shall be for 3 years from the date of approval; on or before the expiration of which time the use shall be discontinued, and the land/buildings restored to its former condition in accordance with a scheme of work, to be submitted to and approved in writing by the Local Planning Authority, within one month of the use ceasing.

2. The use hereby permitted shall not operate other than between the hours of 7.00am to 6.00pm Mondays to Fridays and 7.00am to 1.30pm Saturdays and shall not operate at all on Sundays or Bank or National Holidays

3. No external lighting shall be installed on the site or affixed to any buildings on the site without the prior written permission of the Local Planning Authority.

4. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification) no development permitted by Classes A, B, C and D of Part 8 of the Second Schedule of the 1995 Order shall be carried out without the prior written permission of the Local Planning Authority.

5. No materials, containers or equipment, other than that hereby approved and detailed in the application and on the accompanying plan, shall be stored on the site outside buildings.

Reasons

1. The applicant has requested a temporary permission.

2. To safeguard the residential amenities of the occupiers of neighbouring properties.

3. In the interests of visual amenity.

4. To safeguard the character of the premises and the residential and visual amenities of the occupiers of adjoining properties.

5. In the interests of visual amenity

Patrick Haran

OCS GROUP LIMITED

79 Limpsfield Road, Sanderstead, Surrey CR2 9LB
Telephone: 020-8651 3211 Facsimile: 020-8651 4832
DX 38471 South Croydon Email: ocsgroup@dial.pipex.com

OCS GROUP

Please Reply To

The Management Office,
Willesborough Industrial Park,
Kennington Road, Willesborough,
Ashford, Kent TN24 0TD

Tel: 01233 643788
Fax: 01233 610673
Email: goodliffe.estates@dial.pipex.com

11th June 2001

44409

PLANNING SERVICES | PT
POL | 3
DC | ENF
APP |
CS DG |
12 JUN 2001
COPIES TO: | ACK:
FILE:

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

YOUR REF: PJH/2/00/3836/3436

Dear Sirs,

Planning Appeal at Bridleway Farm, Islandstone Lane, Hurst, Wokingham, Berkshire.

We are enclosing our Appeal in respect of a planning refusal on 23rd April 2001.

A set has been sent to The Planning Inspectorate at Bristol.

Yours faithfully,

OCS Group Ltd.

R.D. Holgate FRICS
OCS Group Ltd.

B

Tel. 0118 9746429 (Direct Line)

Date 2/1/01

Your ref.

My ref.

- OCS Group Ltd
management Office
Willesborough Industrial Park
Kennington Rd
Ashford, Kent
TN24 0TO

Environmental Services Department
Planning Services
P.O. Box 157
Shute End, Wokingham
Berkshire, RG40 1WR
Tel: (0118) 974 6000
Fax: (0118) 977 8735
Minicom No: (0118) 977 8909
DX: 33506 - Wokingham

Dear

I return your application as it cannot be determined for the following reasons:

		Tick relevant box
1)	Permission is not required as proposed development is permitted development.	☐
2)	No location plans submitted - 4 copies of a 1:2500 scale location plan required with the site outlined in red. The plan must include the junction of two named roads and a north point.	☐
3)	The location plans submitted do not have the site outlined in red.	☐
4)	The red line denoting the application site does not extend to the public highway.	☑
5)	No block plans submitted - 4 copies of a 1:500 scale block required with the existing and proposed development and any adjoining properties indicated.	☐
6)	The application has not been made on the Authority's prescribed forms. (Correct forms are enclosed).	☐
7)	Less than 4 copies of the application form/plans have been submitted.	☐

PTO

INVESTORS IN PEOPLE UK
RECYCLED 75% PAPER
NAPM APPROVED RECYCLED

Cont.

Tick relevant box

8) The information contained on the application form is inaccurate/missing as follows: ☐

Q24. Floor space involved in change of use should be in column 2 & go over to col. 4. Storage is B8 use.

9) The Section 66 Certificate is missing/unsigned/not deleted. ☐

10) No fee has been submitted OR the fee submitted is incorrect and should be £. ☐

11) The following floor plans are required: ☑

floor plans as existing & as proposed
It is not clear which buildings are involved in this change of use.

12) The following elevational plans are required: ☐

13) An Environmental Impact Assessment is required. ☐

14) The plans submitted contain Imperial measurements or Imperial scales. (Only Metric measurement or scales are acceptable). ☐

15) An outline application proposing the change of use of land is not acceptable, the application can only be made as a full application. ☐

16) The plan submitted with this outline application must be marked "for illustrative purposes only", alternatively Question 10 must be completed by indicating which matters are not reserved. ☐

Please resubmit your application with the above-mentioned information.

Yours sincerely

C Hurst.

Mrs C Hurst
Senior Technical Assistant
Development Control Admin

Sorry for delay in requesting information.

C

16th February 2001

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

Your Ref PJH/2/00/3836

Dear Sirs,

Bridleway Farm,Islandstone Lane,Hurst,Wokingham.

With reference to our planning application dated 12th December 2000,which was returned as being incomplete,we now have pleasure in returning the application with the following alterations:-

- The location plan has a dotted red line showing our right of way to a public highway.
- Question 24 in Part 2 has been altered to show the size of the building subject to the proposed change of use,and also the size of those new buildings for which a temporary consent is being sought.
- The site plan now has each building numbered to assist identification.

We hope that you now have sufficient information to allow you to reach a decision,but please let us know if this is not the case.

Yours faithfully,

OCS Group Ltd.

APPEAL BY OCS GROUP LTD

STATEMENT BY APPELLANT

APPEAL SITE

BRIDLEWAY FARM (part of)
ISLANDSTONE LANE
HURST
WOKINGHAM
BERKSHIRE RG10 0RJ

JUNE 2001

THE APPEAL COMPANY

OCS Group Ltd is a private, family owned group of companies, providing a range of services to property owners and managers.

In this particular case, the subsidiary company in occupation is New Century Amenity Services (formerly Artel Services Ltd). This company carries out highway maintenance directly for Wokingham District Council, in whose district this site lies,

The company previously occupied premises near the appeal site, but they were too big and expensive. A local search revealed this site as being available.

1. INTRODUCTION

SITE AND SURROUNDINGS

1.1 The appeal site forms part only of Bridleway Farm. The entire farm has been in the ownership of Mr. Michael Smith for a number of years. He and his family live in a bungalow on the farm. The farm is not a farm in the conventional sense, but consists of an area extending to some 0.7 hectares, part of which is the bungalow. The remainder is a yard with a number of outbuildings, together with hardstanding for the storage and maintenance of a range of vehicles and machinery, some for commercial use, some for pleasure.

1.2 Access to the site is via Islandstone Lane, a poorly maintained, single track public road, which in turn leads to a byway, which then leads into the farmyard.

1.3 Islandstone Lane is not a cul-de-sac, but because of it's width and condition, is not conducive to through traffic.

1.4 The appeal site is virtually invisible from outside. The only visible part is an existing old barn. All other areas are completely shielded by a large earth bund, or by other buildings used by the owner. All of these were installed by others.

OCCUPATION

2.1 The company knew the site owner, and were familiar with the established agricultural contracting use being carried out on site. Terms were agreed and the company went into occupation during July 2000.

2.2 A number of temporary buildings were erected on the appeal site to facilitate the day to day running of the business. None of these buildings have foundations.

2.3 The Local Planning Authority (LPA) wrote to the Appellant on 1st November 2000 stating that the occupation was non conforming, and that a planning application was required. This was duly submitted on 12th December 2000, with additional information supplied on 23rd February 2001.

2.4 The LPA gave a refusal on 23rd April 2001.

GROUNDS OF REFUSAL with comments thereon

GROUND 1

The proposed use, by virtue of it's location and nature, would adversely affect the character and the visual amenity of this rural area. As such, the propasal is considered contrary to policy LC21 of the Loddon Area Local Plan, policy C2 of the Berkshire Structure Plan and to policies WCC1 and WBE2 of the Wokingham District Local Plan (Deposit Draft).

Comment

1.1 The proposed use blends with the existing established agricultural use of it's surroundings.

The proposed use is unseen and, therefore, has no visual impact.

1.2 Policy LC21

The Appellant is of the opinion that the proposed use is appropriate inasmuch as:-

A) There is no "significant" conflict.

B) The existing building on site is structurally sound for continued use.

The additional temporary buildings are suitable for their purposes, have no foundations, and are hidden from external view.

C) The propasal does not detract from the scale and character of the buildings.

D) The existing building is not unsightly or obtrusive.

E) There is no adverse effect as stated.

F) There are no highway objections. The Applicant was required to apply for an Operator's licence at this site in place of the previous site. This was refused by Wokingham District Council, and an appeal was submitted. The appeal inspector granted the application at a hearing on 11th May.(A full set of papers covering this is in the Appendix).

G) Adequate services are available.

H) No landscaping is necessary. The site is unseen from outside.

1.3 Policy C2

The Appellant is of the opinion that the proposed use by a commercial concern at an established agricultural contractors depot is in keeping with the encouragement of diverse uses in a rural economy. Much of the company's work takes place in rural surroundings, helping to maintain it.

1.4 Policy WCC1

The proposed use "re-uses" an existing building at the appeal site in a sympathic and non-conflicting manner in relation to it's surroundings. As such, the Appellant considers that the requirement of this policy has been met.

1.5 Policy WBE2

As the only building which is visible from outside is an existing barn, the requirements in this policy are unfounded.

GROUND 2
The increased use of the surrounding highway network by large slow moving vehicles would have a detrimental impact on highway safety and would be contrary to policy LT5 of the Loddon Area Local Plan and policy WOS3 of the Wokingham District Local Plan(Deposit Draft).

Comment
The Appellant wishes to reiterate the recent favourable decision made by the Public Enquiry Officer on behalf of the Traffic Commissioner.

The vehicles stored at this yard are employed by Wokingham District Council to maintain these local roads.

GROUND 3
The existing access onto Islandstone Lane does not conform to current Highways Authority standards and the use of the substandard access would adversely affect highway safety and would be contrary to policy LT5 of the Loddon Area Local Plan and to policy WOS3 of the Wokingham District Local Plan(Deposit Draft).

Comment
The comment made in Ground 2 equally applies here.
The very nature and condition of this public road assists highway safety, as it is unwise to travel at speed. If the local highway department were concerned about the existing conditions they had the opportunity to impose speed restrictions, or install traffic calming measures, adjacent to this access, but have not done so.
As far as the Appellant is aware there have not been any accidents at this junction, and specifically not whilst they have been tenants.

Policies LT5 and WOS3 have been commented on previously.

SUMMARY

The site is in a rural setting, but the established use here by others is virtually identical to the Appellant's proposed use. For this reason (amongst others), the Appellant felt there was compatability and the proposed use was in keeping.

The interpretation in the policies given in the grounds for refusal can be taken two ways when looking at the existing uses on site.

The favourable decision given by the Appeal Inspector in granting the "O" licence is of significance in responding to the grounds of refusal by the LPA.

The Appellant is of the opinion that their proposed temporary use at this site is entirely justified and should be allowed.

INDEX OF APPENDICES

A Planning Application dated 12th December 2000.

B Request by LPA, dated 2nd January 2001, for additional information.

C Letter sent on 16th February 2001(amended enclosures included in Appendix A)

D Additional plans sent on 23rd February 2001

E Planning Refusal, dated 23rd April 2001

F Letter dated 18th May 2001 from DETR granting an "O" Licence, together with supporting correspondence.

WOKINGHAM DISTRICT COUNCIL

TOWN AND COUNTRY PLANNING ACT 1990

APPEAL BY: OCS Group Ltd
SITE: Bridleway Farm, Islandstone Lane, Hurst
APPLICATION NO.: 3436
PROPOSAL: Application for temporary permission for agricultural change of use from storage to commercial storage & erection of 6 temporary buildings for use in connection with amenity services depot

LIST OF PERSONS CIRCULATED WITH NOTICE OF APPEAL

District Councillor(s) for St Nicholas Hurst

Mrs A Drake

Clerk(s) of Parish / Town Council of Hurst

Mr R Wardle, 52 Altwood Rd, Maidenhead, Berks. SL6 4PZ

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

CPRE, c/o Dr Wilford, 17 Copse Drive, WOKINGHAM, Berkshire, RG41 1NA

Environmental Health, WDC FAO Joanne Ellis

Public Rights Of Way, WDC

Policy & Plans, WDC FAO Andrew Astin

Environment Agency, Swift House. Frimley Business Park, Frimley, Camberley, Surrey GU16 7SQ
FAO Matt Rose Ref: SU87SW/16/15

Ramblers Association, c/o Mr D Bounds. 70 Broad Hinton, Twyford, Berks. RG10 0LP

British Horse Society, c/o Mr J Winkley, 2 Frederick Place, Wokingham, Berks. RG41 2YB

Applicationo	Name & Address
TP/2001/3436	Ms J Chapman 2 Nelsons Lane Hurst READING Berkshire RG10 0RR
TP/2001/3436	Mr & Mrs CJ Knight The Old Cottage Nelsons Lane HURST Berkshire RG10 0RR

Tel: (0118) 974 6447 (Direct Line)
Fax: (0118) 974 6484
Email: patrick.haran@wokingham.gov.uk
Date: 03 August 2001
My ref: TP/2001/3436
Your ref: APP/X0360/A/01/1067075

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

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

Dear Miss Groves

APPEAL BY: OCS GROUP LTD
SITE: BRIDLEWAY FARM, ISLANDSTONE LANE, HURST, BERKSHIRE
APPEAL REF: APP/X0360/A/01/1067075
PLANNING APPLICATION NUMBER: TP/2001/3436

With regard to the above it has come to my attention that an error has occurred on the Decision Notice of the above planning application.

Where 'Reason 1' of the decision notice states that the proposed use is contrary to policies WCC1 and WBE2 of the Wokingham District Local Plan (Deposit Draft), this should read as policies WCC1 and WRE2 as stated in the Officers report.

I apologise for this error but trust that we are in time to rectify the situation. I enclose a copy of the Officers reasons for refusal.

Yours sincerely

P.P.
Mr PJ Haran
Case Officer

Enc. Officers reasons for refusal

Application Number TP/2001/3436
Conditions/Reasons for Refusal

No	Std Con	Std Reas	Non Std Conditions / Reasons for Refusal
1			The proposed use, by virtue of its location and nature, would adversely affect the character and the visual amenity of this rural area. As such, the proposal is considered contrary to Policies LC21 & LALP, C2 of the BSP and WCC1 and [redacted] of the WDLPDD
2			The increased use of the surrounding highway network by large slow moving vehicles would have a detrimental impact on highway safety and would be contrary to Policy LT5 of the LALP and Policy WOS3 of the WDLPDD
3			The existing access onto Islandstone Lane does not conform to current highway authority standards and the use of the sub standard access would adversely affect highway safety and would be contrary to Policy LT5 of the LALP and to Policy WOS3 of the WDLPDD

Informative for approvals

N16

LODDON AREA LOCAL PLAN POLICIES:

SOUTH-EAST AREA LOCAL PLAN POLICIES:

WOKINGHAM DISTRICT LOCAL PLAN POLICIES:

GREEN BELT LOCAL PLAN POLICIES:

BERKSHIRE STRUCTURE PLAN POLICIES:

MINERALS LOCAL PLAN POLICIES:

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

REFUSED

Date: 23/04/01

Tel. (0118) 974 6448 (Direct Line)
Date: July 31, 2001
My ref: 3436
Your ref: APP/X0360/A/01/1067075

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

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

Dear Miss Groves

APPEAL BY: OCS Group Ltd
SITE: Bridleway Farm, Islandstone Lane, Hurst

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

Yours sincerely

Denise Gumbrell (Mrs)
Appeals Assistant

Enc

Tel. (0118) 974 6448 (Direct Line)
Date: July 5, 2001
My ref: TP/2001/3436
Your ref: APP/X0360/A/01/1067075

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

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

Dear Miss Groves

APPEAL BY: OCS Group Ltd

SITE: Bridleway Farm, Islandstone Lane, Hurst

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

Yours sincerely

Denise Gumbrell (Mrs)
Appeals Assistant

Enc

Tel. (0118) 974 6448 (Direct Line)
Date. July 5, 2001
My ref: TP/2001/3436
Your ref:

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

OCS Group Ltd
Management Office
Willesborough Industrial Park
Kennington Rd
Ashford
Kent
TN24 0TD

Dear Sirs

APPEAL BY: **Yourselves**
SITE: **Bridleway Farm, Islandstone Lane, Hurst**

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
http://www.planning-inspectorate.gov.uk

Direct Line 0117-3726079
Switchboard 0117-3728000
Fax No 0117-3728443
GTN 1371-6079

PLANNING 44923
POL.
DC
APP.
GS
DC
21 JUN 2001
COPIES TO:
ACK:
DATE:

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

Your Ref: TP/2001/3436

Our Ref: APP/X0360/A/01/1067075

Date: 21 June 2001

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY OCS GROUP LTD
SITE AT BRIDLEWAY FARM, ISLANDSTONE LANE, HURST, READING

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

Site visit arrangements

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

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

Planning obligations - Section 106 agreements

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

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

Yours faithfully

G. Nall

pp Miss A Groves

102(BPR)

H. GROUNDS OF APPEAL

If you have requested the written procedure, your **FULL** grounds of appeal must be made, otherwise we will return the appeal form.

If you have requested a hearing or an inquiry, please provide a brief outline of your grounds.

Refer to our booklet 'Making your planning appeal' for help.

Please continue on a separate sheet if necessary.

See enclosed Statement of Appeal

H. GROUNDS OF APPEAL (continued)

Please turn over

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 <u>sole</u> owner of the <u>whole</u> appeal site, Certificate A will apply: *Please tick **one** box only* ✔

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 the notice was served	Date the notice was served
Michael Smith	Bridleway Farm, Islandstone Lane, Hurst, Wokingham.	14th December 2000

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 <u>sole</u> 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 the notice was served	Date the notice was served

G. CHOICE OF PROCEDURE

CHOOSE ONE PROCEDURE ONLY

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 note that when we decide how the appeal will proceed, we take into account the LPA's views

*Please tick **one** box only* ✔

1. WRITTEN REPRESENTATIONS ☑

The written procedure involves an exchange of written statements followed by a site visit by the Inspector. The grounds of appeal should make up your full case.

2. HEARING ☐

A hearing is a discussion of the appeal proposals. The Inspector leads the discussion. Hearings give everyone concerned the chance to give their views in a more relaxed and informal atmosphere than at a public inquiry. Hearings have many advantages, but they are not suitable for appeals that:

- are complicated or controversial;
- have caused a lot of local interest;
- involve cross-examination (questioning) of witnesses.

Although you may prefer a hearing, the Inspectorate must consider your appeal suitable for this procedure. Hearings are open to the public.

3. INQUIRY ☐

This is the most formal of the procedures, because it usually involves larger or more complicated appeals. These are often cases where expert evidence is presented, and witnesses are cross-examined. An inquiry may last for several days, or even weeks. It is not a court of law, but the proceedings will often seem to be quite similar and the appellant and LPA usually have legal representatives. Inquiries are open to members of the public.

An inquiry is held if you or the LPA decide that you cannot rely on the written procedure and a site visit, and we have decided that a hearing is unsuitable. Sometimes we decide that an inquiry is necessary. If we do, you will be given reasons for our decision.

Please turn over

D. APPEAL SITE ADDRESS

Address Bridleway Farm, Islandstone Lane,
Hurst, Wokingham, Berkshire

Postcode RG10 0RJ

If the whole site can be seen from a road or other public land and there is no need for the Inspector to enter the site e.g. to take measurements or to enter a building, please tick the box. ☐

E. DESCRIPTION OF THE DEVELOPMENT

(This must be the same as on the application sent to the LPA, unless minor amendments were agreed with the LPA)

As agreed with the LPA
Application for temporary permission for agricultural change of use from storage to Commercial storage and erection of 6 temporary buildings for use in connection with amenity services depot (retrospective)

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 to which you object. ☐
3. Refuse approval of details required by a previous outline planning permission. ☐
4. Grant approval of details required by a previous outline planning permission subject to conditions to which you object. ☐
5. Refuse to approve any matter required by a condition on a previous planning permission (other than those in 3 or 4 above). ☐
   or
6. 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. ☐

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 all **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. ☐

PLEASE TURN OVER AND SIGN THE FORM – UNSIGNED FORMS WILL BE RETURNED

Please turn over

K. PLEASE SIGN BELOW

(Signed forms together with all supporting documents 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 relevant documents to the LPA *(if you do not, your appeal will not normally be accepted).*
2. I confirm that all sections have been fully completed and that the details of the ownership (section I) are correct to the best of my knowledge.

Signature R. Holgate FRICS (on behalf of) OCS Group Ltd

Name (in capitals) MR R. HOLGATE Date 8th June 2001

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
  Customer Support Section
  Temple Quay House
  2 The Square
  Temple Quay
  BRISTOL
  BS1 6PN

  We do not currently accept appeals by e-mail or fax.

- **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, send them any supporting documents not previously sent 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 and who is dealing with it.
2) Tell you and the LPA the procedure for your appeal.
3) Tell you the timetable for us receiving further information or representations.

   YOU MUST KEEP TO THE TIMETABLE
   If information or representations are received late we may disregard them. They will not be seen by the Inspector but will be sent back to you.
4) Tell you about the arrangements for the site visit, hearing or inquiry.

At the end of the appeal process, the Inspector will give the decision, and the reasons for it, in writing.

Published by the Planning Inspectorate March 2001

Printed in the UK March 2001 on paper comprising 25% post consumer waste and 100% ECF recycled paper.

© Crown Copyright 1998. Copyright in the printed material and designs is held by the Crown. You can use extracts of this publication in non-commercial in-house material, as long as you show that they came from this document. You should apply in writing if you need to make copies of this document (or any part of it) to:

The Copyright Unit
Her Majesty's Stationery Office
St Clements House
2-16 Colegate
Norwich NR3 1BQ

The Planning Inspectorate

Further information about us and the planning appeal system is available on our website www.planning-inspectorate.gov.uk

For official use only
Date received

PLANNING APPEAL FORM

If you need this document in large print, on audio tape, in Braille or in another language, please contact our helpline on 0117 372 8939.

Please use a separate form for each appeal

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 OCS Group LTD

Address management office Willesborough Industrial Park Kennington Rd, Ashford, Kent

Postcode TN24 0TD

Daytime phone no 01233 643788

Fax no 01233 610673

E-mail address goodliffe.estates@dial.pipex.com

B. AGENT DETAILS (if any)

Name

Address

Your reference

Daytime phone no

Fax no

Postcode

E-mail address

C. LOCAL PLANNING AUTHORITY (LPA) DETAILS

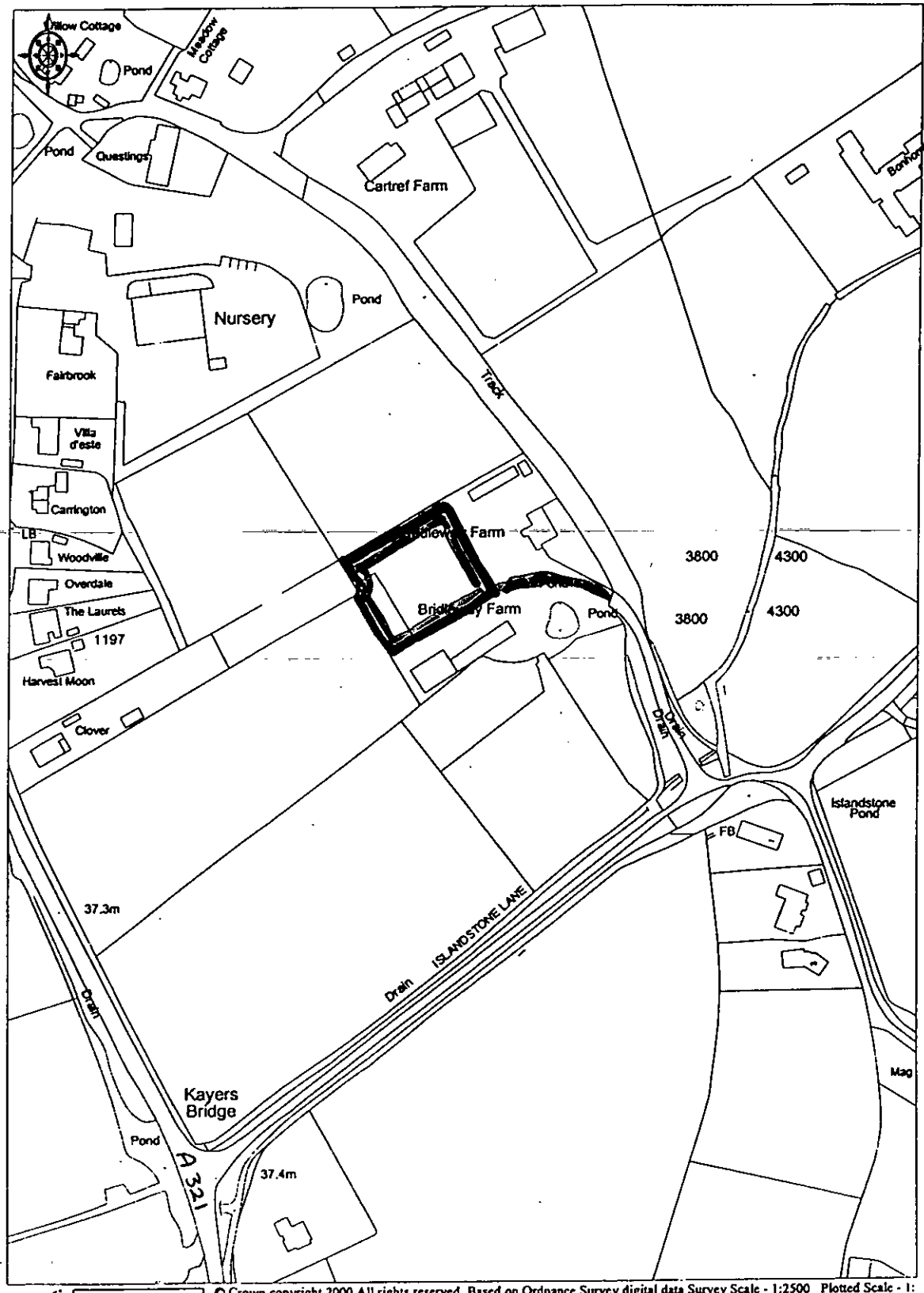
Name of the LPA Wokingham District Council

LPA's application reference no TP/2001/3436

Date of the planning application 23rd February 2001

Date of LPA's decision notice (if issued) 23rd April 2001

Bridleway Farm
Islandstone Lane
Hurst



© Crown copyright 2000 All rights reserved. Based on Ordnance Survey digital data Survey Scale - 1:2500 Plotted Scale - 1:
(Scales other than at Survey Scale should not be used for accurate measurement). Business occupancy data ©2000 Thomson

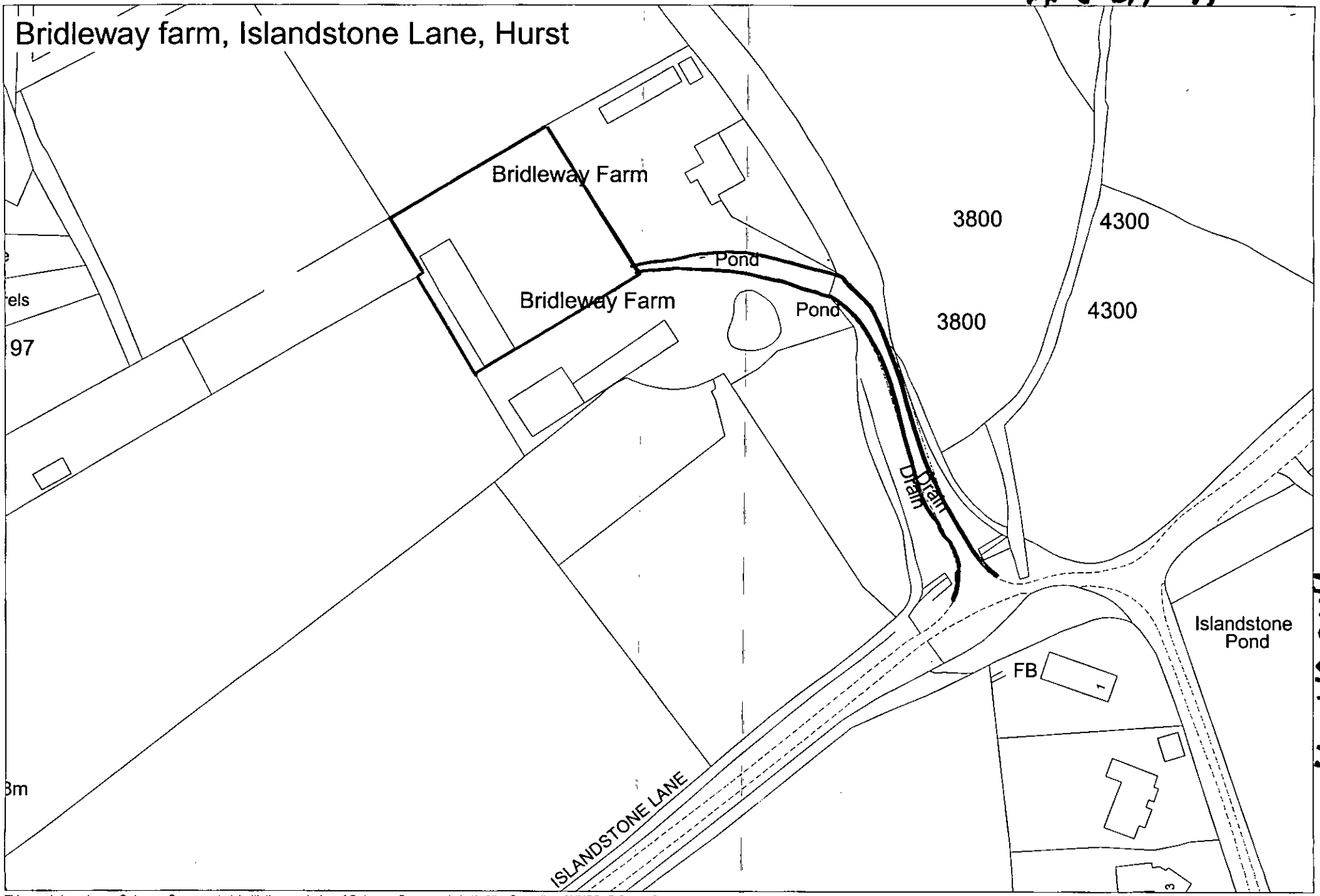
RG10 0RJ

Plan N° OCS 1

Scale 1 : 2500

APPENDIX 'A'

Bridleway farm, Islandstone Lane, Hurst



This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of HMSO. © Crown Copyright.
Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.Wokingham District Council Licence LA086134

Development Control Section, Environmental Services, Wokingham District Council.

31 July 2001

Scale: 1 : 1250

N W E S

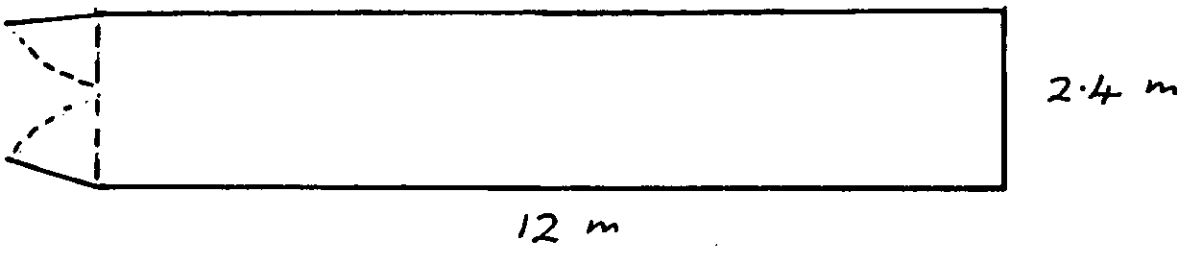
APPENDIX 'A'

BRIDLEWAY FARM, ISLANDSTONE LANE, HURST.

BUILDING No 2 **PLAN** **SCALE 1: 100**

Metal Construction

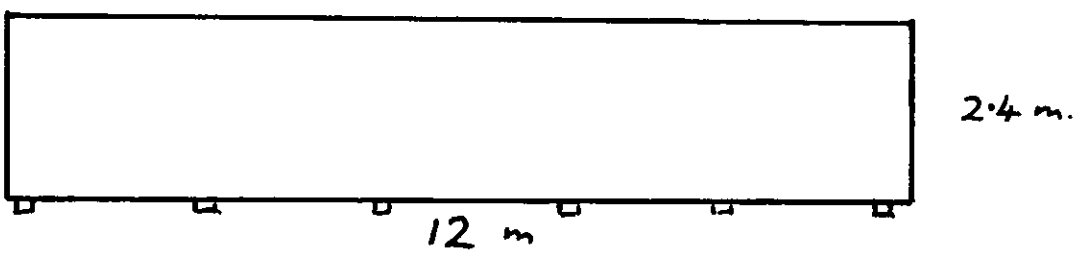
Use – Store



ELEVATION

No windows

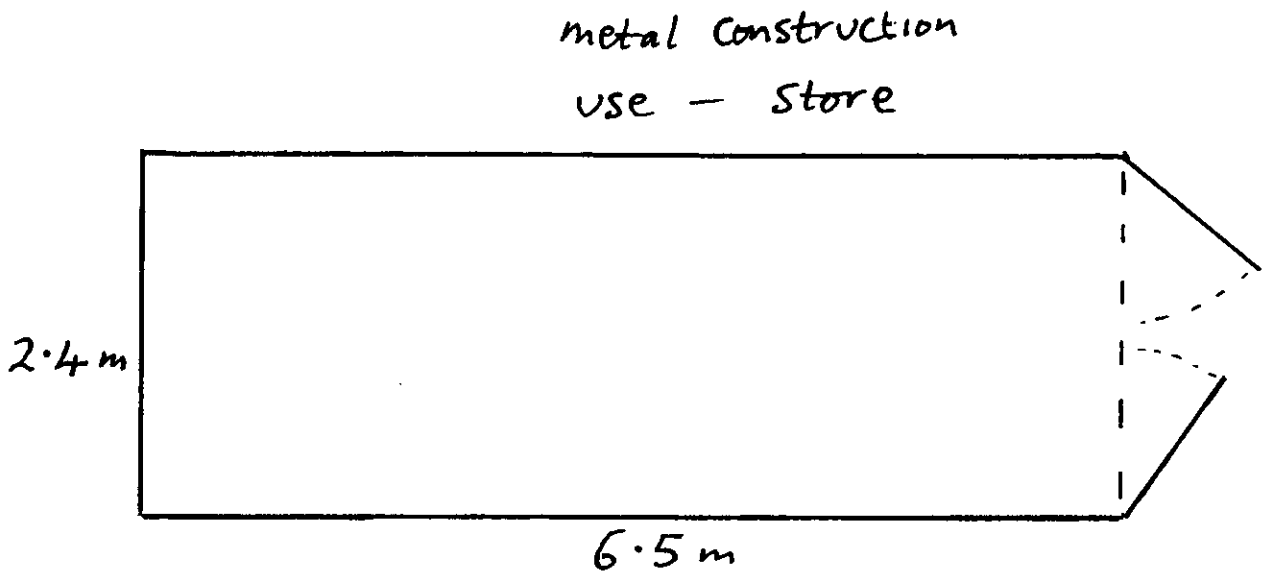
Standing on sleepers



Drawing No OCS/B2

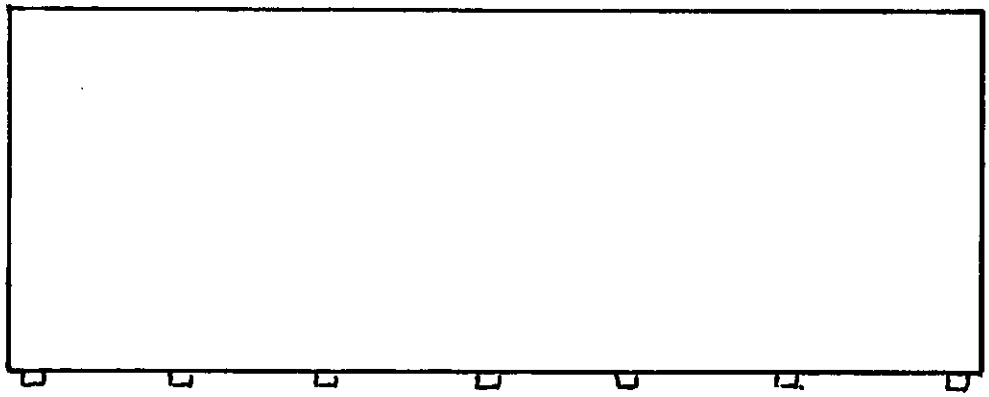
BRIDLEWAY FARM, ISLANDSTONE LANE, HURST.

BUILDING No 3 **PLAN** **SCALE 1: 50**



ELEVATION

- No windows
- Standing on sleepers

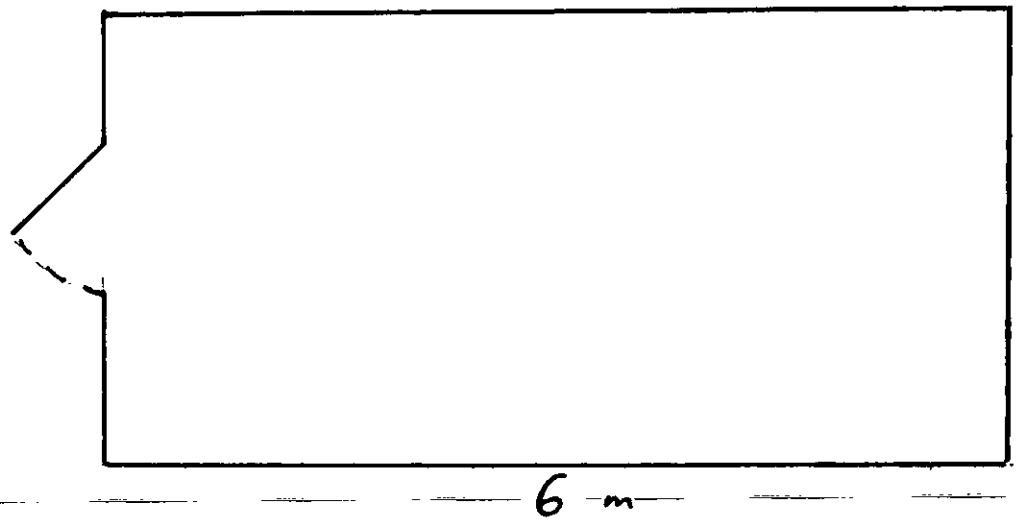


Drawing No OCS B/3

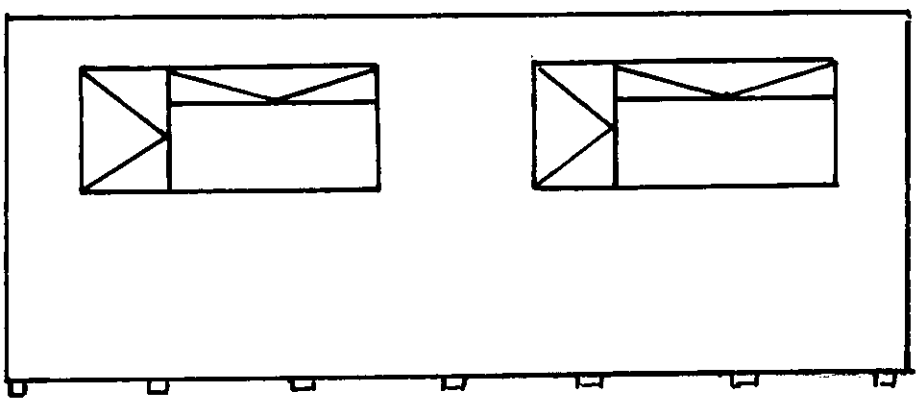
BRIDLEWAY FARM, ISLANDSTONE LANE, HURST.

BUILDING No 4 **PLAN** **SCALE 1: 50**

metal construction
user - office.



ELEVATION



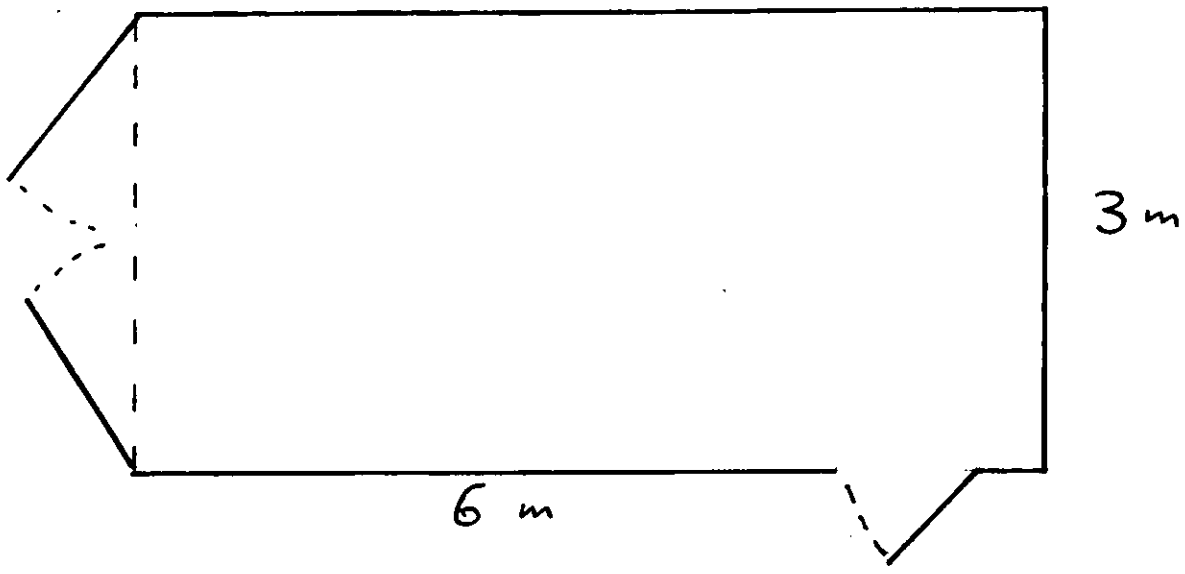
Drawing No OCS B/4

BRIDLEWAY FARM, ISLANDSTONE LANE, HURST.

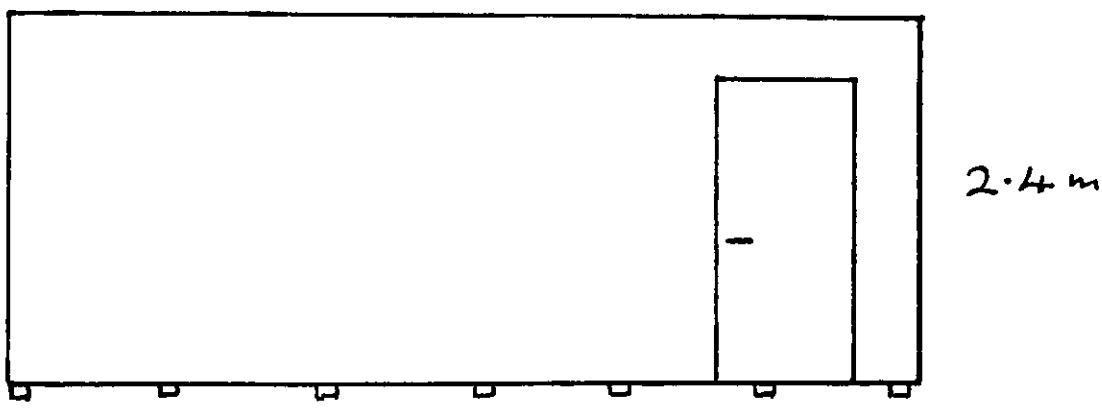
BUILDING No 5 **PLAN** **SCALE 1: 50**

metal construction

use – Store



ELEVATION

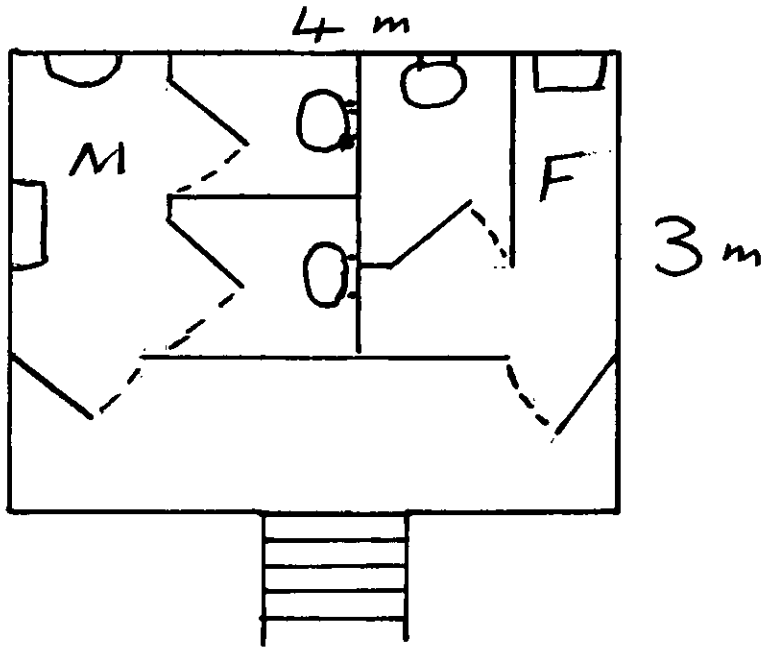


Drawing No OCS B/5

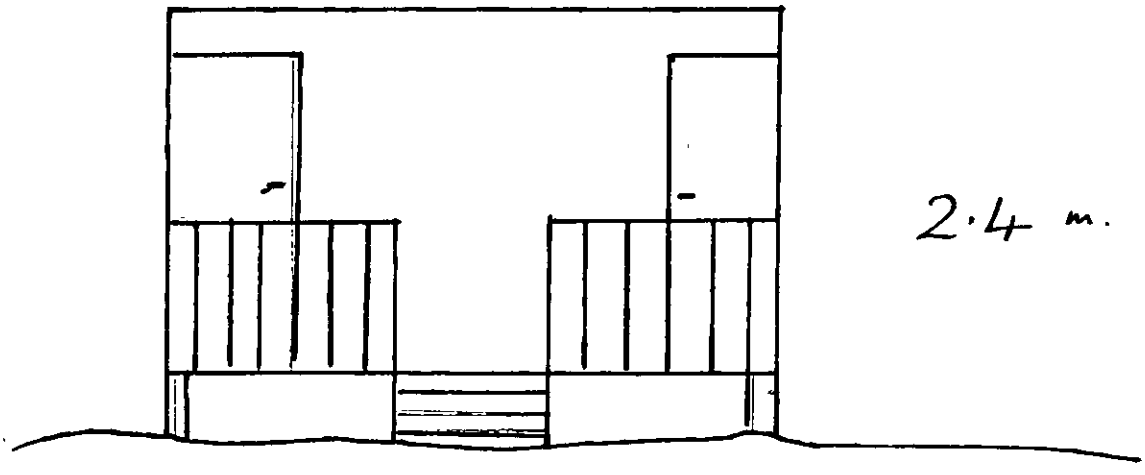
BRIDLEWAY FARM, ISLANDSTONE LANE, HURST.

BUILDING No 6 **PLAN** **SCALE 1: 50**

metal construction
use – WC block



ELEVATION



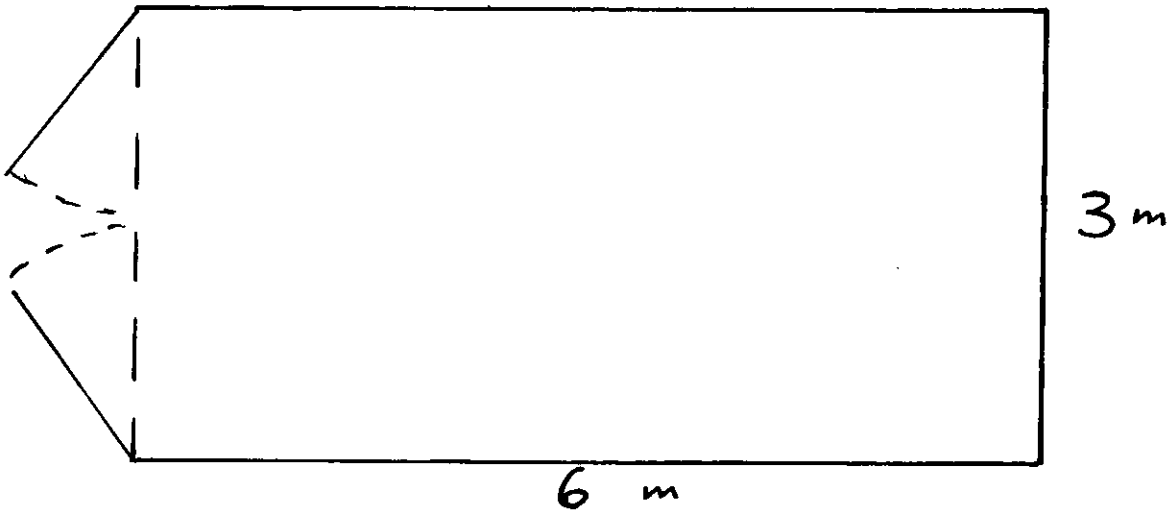
Drawing No OCS B/6

BRIDLEWAY FARM, ISLANDSTONE LANE, HURST.

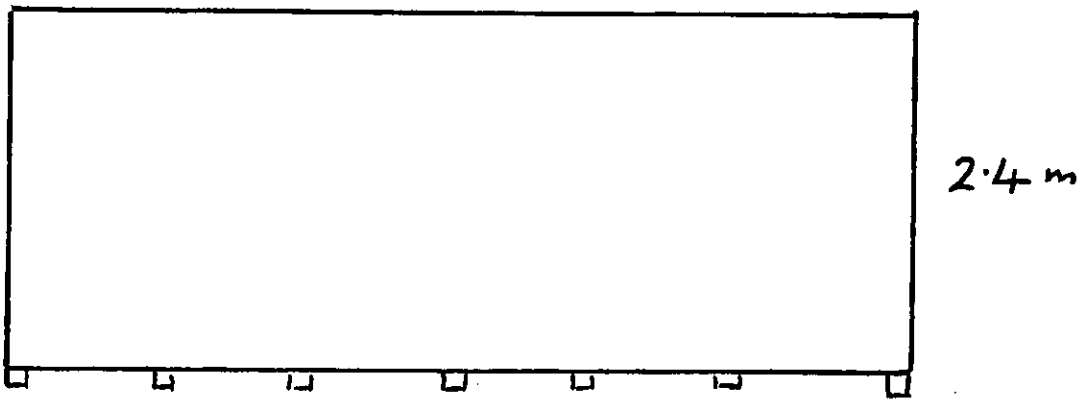
BUILDING No 7 **PLAN** **SCALE 1: 50**

metal construction

use - store



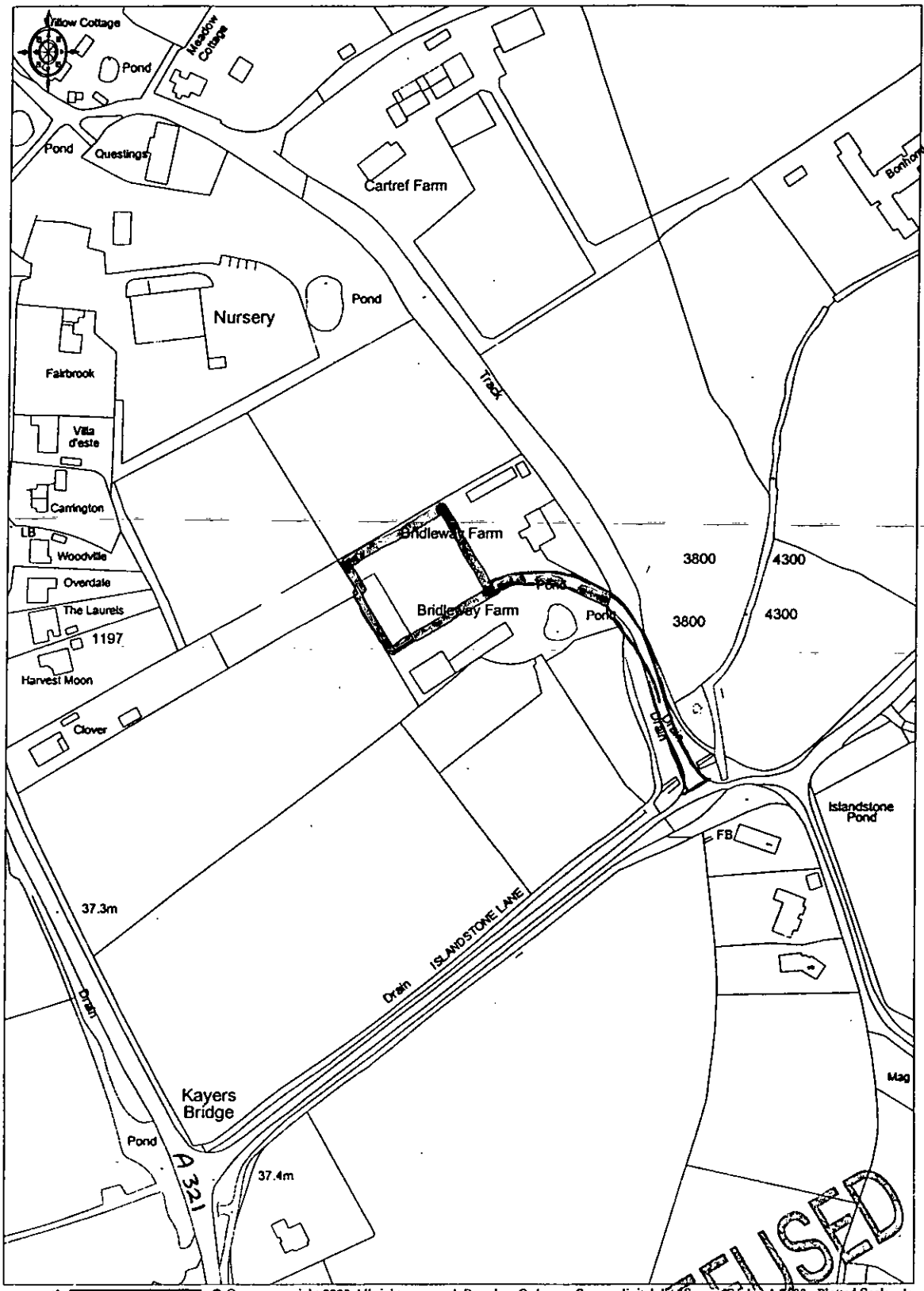
ELEVATION



Drawing No OCS B/7

Bridleway Farm
Islandstone Lane
Hurst

26.FEB.2001 * 3436



© Crown copyright 2000 All rights reserved. Based on Ordnance Survey digital data Survey Scale - 1:2500 Plotted Scale - 1: (Scales other than at Survey Scale should not be used for accurate measurement). Business occupancy data ©2000 Thomson

RG10 0RJ

REVISED

Plan N° OCS 1

Scale 1 : 2500