APPLICATION NO:
F/2000/0304

LOCATION:
397 Wokingham Road Reading.

APPLICANT:
Mr R Saunders C/O Derek Cann

PROPOSAL:
Proposed two storey rear extension to dwelling to provide rooms for bed and breakfast accommodation.

EARLIEST DATE FOR DECISION: **10/02/2000**

APPLICATION EXPIRY DATE: **08/03/2000**

CASE OFFICER: **Lynette Baker**

RAILEX
Marbleboard

EASIFILE EP7

WOKINGHAM DISTRICT COUNCIL

TOWN AND COUNTRY PLANNING ACTS

Notification of Refusal of Permission

Mr R Saunders
C/O Derek Cann
13 Manor Road
WOKINGHAM
Berkshire
RG41 4AH

Application Number: F/2000/0304

Parish: **EARLEY**

Location: **397 Wokingham Road, Earley, Reading**

Proposal: **Proposed two storey rear extension to dwelling to provide rooms for bed and breakfast accommodation.**

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

Reason
1. The proposal by virtue of its siting, scale, form, bulk and massing would unacceptably detract from the street scene, the character of the area and the amenity of neighbouring properties. The proposal is therefore contrary to Loddon Area Local Plan Policies LBE1 and LBE2 and Wokingham District Local Plan Policies WOS3 and WBE1.

Reason
2. The proposed development would generate additional traffic movements into and out of a primary distributor road, on a section where vehicular speeds are high and at a point where visibility is severely restricted and the safety and the flow of traffic would be adversely affected. The proposal is therefore contrary to Policy LD5 of the Berkshire Structure Plan.

Reason

3. The proposed development would result in the increased use of a substandard access which would adversely affect road safety and the free-flow of traffic. The proposal is therefore contrary to Policy LD5 of the Berkshire Structure Plan.

Head of Planning and Transportation

Date: 30 March 2000

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.

Tel. 0118 974 6444

Fax. 0118 974 6484

Email. jenifer.jackson@wokingham.gov.uk

Date. April 28, 2003

My ref. JJ/2003.24/F/2002/8021

Your ref. F/2000/0304

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

Mr R G Saunders
397 Wokingham Road
Earley
RG6 7EH

Dear Mr Saunders,

RE: APPLICATION NOS. F/2000/0304 AND F/2002/8021.

Thank you for your letter dated 17 March and received in the Chief Executive's Office on 19 March 2003, your letter has subsequently been passed to me to respond directly. I apologise for the delay in response, which is due to current high workloads within the Development Control section and also staff shortages.

As I have no previous knowledge of either planning application to which you refer I have researched both applications, the processing of the applications and the relevant development plan policies. There is one fundamental difference between the two applications. The application for your own dwelling at 397 Wokingham Road (F/2000/0304) sought to substantially extend the property to provide rooms for bed and breakfast accommodation whilst the application to which you refer at 242 London Road, Earley (F/2002/8021) is for a change of use of the dwelling to a guest house.

As you are aware, each application before Local Planning Authority is assessed in relation to the development plan and on it's own merits. The merits of the two applications two applications to which you refer are fundamentally different and the policy considerations are not similar. The first reason for refusal on your proposal related to the size and scale of the proposed extension, clearly the application at 242 London Road, Earley does not involve any extension.

In terms of the matter of access, the application for your own property was refused following an objection from the Highway Authority and due to sub-standard visibility at the access and the increased vehicle movements using that access. It was considered that this would adversely affect the safe and free flow of traffic and the Planning Inspector concluded that he agreed with that view on appeal. The proposal at 242 London Road received no objection from the Highway Authority and would have five parking spaces provided on site as required by a condition on the permission.

As regards the matter of proximity to neighbouring houses, it is evident that your proposal for 397 Wokingham Road would have resulted in overlooking of 395 Wokingham Road which the Inspector concluded would harm the living conditions of the occupiers of that property. In relation to the application approved at 242 London Road, the Officer concluded that the residential amenity of neighbouring dwellings would not be adversely affected by the proposal.

Cont/...

Finally, with regard to your comment as to your neighbour having influence over the decision of the Council, I can advise that the over riding factor in determining a planning application is compliance or otherwise with the development plan. Comments from third parties and statutory consultees are taken into account in the decision making process only insofar as they raise valid material planning considerations.

I trust that this information is of assistance to you. If you have any further questions then please do not hesitate to contact me in the first instance, on the quoted telephone number at the head of this letter.

Yours sincerely,

Mrs J Jackson

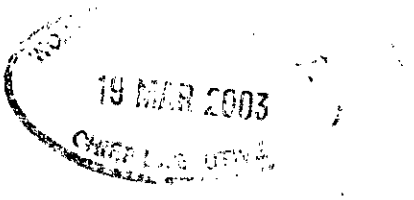
Principal Planning Officer - North Area

c.c. Mr N Carr, Principal Executive Officer

17 March 2003

397 Wokingham Road
Earley
Reading, RG6 7EH

Mr. N. Carr
Principal Executive Officer
Wokingham District Council
PO Box 150, Shute End
Wokingham
Berkshire, RG40 1WQ



Dear Mr. Carr,

Re: PLANNING APPLICATION F/2000/0304

Angi — I am writing to ask if you would be kind enough to explain how a planning application – 8021 - has been granted for a guesthouse, 242 London Road, Earley. I know you say every application is judged on its own merit but, comparing the reasons for which my application was turned down, it seems totally unjustified to grant permission to 242 London Road when:-

1. Semi-detached House

2. Car Parking for two cars only

3. 30/40 metres from a bend

4. Double yellow lines outside the property

5. Much closer proximity to the neighbouring houses than 397 Wokingham Road.

6. Also, it was stated that our own application would create extra traffic on to the Wokingham Road. What about the extra traffic created by the said property on to the London Road?

Finally, perhaps it was granted because they do not have a Mr. Peter Sherbourne as a neighbour!

Yours sincerely,

R.G. SAUNDERS

Appeal Decision

Site visit made on 3 October 2000

by M A Hillyer BSc MSc CEng MICE FCIWEM

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

PLANNING SERVICES | HPT
POL | TLS
DC | ENF
APP
CS
18 OCT 2000
COPIES TO:
Date 17 OCT 2000

Appeal Ref: APP/X0360/A/00/1047142
397 Wokingham Road, Earley

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
- The appeal is made by Mr R Saunders against the decision of Wokingham District Council.
- The application (ref: F/2000/0304), dated 21 December 1999, was refused by notice dated 30 March 2000.
- The development proposed is extensions to provide five bedrooms and breakfast room.

Summary of Decision: The appeal is dismissed.

Procedural Matters

1. The drawings which formed part of the application are numbered 9810/01 and 9810/02. Drg No 9810/02 shows two new windows to be formed on the first floor of the existing building. I confirm that I shall make my determination on the basis that these windows are part of the proposed development.

Main Issues

2. From my reading of the written representations and inspection of the site and surroundings, I consider that there are three main issues in this appeal. The first is the effect of the proposed development on the character and appearance of the street scene. The second is the effect on the living conditions of the neighbouring occupiers with particular reference to noise and disturbance, lighting & overlooking in No 399, and visual impact & overlooking in No 395. The third main issue is the effect on highway safety and the free flow of traffic.

Planning Policy Context

3. The development plan for the area consists of the Berkshire Structure Plan 1991-2006 (1995) (SP) and the Loddon Area Local Plan (1995) (LP). Policy LD5 of the SP states that a standard appropriate to the nature and location of new development is needed for vehicular access, parking and circulation, and development likely to give rise to serious access, parking, safety or traffic congestion problems will not be permitted. LP Policy LBE1 requires that new development shall be of a high standard of design, and LP Policy LBE2 states that development which is inappropriate in its relationship with adjoining buildings or which would affect the character of the area will not be permitted. Policy LR17 of the LP generally allows change of use of existing buildings to bed and breakfast use provided there is no detraction from the character of the area or amenity, and that acceptable car parking is provided.

4. There is an emerging replacement local plan, the Wokingham District Local Plan Deposit

Draft (DDLP), which is presently being examined at public inquiry and which sets out similar principles to the LP but in more detail.

Consideration

5. The site is in a largely residential locality of houses and bungalows fronting, and accessed from, the busy Wokingham Road. The road is a main route between Reading and Wokingham and there are four junctions with local roads within about 120m of the site, to the east. Dwellings are detached buildings with garden areas both back and front. There is a house on the site and the development would involve the construction of parking bays and a side and rear extension to provide an additional five bedrooms and dining room for bed and breakfast use.

Issue 1

6. With regard to the first issue, the new building would have a footprint of about a half that of the two storey part of the existing house. The new ridge would be higher than that of the present dwelling and the extended building would be significantly larger and bulkier than existing dwellings in the immediate locality. The contrast in sizes would be tempered to an extent by the demolition of the existing garage and rear single storey, and most of the development would be hidden from public views from the front of the property. The parking bays and the presence of up to seven vehicles would be seen from the road through the access opening, and also from the sides because there would be insufficient space for effective screening. This would result in the frontage appearance of the site being out of keeping with that of nearby properties. Notwithstanding the presence of the business properties at the corner of Meadow Road the appearance would indicate a commercial use inappropriate to the residential character of the area. The proposal would not conflict with the aims of LP Policy LBE1 but it would be at odds with LP Policy LBE2. I conclude on this issue that the proposed development would be harmful to the character and appearance of the street scene.

Issue 2

7. Turning to the issue of living conditions in adjacent properties, the development would result in noise from vehicles and people entering and leaving No 397, particularly in the mornings and evenings. However the background traffic noise at this location is high and in my view continues throughout the day and evening, so that the increment in noise caused by the development would not be significantly disturbing.

8. The property of No 399 lies to the west of the site. The development would at times throw shadows in that direction in the late afternoon and early evening, but the new building would be at least 6m from the boundary with No 399 and it would interfere with sunlighting in that property no more than do the existing boundary plantings. It would therefore not be harmful in this context. The extension would have three windows at first floor level facing directly towards No 399 and three facing northwards down the garden. These latter three would afford glimpses into the garden of No 399, but these would long, angled views through tree branches and would not be disturbing to privacy. The other three would have close lines of sight into the rear areas of No 399 with some interference from boundary vegetation. This could result in overlooking, but all windows would be either in a bathroom or secondary windows in a bedroom, in which obscure glazing would prevent overlooking. It would be possible to secure this by a condition, and that would ensure the privacy of the

occupants of No 399.

9. The existing boundary between the site and No 395 is formed by a substantial 2m high close boarded fence and by dense laurel, lilac and other vegetation. The development would result in the existing garage being removed and replaced by the extensive flank wall and roof of the extension, set back about 1m from the boundary. I consider that some of the mature boundary vegetation within the site would need to be permanently removed to allow construction and to avoid unacceptable shading of the extension windows and access. This would expose the new flank wall to views from No 395. The wall would be a dominant part of the prospect when seen from positions in the front and rear of No 395, close to the boundary, but it would not be overbearing because much of it would be hidden by the flank wall of No 395.

10. The three first floor windows of the development which face north would have lines of sight into the rear garden of No 395, but these would not result in a disturbance of privacy for the same reasons as set out in paragraph 8 above relating to No 399. The proposed new window in bedroom 3 of the existing house on the site would face into the front access area of No 395. Views to ground level and front door areas would be direct but would not represent a significant intrusion of privacy because this area, at the front of the house, is already open to public view. However direct views towards ground and first floor rooms would be possible which would represent an unacceptable degree of overlooking, and which could not be suitably screened by vegetation for the reason given in paragraph 9 above. The new window would be an essential part of the modified bedroom and as such it would not be acceptable for living conditions within that room to be glazed with anything but clear glass.

11. I conclude on this issue that there would be no significant harm to the living conditions of neighbouring occupiers from noise and disturbance, neither of the occupiers of No 399. Nor would the occupiers of No 395 experience unacceptable visual domination by the development. However this does not outweigh the harm to the living conditions of occupiers of No 395 regarding overlooking. In this respect the proposed development would conflict with the aims of LP Policy LBE2.

Issue 3

12. With regard to the highway issue the changes on the site would include the provision of spaces for seven vehicles and the re-setting of the gateposts some 2m further east. This would make little difference to the existing unobstructed visibility distances for vehicles leaving the site, which are of the order of 97m to the west and greater than 150m to the east, when measured in accordance with the guidance given in Annex D of Planning Policy Guidance (PPG) 13 – *Transport* for the minimum "minor road distance" of 2m. The equivalent "major road distance" given in PPG 13 for locations where traffic speeds have been measured, as in this case, is between 85m and 95m. For cars turning right into the site there is sufficient space in the centre of the road for them to pull over and avoid tailbacks when they are waiting to cross the oncoming stream.

13. The development would meet visibility standards on the basis of a minimum "minor road distance" although site lines to the west would be just within limits. PPG 13 Annex D says that the standards need to be assessed in the light of all the circumstances of each case. The proposal would, in my view, more than double the number of vehicle movements relating to the site. Most of these movements would be made by drivers who, as visitors, would be

unfamiliar with the location. The appellant's agent says that drivers must be cautious as to others' intentions but Wokingham Road is heavily and continually trafficked and speeds up to 40mph are allowed. I saw on my site visit that waiting times are high for vehicles turning into or across traffic streams in the locality. In these situations drivers are sometimes tempted to make risky and hazardous movements. There have been three accidents involving injury at the junctions just to the east in recent years. Drivers leaving the site would need to observe movement at these junctions, on the pedestrian refuge, and in both lanes of Wokingham Road traffic.

14. In representations from interested persons the Earley Town Council and others said that there would be insufficient room to accommodate the number of parking spaces proposed. I have no evidence from the Council or the appellant on this matter, but I am of the view that when the car park is full there would be some difficulty in manoeuvring to enable vehicles to leave the site forwards. This would promote the likelihood of vehicles reversing onto Wokingham Road, a movement of some risk potential.

15. In the circumstances of this case and the number and type of vehicle movements resulting from the development I consider that compliance with visibility standards would not be sufficient to ensure avoidance of a hazard to road safety. In coming to this view I have had regard for the representations made regarding existing traffic calming measures and high quality street lighting. I conclude on this issue that the proposed development would be harmful to highway safety and the free flow of traffic. It would conflict with SP Policy LD5 and with the aims of LP Policy LR17.

Other Issues

16. The appellant's agent's statement and his supplementary letter of 24 August 2000 claim that the formation of the two new windows in the first floor of the existing house could take place without planning permission, irrespective of the extension. That may be the case, but the need for them is prompted by the proposal, and I consider it most unlikely for them to be constructed without the complementary construction of the proposed development.

Conclusions

17. I have taken into account all other matters raised in the written representations, including the observations regarding the need for this type of facility, but none is sufficient to override the considerations which have led to my decision.

Formal Decision

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

Information

19. Particulars of the right of appeal against this decision to the High Court are enclosed for those concerned.

Michael A. Hilliard.

INSPECTOR.

Tel (0118) 974 6447

Date 17.03.00

My ref: F/2000/0304

CONFIDENTIAL

Councillor D Carpenter
8 Stanton Close
Earley
Reading
RG6 7DX

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 6691
DX: 3305 - Wokingham

Dear Councillor

Application Number: F/2000/0304
397 Wokingham Road Earley.
Proposed two storey rear extension to dwelling to provide rooms for bed and breakfast accommodation.

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 Lynette Baker on **(0118) 974 6447**. If you then feel the application needs to be transferred to the next available Development Control Sub-Committee for decision please fill in the form below.
The form must be received no later than 27.03.00

PLANNING
DC
NP
CS
23 MAR 2000
COPIES TO:

Yours faithfully

Head of Planning and Transportation

LISTING FORM
Case Officer: Lynette Baker Application Number: **F/2000/0304**
397 Wokingham Road Reading.
Proposed two storey rear extension to dwelling to provide rooms for bed and breakfast accommodation.

Transfer. Yes ☐ No ☑
Reason for Transfer.

Signed D Carpenter Date: 23-3-00

Print Name

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

Tel: (0118) 974 6447

Date: 17.03.00

My ref: F/2000/0304

WOKINGHAM DISTRICT COUNCIL
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: 33606 - Wokingham

CONFIDENTIAL

Councillor D Swindells
12 Culford Close
Lower Earley
RG6 3AS

Dear Councillor

Application Number: F/2000/0304
397 Wokingham Road Reading.
Proposed two storey rear extension to dwelling to provide rooms for bed and breakfast accommodation..

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 Lynette Baker on **(0118) 974 6447**. If you then feel the application needs to be transferred to the next available Development Control Sub-Committee for decision please contact the Councillor for your area responsible for planning matters as soon as possible

Yours faithfully

Chris Ward

Head of Planning and Transportation

Tel: (0118) 974 6447

Date: 17.03.00

My ref: F/2000/0304

WOKINGHAM DISTRICT COUNCIL
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: 33505 - Wokingham

CONFIDENTIAL

Councillor C Smith
7 Northam Close
Lower Earley
RG6 3AJ

Dear Councillor

Application Number: F/2000/0304
397 Wokingham Road Reading.
Proposed two storey rear extension to dwelling to provide rooms for bed and breakfast accommodation..

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 Lynette Baker on **(0118) 974 6447**. If you then feel the application needs to be transferred to the next available Development Control Sub-Committee for decision please contact the Councillor for your area responsible for planning matters as soon as possible

Yours faithfully

Chris Day

Head of Planning and Transportation

Tel: (0118) 974 6447

Date: 17.03.00

My ref: F/2000/0304

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: 33505 - Wokingham

CONFIDENTIAL

Councillor D Carpenter
8 Stanton Close
Earley
Reading
RG6 7DX

Dear Councillor

Application Number: F/2000/0304
397 Wokingham Road Earley.
Proposed two storey rear extension to dwelling to provide rooms for bed and breakfast accommodation.

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 Lynette Baker on **(0118) 974 6447**. If you then feel the application needs to be transferred to the next available Development Control Sub-Committee for decision please fill in the form below.
This form must be received no later than 27.03.00

Yours faithfully

Head of Planning and Transportation

LISTING FORM
Case officer: **Lynette Baker** Application Number: **F/2000/0304**
397 Wokingham Road Reading.
Proposed two storey rear extension to dwelling to provide rooms for bed and breakfast accommodation.

Transfer: Yes ☐ No ☐
Reason for Transfer:

_____

_____

Signed: _____ Date: _____

Print Name: _____

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: F/2000/0304

PROPOSAL:

Proposed two storey rear extension to dwelling to provide rooms for bed and breakfast accommodation.

LOCATION:

397 Wokingham Road Earley.

The application is available for inspection at the locations & during the times detailed below:

WOKINGHAM DISTRICT COUNCIL, PLANNING RECEPTION, SHUTE END, WOKINGHAM between 8.30 - 5.00 Monday - Thursday & 8.30 - 4.00 Friday. (TEL: (0118) 974 6428)
OR
WOODLEY LIBRARY, HEADLEY ROAD, WOODLEY between 9.30am - 7.00pm Mon, Thurs & Fri. 9.30am - 5.00pm Tues, 9.30am - 1.00pm Saturday. (closed all day Wednesday)
OR
EARLEY TOWN COUNCIL, RADSTOCK HOUSE, RADSTOCK LANE, EARLEY between 9.00am – 1.00pm & 2.00pm – 4.30pm Monday to Friday. (TEL: (0118) 986 8995)

Comments should be sent in writing QUOTING THE APPLICATION NUMBER to the Case Officer Lynette Baker P.O. Box 157 Council Offices, Shute End, Wokingham Berkshire, RG40 1WR to arrive on or before 10/02/2000. Written comments submitted will become available for public inspection.

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

Head of Planning and Transportation



Site Plan, Scale: 1 to 1250

This copy has been produced specifically for the map return scheme purposes only. No further copies may be made.

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Date: 4 January 2000

N
W E
S

Application Number F/2000/0304
Conditions/Reasons for Refusal

No	Std Con	Std Reas	Non Std Conditions / Reasons for Refusal
1			The proposal by virtue of its siting, scale, form, bulk and massing would unacceptably detract from the street scene, the character of the area and the amenity of neighbouring properties. The proposal is therefore contrary to LAUP policies LBE1 & LBE2 + WDLP policies WDS3 + WBE1.
2.			The proposed development would generate additional traffic movements into and out of a primary distributor road and a section where vehicular speeds are high & where poor visibility is severely restricted and the safety & free-flow of traffic would be adversely affected. The proposal is therefore contrary to Policy LDS of the BSP.
3.			The proposed development would result in the increased use of a sub-standard access which would adversely affect road safety & the free flow of traffic. The proposal is therefore contrary to policy LDS of the BSP

RECORD OF SITE VISIT

SITE ADDRESS: 397 Wokingham Road Reading.

APPLICATION NUMBER: F/2000/0304

OFFICER: Lynette Baker

DATE OF SITE VISIT: 11/2

1 SITE/STATUTORY NOTICE DISPLAYED ? ✓

2. DESCRIPTION OF SURROUNDINGS

3. DESCRIPTION OF SITE/BUILDING

4. RELATIONSHIP TO ADJOINING PROPERTIES

Tried to get access to 395 - no reply

5. SITE CONSTRAINTS

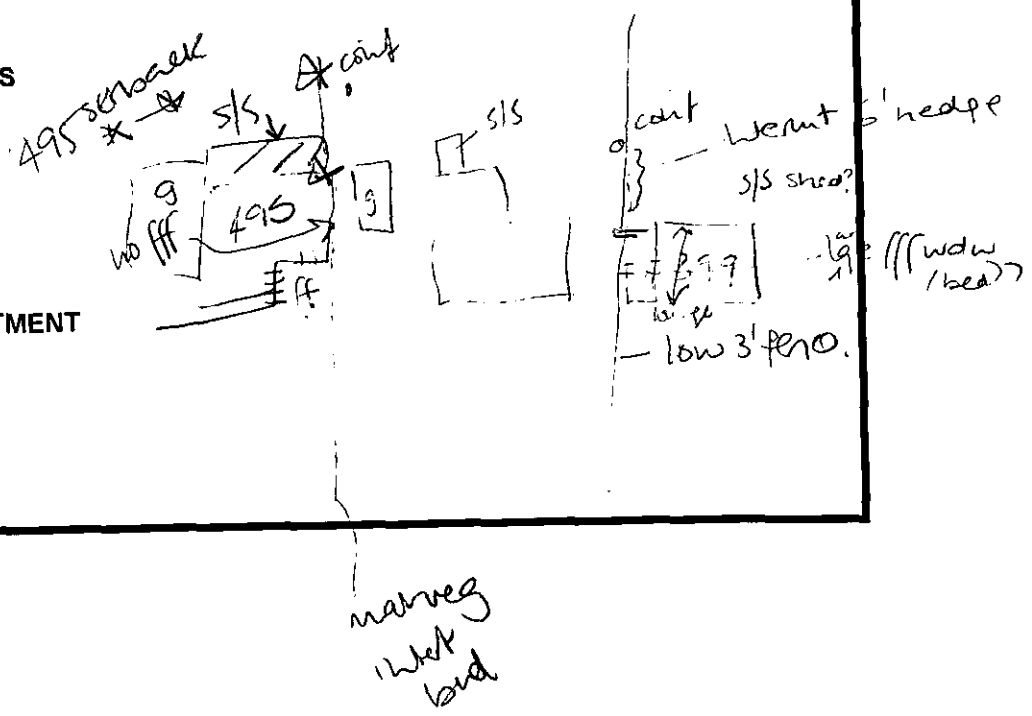
TREES

ACCESS/PARKING

LEVELS

BOUNDARY TREATMENT

OTHERS



WORK SHEET FOR : Lynette Baker

Application Number : F/2000/0304

Applicant : Mr R Saunders C/O Derek Cann.

Location : 397 Wokingham Road Earley.
Proposal : Proposed two storey rear extension to dwelling to provide rooms for bed and breakfast accommodation.

Site Notice Displayed ? :

YES	NO	DATE
✓		11/2

Date of Neighbour Notifications : .....

Date of Site Visit : .....

***Date Registered* : 12/01/2000**

Earliest Date for Decision : 10/02/2000

Latest Consultation Date/Site Notice Expiry Date : 10/02/2000

***Application Expiry Date:* 08/03/2000**

Consultation Responses : ETC: obj — overdev, out of keeping, disturbance to neighbours, parking
EH. no comment.
TA. Refuse — highway safety, substandard acces

Letters: 3 objecting, loss of light, traffic, parking, overdev, disturbance, highway safety, precedent, obtrusive, out of character
Petition of 23 signatures.

Planning Issues :

→ Impact on neighbouring properties
" " Character of area.
Highway issues

Application Number: F/2000/0304

Appraisal :

1 Impact on neighbouring properties
399 2 storey proposal would be 6m from boundary
Double bedroom window would o/lk private area of 399
would be on west side of 399 No loss of daylight
when measured against standard Though the proposal is
massive not considered close enough to 399 to be
overbearing.
395 2 storey element would be 1-1.5m from boundary
with 395 New fff. window in existing house (PD) &
landing window - overlooking potential. No 395 has ff
frank bedroom windows - 11m from proposed bed window
No loss of light to no 395. Extent front to rear of
397 as proposed = 16.4 m As this is close to boundary
& only 3.5m from 395 at its closest, consider this
to be overbearing on no 395

Car parking in front of 397 would be unacceptably
disturbing to existing dwellings because of no of spaces.
→ level of activity

2 Impact on street scene
Proposal has not been designed to relate well to
existing house & dominates it. This would
detract from the street scene & is out of character
with the area. Considered inappropriate

3 Highway issues: too much additional traffic on
a primary distributor road, where traffic travels
at high speed & visib. restricted. — adversely affects
highway safety.
Sub standard access — ditto

6 beds for B&B would require con.

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

applicationo	Name and address
F/2000/0304	G Fadden 399 Wokingham Road Earley Berks Rg6 7EH
F/2000/0304	Mr & Mrs Stone 391 Wokingham Road Earley Reading RG6 7EH
F/2000/0304	Mr & Mrs P F Sherbourne 548 Wokingham Road earley Berks RG6 7JB
App refused, letter sent 03/04/00	

Recd 11.25AM 28.2.00

391 WOKINGHAM ROAD
EARLEY
READING
BERKSHIRE
RG6 7EH
ENGLAND

PHONE / FAX
0118 9264448

LEB

PLANNING SERVICES	HPT
POL	TLS
DC	ENF
APP	
CS OBS	LEB
29 FEB 2000	
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	FILE:

Dear Sir's,

Re Planning application number F/2000/0304

We wish to object on the following grounds,

The size of the extension is obtrusive and completely out of character with the existing residential properties.

Car parking is totally inadequate and will only be possible by reversing into a main road traffic flow. This is a road where normal speed is supposed to be 40 m.p.h., on a curve with limited visibility, a traffic island and roads crossing nearby.
The greater traffic flow is also a danger to the cycle track installed to remove cyclists from this dangerous stretch of road.

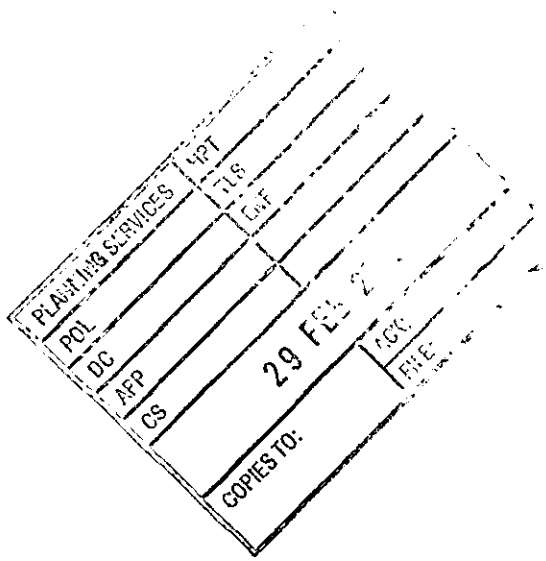
Whilst we have been informed that no change of use is required for the house, the construction of a purpose built mini hotel
We feel , will set a precedent for any further development in this residential area.

Aase Stone Philip Stone

Aase and Philip Stone

Further objectors and / or comments attached.

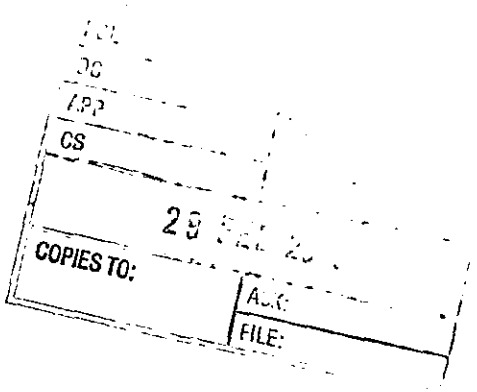
A. MANNING	389, WOKINGHAM ROAD	
R. MANNING	389, WOKINGHAM ROAD	
R. MURAWSKI	385 WOKINGHAM ROAD.	
L. MURAWSKI	385 Wokingham Rd.	
PAUL FADDEN	395 WOKINGHAM Rd.	
M. F. ANDWIN	562 Wokingham Rd.	
M. FEWTRELL.	550, WOKINGHAM ROAD	
C S FEWTRELL	550 WOKINGHAM ~~ROAD~~	
S M Fewtrell	550 Wokingham Rd.	
C. RICCIO	568 WOKINGHAM Rd	
L. RICCIO	568 WOKINGHAM Rd	
M. BAGGALEY	554 WOKINGHAM RD	
N THOMAS	560 WOKINGHAM RD	
J. BARKER	558 WOKINGHAM RD	
C BETTLES	6 Pond HEAD LANE	
S. BETTLES	6 Pond HEAD LANG	
A. HILL	8 Pond Head Lane.	
(Mr + Mrs) GORDON SPRIGGS	403 Wokingham Road	
J. M. ASTLE	393 Wokingham Road.	
C. A. ASTLE	393 Wokingham Rd.	
C. A. NASH	387 WOKINGHAM RD	


PLANNING SERVICES
POL
DC
APP
CS
COPIES TO:
HPT
TLS
ENF
29 FEB
ACC
FILE

I have not objected before as I was not able to read the red notice displayed within the property. Not easy at approx. 10' from the pavement. Ltr.

L.S. Day Mr & Mrs Day 50 FINCHROAD EARLEY

WE WALK ALONG THIS STRETCH OF WOKINGHAM ROAD FREQUENTLY AND THERE IS ALREADY PROFUSE AMOUNTS OF TRAFFIC. I do not want to run the RISK OF YET MORE CARS REVERSING OUT OF A CONCEALED ENTRANCE L.S.D.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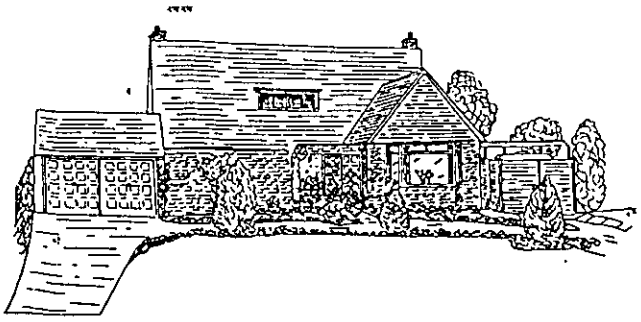


Mr & Mrs P. Shrimpton
548 Wokingham Road,
Earley, Reading,
Berks.
RG6 7JB

PLANNING SERVICES
POL
DC
CS 0135 LEB

25th February 2000

Wokingham District Council,
Council Offices,
Shute End
Wokingham Berks.

For Attention of Lynette Baker- Area Planning Officer

Dear Ms Baker,

Application No.5/2000/0304
397 Wokingham Road, Earley, Reading
Proposed Two Storey Extension to provide
Bed and Breakfast Accommodation

I have just returned from holiday and have today noticed the Planning Application Notice for the above, and although I see that comments had to be made by the 10.2.2000 maybe you could take the points raised in this letter when considering the application.

At present the house is a private dwelling, having three bedrooms which I believe is used for residential family accommodation, very much as are the majority of dwellings, built just prior or just after the war, as a ribbon development along the Wokingham Road.

in my view, the proposal is very much an over development of the site, in fact it appears to double the size of the existing house, and also, surely this proposal is a change of use from private residential to business premises, with multiple occupation which will very much disturb the neighbours, as such use will clearly mean that there is constant coming and going throughout the day and night.

It is noted that the plans indicate car parking for 7 cars but there certainly does not appear to be sufficient room for vehicles to turn round within the curtilage of the site, bearing in mind that Wokingham Road is a main 'A' class feeder road, with traffice constantly travelling at up to 40mph and also the sight line does not appear to be adequate to make safe entry and exit possible, especially for pedestrians and cycles using the foot path.

Further more the junction of Meadow Road and Pond HeadLane are very close by, with a considerable amount of vehicles parking to use the facilities of the existing general store on the corner of Meadow Road, the area of the road has seen a number of accidents.

/There

There are a number of fairly large private dwelling houses with large gardens on this road, and if planning consent was given for this application this would surely set a president for others to apply for similar consent, which would entirely upset the nature of this area, and I hope that the application will be refused.

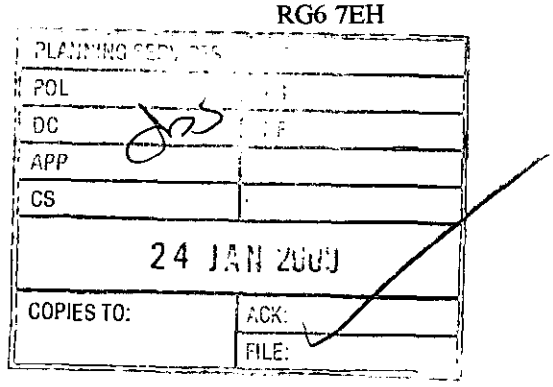
Yours faithfully,

(P.F. SHERBOURNE)

399 Wokingham Road
Earley
Reading
RG6 7EH

21st January 2000

Ms Lynette Baker, Planning Officer
Wokingham District Council
Environmental Services Department
PO Box 157
Shute End
Wokingham
RG40 1WR



Dear Ms Baker,

Planning Reference. F/2000/0304
Proposed two storey rear extension

I am in receipt of your Planning application advice, regarding 397 Wokingham Road Earley Reading.

Having studied the plans, at your office, there are several concerns regarding this application.

397 Wokingham Road lies to the West of our premises, 399 Wokingham Road, due to the tracking of the Sun, East to West, we do not currently receive the Sun on our rear patio until late afternoon, during the Summer and not at all during the Winter. The Sun light being masked by the rear of 397.
The proposed extension extends beyond the current house by 6 meters approx 20ft and a total of 30-35ft beyond the back of our property, adding further light restrictions to our premises.
As the back of the premises faces North, Sun light is very important to sustain a healthy environment.

The plans show that the original building 397 Wokingham Road, will be doubled in size, with this ambitious plan. I believe this to be un- reasonable, as we are a residential area, where current house extensions have been kept to single storey so as not to inconvenience our neighbours.

I also notice that they are proposing that 6 cars can be parked in their front Garden. I would challenge this, as with the positioning of the large Beech tree in the centre of their front boundary, no more than 3-4 Cars could be accommodated. Resulting in additional street parking, in an area where with the 'Alldays' convenience store, opposite, we already have to contend with customers parking on pavements both sides of Wokingham Road, not to mention large articulated delivery vehicles causing obstruction regularly.

Wokingham Road is a residential area, how is it possible for someone to open a business, which will affect other residents, by way of additional traffic, noise and loss of privacy?

I would request that you consider these matters seriously when assessing this application.

I look forward to hearing from you shortly.

Yours sincerely,

Graham Fadden
Owner

TOWN COUNCIL OBSERVATION SHEET

APPLICATION NO:	F/2000/0304	PLANNING OFFICER: Lynette Baker	26130
PARISH:	EARLEY		
PROPOSAL:	Two storey rear extension to dwelling to provide rooms for bed and breakfast accommodation		
ADDRESS:	397 Wokingham Road		
APPLICANT:	Mr. R. Saunders		

Councillors felt that this proposal represented an over-development of the site. Furthermore, there was concern that the proposed change of use to a bed & breakfast establishment was out of keeping in this area, and there was also concern that there would be disturbance to neighbours from the increase in the 'comings and goings' to the site.

There was concern about adequate parking, and it was felt that there was insufficient room to accommodate satisfactorily the number of parking spaces proposed.

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

SIGNED: _____ DATE: 17 FEB 2000

CLERK TO EARLEY TOWN COUNCIL

PLANNING SERVICES | HPT 25568
POL | TLS
DC JLB | ENF
APP |
RS Lynette Baker |
07 FEB 2000
COPIES TO: | ACC

TOWN COUNCIL OBSERVATION SHEET

APPLICATION NO: F/2000/0304 PLANNING OFFICERS

PARISH: EARLEY

PROPOSAL: Two store rear extension to dwelling to provide rooms for bed and breakfast accommodation

ADDRESS: 397 Wokingham Road

APPLICANT: Mr. R. Saunders

Councillors felt that this proposal represented an over-development of the site. Furthermore, there was concern that the proposed change of use to a bed & breakfast establishment was out of keeping in this area, and there was also concern that there would be disturbance to neighbours from the increase in the 'comings and goings' to the site.

There was concern about adequate parking, and it was felt that there was insufficient room to accommodate satisfactorily the number of parking spaces proposed.

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

SIGNED: _____ DATE: 3.02.99

CLERK TO EARLEY TOWN COUNCIL

WOKINGHAM DISTRICT COUNCIL

MEMORANDUM

HPT
TLS
DC
ENF
27 JAN 2000

From: Joanne Ellis, Environmental Health

My Ref: JPE/PA

To: Lynette Baker, Planning

Your Ref:

Date: 25 January, 2000

PROPOSED: PROPOSED TWO STOREY REAR EXTENSION TO DWELLING TO PROVIDE ROOMS FOR BED AND BREAKFAST ACCOMMODATION
SITE ADDRESS: 397 WOKINGHAM ROAD EARLEY
APPLICATION NO. F/2000/0304

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

P. Aylett

pp Joanne Ellis

To:
Highways

From: Lynette Baker

Date: 17 January 2000

Application Number: F/2000/0304

Proposal: Proposed two storey rear extension to dwelling to provide rooms for bed and breakfast accommodation..

Site Address:
397, Wokingham Road, Earley.

Applicant:
Mr R Saunders C/O Derek Cann.

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

REFUSAL

1. THE PROPOSED DEVELOPMENT WOULD GENERATE ADDITIONAL TRAFFIC MOVEMENTS INTO AND OUT OF A PRIMARY DISTRIBUTOR ROAD, ON A SECTION WERE VEHICLE SPEEDS ARE HIGH AND AT A POINT WHERE VISIBILITY IS SEVERELY RESTRICTED, AND THE SAFETY AND FREE-FLOW OF TRAFFIC WOULD BE ADVERSELY AFFECTED.

2. THE PROPOSED DEVELOPMENT WOULD RESULT IN THE INCREASED USE OF A SUB-STANDARD ACCESS WHICH WOULD ADVERSELY AFFECT ROAD SAFETY AND THE FREE-FLOW OF TRAFFIC.

N.S. Trotter

22-2-00

Chase Cfn

Sms

└ MB → if ref

need

to

WOKINGHAM D.C. DEVELOPMENT CONTROL

Start date: ~~23 DEC 1999~~ VALID 12 JAN 2000	Map No. 52 Site 0:17
Officer: LEB. Application No. F/2000/0304	Easting: ..... Flood Pln .....
	Northing: ..... Mineral .....

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

Description:
(F) PROPOSED TWO STOREY REAR EXTENSION TO DWELLING TO PROVIDE ROOMS FOR BED + BREAKFAST ACCOMMODATION

Location: 397 WOKINGHAM ROAD

Parish: EARLEY Ward: L. Hungerford 17.1.2000

Applicant: MR R SAUNDERS

Fee Received 95-00 Required 570-00 Additional 475-00 Refund ..... Should fee be worked out on floor space? Cluse?

Enforcement Section (8) to be notified ☐ tick if required paid 12/1/00 To follow 10/1/00 ✓ 12/1

Additional information required for validation

		Reason	Requested	Received
1	1:2500 OS location plan showing property edged in blue/red			
2	1:500 block plan showing existing & proposed dev. + adj. Properties			
3	Forms unsigned	Q24 Cluse? Q13 Are any trees to be felled? (Not drawn on plans)	✓ 11/1	
4	Correct S 66 certificate			
5	Elevation plans	NB No trees to be felled but trees on site		
6	Floor plans			
7	Metric scale disclaimer			
8	Encroachment letter			
9	Miscellaneous			

APPLN NO. _____

ACTION REQUIRED BY DEVELOPMENT CONTROL

Conservation Area .....

Listed Building 1 2 2*

Advertisement Required .....

Date Site Notice Sent : 17.1.2000 Parish Council Informed - YES / NO

INTERNAL CONSULTATIONS

Building Control	NF: .....
Landscape	NK: .....
Trees	NK: .....
Conservation Officer	NK: .....
Environmental Health	NA: .....
Housing	NA: .....
Leisure & Cultural services	PA: .....
Public Rights of Way	PA: .....
Property	NG: .....
District Secretary (only if called in by SOS)	MA: .....
Policy & Plans	QA: .....
Strategic Planning (JSPU)	HA: .....
Minerals (BABTIE)	GA: .....
Archaeological Site (BABTIE)	: .....
Education	AP: .....
Social Services	BT: .....
Highways	XA: .....

EXTERNAL CONSULTATIONS

Adjacent D P A	: .....
Adjacent Parish	: .....
Southern Electricity Board	BN: .....
British Gas	BM: .....
PSA Oil Pipeline	BD: .....
Transco	: .....
Environment Agency	BP: .....
Rail Track	BI: .....
Police Arch. Liaison Officer	PC: .....

HERITAGE BODIES

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

OTHERS:

.....

.....

..... No pre-apps .....

NEIGHBOURS:

SIN+ 395, 399 Wokingham Rd

48, 50, 52 Henley Wood Rd

By hand 22/12

DEREK CANN
ARCHITECT

Derek Cann R.I.B.A. M.A.P.S
Chartered Architect

Environmental Services Dept.
Planning Services
Wokingham District Council,
PO Box 157,
Shute End,
Wokingham.
RG40 1WR

12 JAN 2000 0304

ref 9810
21st December 99

Dear Sir.

Proposed Rear Extension
397 Wokingham Road Earley

I enclose the following in support of an application for approval under the Town and Country Planning Acts.

Six copies of Planning Application forms Pt1 + Pt2.
Section 66 Certificate A
Six copies of drawings 9810 / 01. / 02.
Cheque in the sum of £95.

The application is for extra bedrooms and a Breakfast room to enable Bed and breakfast to be offered. Mr and Mrs Saunders will occupy the existing house as their residence. The bed and breakfast will be run separately to the rear with the duel use of the kitchen.

There is a demand in the area for this type of accommodation and this proposal is ideally situated between Wokingham and Reading to help service this need.

Should there be any queries on this application I shall be pleased to discuss them with your representative.

Yours faithfully

Derek Cann RIBA

13 Manor Road, Wokingham, Berkshire RG41 4AH Tel/Fax: (0118) 978 6895 Email: derek.cann@virgin.net

1789/a

SECTION 66 CERTIFICATE

Application No.

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

12 JAN [illegible] 2004

CERTIFICATE A

I certify that:

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

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

OR

CERTIFICATE B

I certify that:

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

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

+ See Note (a) to Certificate A

OR

CERTIFICATE C

I certify that

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

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

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

(b) Insert description of steps taken.

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

  (b) . . . . . .

  . . . . . .

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

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

  the (c) . . . . . .

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

  on (d) . . . . . .

1789/b

CERTIFICATE D

I certify that

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

OR

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

(b) . . . . . .

. . . . . .

(b) Insert description of steps taken

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

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

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

on (d) . . . . . .

ALL APPLICANTS MUST COMPLETE THIS SECTION

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

Agricultural Holdings Certificate

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

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

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

OR

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

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

Signed . . . . . .

On behalf of . . . . R. Saunders . . . . . .

Date . . . . 21st. Dec. 99. . . . . .

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

EARLY 1-6-86

ADDRESS 397 WOKINGHAM ROAD PARISH ~~WOODLEY~~

PLOT No. Old Property ORD. SHEET No. SU.7571 (52)

BUILDER

Plan No.	Applicant	Description of Development	Date of Decision	Decision
PD/401/64				
PD/398/69	Mr. E. S. Webber	Extn. to Living Room & Alt. to ground Floor Toilet	4.9.69	APP. UN
BR18690	MRS. A. TONKS	UTILITY + SHOWER ROOM	21-5-82	APP N/A

DATE OF COMPLETION

MINISTRY DECISION

SPECIAL ORDERS

DRAINAGE

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

12 JAN 1986 6004

1.	APPLICANT'S NAME	Mr. R. Saunders
	ADDRESS	The County Arms. Watling Street. Reading
	POST CODE	RG1 4RT. PHONE 9590666
2. If the applicant has an agent, all correspondence will be sent to the agent	AGENT'S NAME	Derek Cann.
	ADDRESS	13 Manor Road Wokingham.
	POST CODE	RG 41 4AH. PHONE 9786895
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	397. Wokingham Road. Earley
4. WHAT IS THE APPLICATION FOR ? Give brief details and state for what purpose this site and any buildings will be used.		Extension to provide 5 bedrooms + breakfast room
5. Give the area in hectares or part of a hectare	AREA OF SITE	—
6. State the applicant's interest in the land e.g. owner, prospective purchaser, lessee	OWNERSHIP	owner.
7. List all the plans and drawings submitted with the application	PLANS/DRAWINGS	9810.01 . 9810.02

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

- CHANGE OF USE ☐
- REDEVELOPMENT ☐
- ERECTION OF NEW BUILDING ☐
- ALTERATION or EXTENSION ☒

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

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

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

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

1769b

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

Private House.

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.

Plain tiles to existing
Render + Brick

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

Existing

16. HOW WILL SURFACE WATER BE DISPOSED OF?

Soakaways + existing.

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

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

Raised access to main road

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

Yes.

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

	No. OF DWELLINGS/HABITABLE ROOMS PROPOSED		TO BE RETAINED		TO BE LOST	
HOUSE	/	*	/	*	/	*
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.

£95.00.

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

SIGNED [signature] ON BEHALF OF R. Sanders DATE 21st Dec '99

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

1769c

PLANNING APPLICATION

PART 2

This part of the form need only be completed if the application involves non-residential development. Please answer all questions in print or block letters. If the answer is not applicable, write N/A in the space. You may wish to amplify your answers in a covering letter.

24. STATE THE GROSS FLOOR SPACE (by external measurement) OF ALL BUILDINGS TO WHICH THIS APPLICATION REFERS. Please give all floor areas in SQUARE METRES.

	USE CLASS	Existing floor space		Proposed additional floorspace created by	
		Retained in existing use	Lost by change of use or demolition	New building	Change of use
A1	SHOPS				
A2	FINANCIAL AND PROFESSIONAL SERVICES				
A3	FOOD AND DRINK				
B1(a)	OFFICE (other than A2)				
B1 (b)	RESEARCH AND DEVELOPMENT				
B1 (c)	LIGHT INDUSTRIAL				
B2	GENERAL INDUSTRIAL				
B3-7	SPECIAL INDUSTRIAL				
B8	STORAGE OR DISTRIBUTION			~~[illegible]~~	
C1	HOTELS AND HOSTELS			161.57	
C2	RESIDENTIAL INSTITUTIONS				
D1	NON-RESIDENTIAL INSTITUTIONS				
D2	ASSEMBLY AND LEISURE				
OTHER	Please Specify Private Res.	142	14		
OTHER	Please Specify B+B			~~161.57~~	
	TOTAL	142	14	161.57	

25. IF C1 OR C2 USE IS PROPOSED, PLEASE STATE NUMBER OF BED SPACES — 5 bed.

26. WHAT PROVISION IS BEING MADE FOR PARKING?

	Cars	Lorries
Existing	4	
Proposed	7	

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.
Bed + Breakfast.

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

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
			0

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.'

SOUTHPORT U.K
LONDON OFFICE

X SYSTEMS LTD

APPLICATION NO.0304

Name of appellant:
Mr & Mrs Saunders

Site address:
397 Wokingham Road

to

Proposal:2 Storey rear extension to dwelling to provide bed & breakfast accommodation

Case Officer:JKM

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Decision C/A
Date

~~Date Commenced~~

Date Completed

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18 OCT 2000
COPIES TO:
Date 17 OCT 2000

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

Appeal Decision

Site visit made on 3 October 2000

by M A Hillyer BSc MSc CEng MICE FCIWEM

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

Appeal Ref: APP/X0360/A/00/1047142
397 Wokingham Road, Earley

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
- The appeal is made by Mr R Saunders against the decision of Wokingham District Council.
- The application (ref: F/2000/0304), dated 21 December 1999, was refused by notice dated 30 March 2000.
- The development proposed is extensions to provide five bedrooms and breakfast room.

Summary of Decision: The appeal is dismissed.

Procedural Matters

1. The drawings which formed part of the application are numbered 9810/01 and 9810/02. Drg No 9810/02 shows two new windows to be formed on the first floor of the existing building. I confirm that I shall make my determination on the basis that these windows are part of the proposed development.

Main Issues

2. From my reading of the written representations and inspection of the site and surroundings, I consider that there are three main issues in this appeal. The first is the effect of the proposed development on the character and appearance of the street scene. The second is the effect on the living conditions of the neighbouring occupiers with particular reference to noise and disturbance, lighting & overlooking in No 399, and visual impact & overlooking in No 395. The third main issue is the effect on highway safety and the free flow of traffic.

Planning Policy Context

3. The development plan for the area consists of the Berkshire Structure Plan 1991-2006 (1995) (SP) and the Loddon Area Local Plan (1995) (LP). Policy LD5 of the SP states that a standard appropriate to the nature and location of new development is needed for vehicular access, parking and circulation, and development likely to give rise to serious access, parking, safety or traffic congestion problems will not be permitted. LP Policy LBE1 requires that new development shall be of a high standard of design, and LP Policy LBE2 states that development which is inappropriate in its relationship with adjoining buildings or which would affect the character of the area will not be permitted. Policy LR17 of the LP generally allows change of use of existing buildings to bed and breakfast use provided there is no detraction from the character of the area or amenity, and that acceptable car parking is provided.

4. There is an emerging replacement local plan, the Wokingham District Local Plan Deposit

Draft (DDLP), which is presently being examined at public inquiry and which sets out similar principles to the LP but in more detail.

Consideration

5. The site is in a largely residential locality of houses and bungalows fronting, and accessed from, the busy Wokingham Road. The road is a main route between Reading and Wokingham and there are four junctions with local roads within about 120m of the site, to the east. Dwellings are detached buildings with garden areas both back and front. There is a house on the site and the development would involve the construction of parking bays and a side and rear extension to provide an additional five bedrooms and dining room for bed and breakfast use.

Issue 1

6. With regard to the first issue, the new building would have a footprint of about a half that of the two storey part of the existing house. The new ridge would be higher than that of the present dwelling and the extended building would be significantly larger and bulkier than existing dwellings in the immediate locality. The contrast in sizes would be tempered to an extent by the demolition of the existing garage and rear single storey, and most of the development would be hidden from public views from the front of the property. The parking bays and the presence of up to seven vehicles would be seen from the road through the access opening, and also from the sides because there would be insufficient space for effective screening. This would result in the frontage appearance of the site being out of keeping with that of nearby properties. Notwithstanding the presence of the business properties at the corner of Meadow Road the appearance would indicate a commercial use inappropriate to the residential character of the area. The proposal would not conflict with the aims of LP Policy LBE1 but it would be at odds with LP Policy LBE2. I conclude on this issue that the proposed development would be harmful to the character and appearance of the street scene.

Issue 2

7. Turning to the issue of living conditions in adjacent properties, the development would result in noise from vehicles and people entering and leaving No 397, particularly in the mornings and evenings. However the background traffic noise at this location is high and in my view continues throughout the day and evening, so that the increment in noise caused by the development would not be significantly disturbing.

8. The property of No 399 lies to the west of the site. The development would at times throw shadows in that direction in the late afternoon and early evening, but the new building would be at least 6m from the boundary with No 399 and it would interfere with sunlighting in that property no more than do the existing boundary plantings. It would therefore not be harmful in this context. The extension would have three windows at first floor level facing directly towards No 399 and three facing northwards down the garden. These latter three would afford glimpses into the garden of No 399, but these would long, angled views through tree branches and would not be disturbing to privacy. The other three would have close lines of sight into the rear areas of No 399 with some interference from boundary vegetation. This could result in overlooking, but all windows would be either in a bathroom or secondary windows in a bedroom, in which obscure glazing would prevent overlooking. It would be possible to secure this by a condition, and that would ensure the privacy of the

occupants of No 399.

9. The existing boundary between the site and No 395 is formed by a substantial 2m high close boarded fence and by dense laurel, lilac and other vegetation. The development would result in the existing garage being removed and replaced by the extensive flank wall and roof of the extension, set back about 1m from the boundary. I consider that some of the mature boundary vegetation within the site would need to be permanently removed to allow construction and to avoid unacceptable shading of the extension windows and access. This would expose the new flank wall to views from No 395. The wall would be a dominant part of the prospect when seen from positions in the front and rear of No 395, close to the boundary, but it would not be overbearing because much of it would be hidden by the flank wall of No 395.

10. The three first floor windows of the development which face north would have lines of sight into the rear garden of No 395, but these would not result in a disturbance of privacy for the same reasons as set out in paragraph 8 above relating to No 399. The proposed new window in bedroom 3 of the existing house on the site would face into the front access area of No 395. Views to ground level and front door areas would be direct but would not represent a significant intrusion of privacy because this area, at the front of the house, is already open to public view. However direct views towards ground and first floor rooms would be possible which would represent an unacceptable degree of overlooking, and which could not be suitably screened by vegetation for the reason given in paragraph 9 above. The new window would be an essential part of the modified bedroom and as such it would not be acceptable for living conditions within that room to be glazed with anything but clear glass.

11. I conclude on this issue that there would be no significant harm to the living conditions of neighbouring occupiers from noise and disturbance, neither of the occupiers of No 399. Nor would the occupiers of No 395 experience unacceptable visual domination by the development. However this does not outweigh the harm to the living conditions of occupiers of No 395 regarding overlooking. In this respect the proposed development would conflict with the aims of LP Policy LBE2.

Issue 3

12. With regard to the highway issue the changes on the site would include the provision of spaces for seven vehicles and the re-setting of the gateposts some 2m further east. This would make little difference to the existing unobstructed visibility distances for vehicles leaving the site, which are of the order of 97m to the west and greater than 150m to the east, when measured in accordance with the guidance given in Annex D of Planning Policy Guidance (PPG) 13 – *Transport* for the minimum "minor road distance" of 2m. The equivalent "major road distance" given in PPG 13 for locations where traffic speeds have been measured, as in this case, is between 85m and 95m. For cars turning right into the site there is sufficient space in the centre of the road for them to pull over and avoid tailbacks when they are waiting to cross the oncoming stream.

13. The development would meet visibility standards on the basis of a minimum "minor road distance" although site lines to the west would be just within limits. PPG 13 Annex D says that the standards need to be assessed in the light of all the circumstances of each case. The proposal would, in my view, more than double the number of vehicle movements relating to the site. Most of these movements would be made by drivers who, as visitors, would be

unfamiliar with the location. The appellant's agent says that drivers must be cautious as to others' intentions but Wokingham Road is heavily and continually trafficked and speeds up to 40mph are allowed. I saw on my site visit that waiting times are high for vehicles turning into or across traffic streams in the locality. In these situations drivers are sometimes tempted to make risky and hazardous movements. There have been three accidents involving injury at the junctions just to the east in recent years. Drivers leaving the site would need to observe movement at these junctions, on the pedestrian refuge, and in both lanes of Wokingham Road traffic.

14. In representations from interested persons the Earley Town Council and others said that there would be insufficient room to accommodate the number of parking spaces proposed. I have no evidence from the Council or the appellant on this matter, but I am of the view that when the car park is full there would be some difficulty in manoeuvring to enable vehicles to leave the site forwards. This would promote the likelihood of vehicles reversing onto Wokingham Road, a movement of some risk potential.

15. In the circumstances of this case and the number and type of vehicle movements resulting from the development I consider that compliance with visibility standards would not be sufficient to ensure avoidance of a hazard to road safety. In coming to this view I have had regard for the representations made regarding existing traffic calming measures and high quality street lighting. I conclude on this issue that the proposed development would be harmful to highway safety and the free flow of traffic. It would conflict with SP Policy LD5 and with the aims of LP Policy LR17.

Other Issues

16. The appellant's agent's statement and his supplementary letter of 24 August 2000 claim that the formation of the two new windows in the first floor of the existing house could take place without planning permission, irrespective of the extension. That may be the case, but the need for them is prompted by the proposal, and I consider it most unlikely for them to be constructed without the complementary construction of the proposed development.

Conclusions

17. I have taken into account all other matters raised in the written representations, including the observations regarding the need for this type of facility, but none is sufficient to override the considerations which have led to my decision.

Formal Decision

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

Information

19. Particulars of the right of appeal against this decision to the High Court are enclosed for those concerned.

Michael A. Hilliard.

INSPECTOR.

The Planning Inspectorate

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

Direct Line 0117-9876079
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FILE: ~~F/2000/0304~~

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

Your Ref:

Our Ref: APP/X0360/A/00/1047142

Date: 17 October 2000

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY MR R SAUNDERS
SITE AT 397 WOKINGHAM ROAD, EARLEY, WOKINGHAM

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:

The Complaints Officer
The Planning Inspectorate
Room 14/04
Tollgate House
Houlton Street
Bristol
BS2 9DJ

Phone No. 0117 987 8927 Fax No. 0117 987 6219

Yours faithfully

Miss A Bibi

COVERDL1

Tel. (0118) 974 6448 (Direct Line)
Date. August 23, 2000
My ref: F/2000/0304
Your ref:C/1824/00

file copy

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

Chancellors Chartered Town Planning Consultants
45 High St
Odiham
Hook
Hants
RG29 1LF

Dear Sirs

APPEAL BY: **Mr & Mrs R Saunders**
SITE: **397 Wokingham Rd, Earley**

With reference to this appeal, I enclose a copy of the Council's statement of the case.

I have also sent copies to The Planning Inspectorate.

Yours faithfully

Denise Gumbrell (Mrs)
Appeals Assistant

Enc

Tel. (0118) 974 6448 (Direct Line)
Date: August 23, 2000
My ref: F/2000/0304
Your ref: APP/X0360/A/00/104712

file copy.

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

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

Dear Miss Bibi

APPEAL BY: Mr & Mrs R Saunders
SITE: 397 Wokingham Rd, Earley

With reference to this appeal, I enclose a copy of the Council's statement of the case. I have also sent a copy to the appellant's agent.

Yours sincerely

Denise Gumbrell (Mrs)
Appeals Assistant

Enc

TOWN AND COUNTRY PLANNING ACT 1990

SECTION 78 APPEAL

APPELLANT: **Mr & Mrs R Saunders**

APPEAL SITE: **397 Wokingham Road, Earley**

REASON FOR APPEAL: **Refusal of planning permission for proposed two storey rear extension to provide rooms for bed and breakfast accommodation.**

LOCAL PLANNING AUTHORITY REFERENCE : F/2000/0304

DEPARTMENT OF THE ENVIRONMENT TRANSPORT & THE REGIONS REFERENCE: APP/X0360/A/00/1047142

1.0 LOCATION AND SITE DESCRIPTION

1.1 The site is located along Wokingham Road, Earley (see appendix 1 for location plan, scale 1:1250). The surrounding dwellings in the area consist of detached and semi-detached properties.

1.2 The appeal site is located within the identified settlement in the Town Parish of Earley. The site consists of a detached house of brick and tile. There have been two applications in previous years consisting of minor extensions and alterations. This particular application consists of a two storey rear extension.

2.0 RELEVANT PLANNING HISTORY

2.1 The relevant planning history consists of:

Appl.	Description of development	Decision
PD/401/64	Alterations	Approved 06.08.64
PD/398/69	Extension to living room and alterations to WC.	Approved 04.09.69

2.2 On the 15 June 2000, planning permission was refused for the following reasons:

The proposal, by virtue of its siting, scale, form, bulk and massing would unacceptably detract from the street scene, the character of the area and the amenity of the neighbouring properties. The proposal is, therefore, contrary to policies LBE1 and LBE2 of the Loddon Area Local Plan and policies WOS3 and WBE1 of the Wokingham District Local Plan.

No.

The proposed development would generate additional traffic movements into and out of a primary distributor road, on a section where vehicular speeds are high and at a point where visibility is severely restricted and the safety and flow of traffic would be adversely affected. The proposal is, therefore, contrary to policy LD5 of the Berkshire Structure Plan.

The proposed development would result in the increased use of a sub-standard access which would adversely affect road safety and the free flow of traffic. The proposal is, therefore, contrary to policy LD5 of the Berkshire Structure Plan.

2.3 This refusal of planning permission forms the subject of the present appeal.

3.0 POLICY BACKGROUND

3.1 Berkshire Structure Plan 1991 - 2006

The Berkshire Structure Plan was adopted on 4 Nov 1995 and is the statutory structure plan for the area.

3.2 LD5 – *Transport considerations in dealing with development proposals* (See appendix 2) is relevant in consideration of this appeal.

3.3 Loddon Area Local Plan (Adopted 5 May 1995)

The Loddon Area Local Plan forms the statutory basis for the operation of planning policy in this part of the District. The planning and Transportation Committee at their meeting on the 21 November 1996 resolved to reaffirm the decisions of the committee and the Council in relation to the current adopted Local Plans and to note that they will

continue to carry weight as the most up-to-date adopted policies, except in relation to housing provision.

3.4 LBE2 - *Inappropriate design* (See appendix 3) is relevant in the consideration of this appeal.

3.5 Wokingham District Local Plan (Deposit Draft 1997)

The draft Wokingham District Local Plan (WDLP) was placed on deposit from 21 October to 2 December 1997 and has formed the basis for the development control decisions since 21 October 1997. The County Council issued a statement of general conformity with the structure plan in May 1997. The public Local Inquiry into the plan commenced in October 1998.

3.4 WBE1 – *Development in its local context* (See appendix 4) is relevant in consideration to this appeal.

4.0 THE CASE FOR THE LOCAL PLANNING AUTHORITY

4.1 It is submitted that the appeal proposal, by virtue of its siting, scale, form, bulk and massing would unacceptably detract from the street scene, the character of the area and the amenity of the neighbouring properties. In addition to this, it would increase the use of a sub-standard access and generate additional traffic movements which would adversely affect road safety and the free flow of traffic.

XX 4.2 This proposed extension would have two storey ~~proposal has~~ a width of 10.1 metres, a depth of 7.5 metres and a catslide roof (on the west elevation) with a depth of 10.3 metres, an eaves height of 4.8 metres and a ridge height of 8.3 metres. The proposal is situated 6 metres from the boundary of No. 399. The proposed window for the double bedroom would overlook the immediate amenity area of No. 399 resulting in a loss of privacy detrimental to the neighbouring property.

4.3 The proposal is sited at an angle to No. 395, and is 1 metre from the boundary at the nearest point and 2.0 metres at the furthest point from the boundary. The new window proposed for bedroom three is 11 metres from No. 395 and would overlook existing first floor bedroom windows to the side of this property. In addition to this, the proposed landing window is approximately 8 metres from the windows of the

neighbouring property, and this would also result in a loss of privacy to the neighbour. The depth of the extension on this side is 10.3 metres and, in conjunction with the proximity of the extension to the boundary, there would be an overbearing impact detrimental to No. 395.

4.4 The nature of the proposals application would require an increase of car parking spaces. ~~This~~ there would be a substantially increase in the level of traffic, which ~~and~~ would, therefore, result in a higher level of disturbance ~~that would have an~~ and adverse effect detrimental to the neighbouring properties.

4.5 The increased parking would result in a substantial increase in traffic. The access is sub-standard and, therefore, the safety of road-users would be compromised, as would the free flow movement of the traffic.

4.6 Wokingham Road is a primary distributor road where traffic moves at high speeds and the development is at a point where visibility is severely restricted. Therefore, the resulting increase of vehicles would compromise highway safety and the subsequent free flowing movement of traffic on this road. A further statement covering highway matter also forms part of the Council's appeal submissions

4.7 In summary, the proposal, by virtue of its siting, scale, bulk, form and massing, would unacceptably detract from the street scene, the character of the area, and the amenity of the neighbouring properties. It would also generate additional traffic which would have a detrimental impact on highway safety as well as the free flowing movements of the traffic.

4.8 For the above reasons, the proposals are contrary to policies LD5 of the Berkshire Structure Plan, LBE1 and LBE2 of the Loddon Area Local Plan and WOS3 and WBE1 of the Wokingham District Local Plan.

5.0 CONCLUSION

5.1 In conclusion, it is considered that the proposed development, as a result of its siting, scale, bulk, form and massing, would unacceptably detract from the street scene, the character of the area, and the amenity of the neighbouring properties. It would also generate additional traffic which would have a detrimental impact on highway safety as well as the free flowing movements of the traffic.

5.2.1 For the above reasons, the Inspector is respectfully requested to dismiss this appeal. (See appendix 5 for suggested conditions.)

Joss Miller
Assistant Planning Officer
Wokingham District Council

Appendix 1

Appendix 2

Appendix 3

Appendix 4

Appendix 5

CONDITIONS IN THE EVENT OF THE APPEAL BEING ALLOWED

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

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

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

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

3. All new external work shall be carried out in materials that resemble in size, colour and texture, those of the existing building.

Reason: To ensure a satisfactory external appearance.

4. No work of any sort shall take place between the hours of 08.00 and 18.00 Mondays to Fridays and 13.30 to 08.00 Saturdays and no work shall take place on Sundays or Bank Holidays.

Reason: In the interests of the amenities of the occupants of this property and other properties nearby.

5. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development Order) 1995 (or any Order revoking and re-enacting that Order) no windows or similar openings shall be constructed in the first floor level or above on the east and west elevations of the building.

Reason: In the interests of the amenities of the neighbouring properties.

6. The landing, bedroom and bathroom windows on the west elevation and the two bathrooms and the bedroom windows on the east elevation

shall not at any time be glazed other than with obscure glass and shall be fixed shut unless they have top fanlight openings.

Reason: In the interests of the amenities of the neighbouring properties.

7. Before development commences, the access shall be constructed in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety.

TOWN AND COUNTRY PLANNING ACT 1990

SECTION 78 APPEAL

APPELLANT:	**Mr & Mrs R Saunders**
APPEAL SITE:	**397 Wokingham Road, Earley**
REASON FOR APPEAL:	**Refusal of planning permission for proposed two storey rear extension to provide rooms for bed and breakfast accommodation.**

LOCAL PLANNING AUTHORITY REFERENCE : F/2000/0304

DEPARTMENT OF THE ENVIRONMENT TRANSPORT & THE REGIONS REFERENCE: APP/X0360/A/00/1047142

1.0 LOCATION AND SITE DESCRIPTION

1.1 The site is located along Wokingham Road, Earley (see appendix 1 for location plan, scale 1:1250). The surrounding dwellings in the area consist of detached and semi-detached properties.

1.2 The appeal site is located within the identified settlement in the Town Parish of Earley. The site consists of a detached house of brick and tile. There have been two applications in previous years consisting of minor extensions and alterations. This particular application consists of a two storey rear extension.

2.0 RELEVANT PLANNING HISTORY

2.1 On the 15 June 2000, planning permission was refused for the following reasons:

> ***The proposal, by virtue of its siting, scale, form, bulk and massing would unacceptably detract from the street scene, the character of the area and the amenity of the neighbouring properties. The proposal is, therefore, contrary to policies LBE1 and LBE2 of the Loddon Area Local Plan and policies WOS3 and WBE1 of the Wokingham District Local Plan.***

The proposed development would generate additional traffic movements into and out of a primary distributor road, on a section where vehicular speeds are high and at a point where visibility is severely restricted and the safety and flow of traffic would be adversely affected. The proposal is, therefore, contrary to policy LD5 of the Berkshire Structure Plan.

The proposed development would result in the increased use of a sub-standard access which would adversely affect road safety and the free flow of traffic. The proposal is, therefore, contrary to policy LD5 of the Berkshire Structure Plan.

2.2 This refusal of planning permission forms the subject of the present appeal.

3.0 POLICY BACKGROUND

3.1 Berkshire Structure Plan 1991 - 2006

The Berkshire Structure Plan was adopted on 4 Nov 1995 and is the statutory structure plan for the area.

3.2 LD5 – *Transport considerations in dealing with development proposals* (See appendix 2) is relevant in consideration of this appeal.

3.3 Loddon Area Local Plan (Adopted 5 May 1995)

The Loddon Area Local Plan forms the statutory basis for the operation of planning policy in this part of the District. The planning and Transportation Committee at their meeting on the 21 November 1996 resolved to reaffirm the decisions of the committee and the Council in relation to the current adopted Local Plans and to note that they will continue to carry weight as the most up-to-date adopted policies, except in relation to housing provision.

3.4 LBE1 – *Design of new development* (see appendix 3) and LBE2 - *Inappropriate design* (See appendix 4) is relevant in the consideration of this appeal.

3.5 Wokingham District Local Plan (Deposit Draft 1997)
The draft Wokingham District Local Plan (WDLP) was placed on deposit from 21 October to 2 December 1997 and has formed the basis for the development control decisions since 21 October 1997. The County Council issued a statement of general conformity with the structure plan in May 1997. The public Local Inquiry into the plan commenced in October 1998.

3.4 WOS3 – *Development control principles* (see appendix 5) and WBE1 – *Development in its local context* (See appendix 6) is relevant in consideration to this appeal.

4.0 THE CASE FOR THE LOCAL PLANNING AUTHORITY

4.1 It is submitted that the appeal proposal, by virtue of its siting, scale, form, bulk and massing would unacceptably detract from the street scene, the character of the area and the amenity of the neighbouring properties. In addition to this, it would increase the use of a sub-standard access and generate additional traffic movements which would adversely affect road safety and the free flow of traffic.

4.2 This proposed two storey extension would have a width of 10.1 metres, a depth of 7.5 metres and a catslide roof (on the west elevation) with a depth of 10.3 metres, an eaves height of 4.8 metres and a ridge height of 8.3 metres. The proposal is situated 6 metres from the boundary of No. 399. The proposed window for the double bedroom would overlook the immediate amenity area of No. 399 resulting in a loss of privacy detrimental to the neighbouring property.

4.3 The proposal is sited at an angle to No. 395, and is 1 metre from the boundary at the nearest point and 2.0 metres at the furthest point from the boundary. The new window proposed for bedroom three is 11 metres from No. 395 and would overlook existing first floor bedroom windows to the side of this property. In addition to this, the proposed landing window is approximately 8 metres from the windows of the neighbouring property, and this would also result in a loss of privacy to the neighbour. The depth of the extension on this side is 10.3 metres and, in conjunction with the proximity of the extension to the boundary, there would be an overbearing impact detrimental to No. 395.

4.4 The nature of the proposals would require an increase of car parking spaces. There would be a substantial increase in the level of traffic, which would, therefore, result in a higher level of disturbance and an adverse effect detrimental to the neighbouring properties.

4.5 The increased parking would result in a substantial increase in traffic. The access is sub-standard and, therefore, the safety of road-users would be compromised, as would the free flow movement of the traffic.

4.6 Wokingham Road is a primary distributor road where traffic moves at high speeds and the development is at a point where visibility is severely restricted. Therefore, the resulting increase of vehicles would compromise highway safety and the subsequent free flowing movement of traffic on this road. A further statement covering highway matters also forms part of the Council's appeal submissions.

4.7 In summary, the proposal, by virtue of its siting, scale, bulk, form and massing, would unacceptably detract from the street scene, the character of the area, and the amenity of the neighbouring properties. It would also generate additional traffic which would have a detrimental impact on highway safety as well as the free flowing movements of the traffic.

4.8 For the above reasons, the proposals are contrary to policies LD5 of the Berkshire Structure Plan, LBE1 and LBE2 of the Loddon Area Local Plan and WOS3 and WBE1 of the Wokingham District Local Plan.

5.0 CONCLUSION

5.1 In conclusion, it is considered that the proposed development, as a result of its siting, scale, bulk, form and massing, would unacceptably detract from the street scene, the character of the area, and the amenity of the neighbouring properties. It would also generate additional traffic which would have a detrimental impact on highway safety as well as the free flowing movements of the traffic.

5.2.1 For the above reasons, the Inspector is respectfully requested to dismiss this appeal. (See appendix 5 for suggested conditions.)

Joss Miller
Assistant Planning Officer
Wokingham District Council

Appendix 1



Site Plan, Scale: 1 to 2500

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Date: 1 August 2000

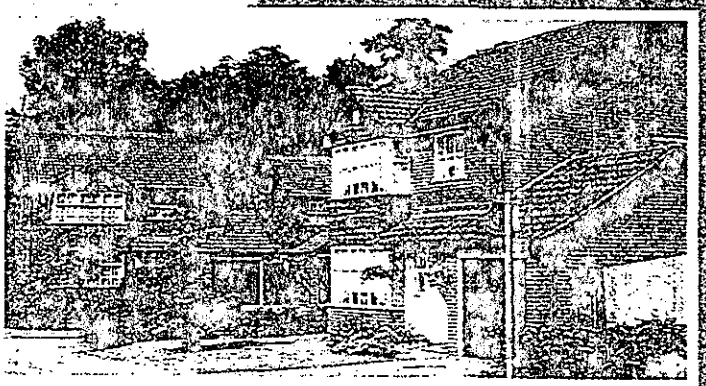
N
W E
S

Appendix 2



BERKSHIRE STRUCTURE PLAN 1991-2006





TRANSPORT REQUIREMENTS

4.17 In line with the County Council's intention to continue to develop an integrated approach to transport, it is important that the needs of all forms of transport are taken into account in dealing with proposals for development. Account also needs to be taken of:

(i) the aim of improving the overall level of safety on the transport network;

(ii) parking policies and standards; and

(iii) wider concerns to minimise traffic congestion which has adverse effects in the form of delay, air pollution, noise, visual intrusion and fuel consumption.

Transport Considerations in Dealing with Development Proposals

Policy LD5 **In considering proposals for development, the requirements of all users of transport will be taken into account, including the needs of the mobility handicapped.**

On and off-site provision of a standard appropriate to the nature and location of the proposed development and consistent with the integrated transport strategy needs to be made for :

(i) vehicular access and circulation;

(ii) parking;

(iii) public transport (including interchange facilities such as park and ride); and

(iv) facilities for pedestrians and cyclists.

Development will not be permitted where it is likely to give rise to serious problems of access, parking, road safety or traffic congestion.

Major development proposals should normally be located in areas which can be well served by public transport.

4.18 The distinction between major and small scale developments may vary in different parts of the County, but normally major developments will include those set out in paragraph 4.9 (i) to (iv).

Appendix 3 $4

LODDON AREA LOCAL PLAN

Adopted 5 May 1995

Published by: Wokingham District Council
Planning Department
Shute End
Wokingham
Berkshire
RG40 1WR
Telephone: (01734) 778798
Fax: (01734) 778735

1.4 QUALITY AND CONSERVATION OF THE BUILT ENVIRONMENT



NEW DEVELOPMENT, REDEVELOPMENT AND REFURBISHMENT

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

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

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

3. ❖ *LBE1 DESIGN OF NEW DEVELOPMENT*

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

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

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

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

❖ LBE2 INAPPROPRIATE DESIGN

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

ENVIRONMENTAL IMPROVEMENT

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

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

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

❖ LBE3 REFURBISHMENT AND REDEVELOPMENT

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

❖ LBE4 ENVIRONMENTAL ENHANCEMENT SCHEMES

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

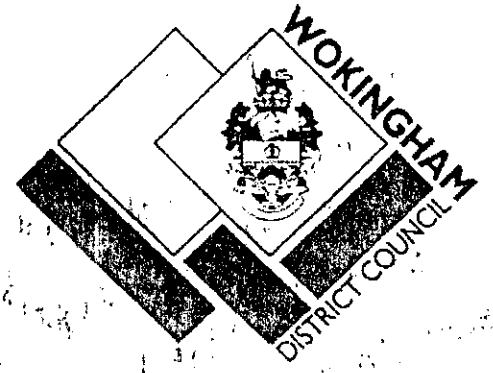
SUNLIGHT, DAYLIGHT AND NOISE

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

❖ LBE5 SUNLIGHT AND DAYLIGHT

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

Appendix 5



Wokingham District Local Plan

Deposit Draft 1997

Consolidated Document
November 1999

November 1999

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) HAVE NO SIGNIFICANT DETRIMENTAL IMPACT UPON 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

Appendix 6

POLICY FRAMEWORK

National Policy

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

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

Strategic Policy

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

Supplementary Planning Guidance

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

THE BUILT ENVIRONMENT

DESIGN PRINCIPLES

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

POLICY WBE1: DEVELOPMENT IN ITS LOCAL CONTEXT

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

a) ITS ENVIRONMENTAL IMPACT

b) ITS VISUAL IMPACT

c) ACCESSIBILITY

Cont.

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

e) THE LOCAL TOWNSCAPE

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

g) SAFETY AND SECURITY

h) THE PRIVACY AND AMENITY OF THE EXISTING ENVIRONMENT

i) SUPPLEMENTARY PLANNING DESIGN GUIDANCE ADOPTED BY THE COUNCIL.

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

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

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

POLICY WBE2: IMPROVING ON THE LOCAL CONTEXT

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

Implementation: Through the development control process.

Monitoring: Check quality of development on the ground.

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

POLICY WBE3: CHARACTER OF LARGE SCALE DEVELOPMENT

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

Cont

Appendix 7

CONDITIONS IN THE EVENT OF THE APPEAL BEING ALLOWED

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

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

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

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

3. All new external work shall be carried out in materials that resemble in size, colour and texture, those of the existing building.

Reason: To ensure a satisfactory external appearance.

4. No construction work of any sort shall take place other than between the hours of 08.00 and 08.00 Mondays to Fridays and 08.00 to 13.30 on Saturdays and no work shall take place on Sundays or Bank Holidays.

Reason: In the interests of the amenities of the occupants of this property and other properties nearby.

5. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development Order) 1995 (or any Order revoking and re-enacting that Order) no windows or similar openings shall be constructed in the first floor level or above on the east and west elevations of the building.

Reason: In the interests of the amenities of the neighbouring properties.

6. The landing, bedroom and bathroom windows on the west elevation and the two bathrooms and the bedroom windows on the east elevation shall not at any time be glazed other than with obscure glass and shall be fixed shut unless they have top fanlight openings.

Reason: In the interests of the amenities of the neighbouring properties.

7. Before development commences, the access shall be constructed in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety.

Statement from Highways Section

WOKINGHAM DISTRICT COUNCIL

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSED 2-STOREY REAR EXTENSION TO DWELLING TO PROVIDE ROOMS FOR BED & BREAKFAST ACCOMMODATION

397 WOKINGHAM ROAD, EARLEY

PLANNING APPLICATION No. F/2000/0304

STATEMENT BY THE HIGHWAY AUTHORITY

1 The appeal site is located on the north side of Wokingham Road, Earley, approximately 60 metres west of the junction of Wokingham Road with Pond Head Lane.

2 Wokingham Road forms part of the Primary Distributor Road network as defined in the Berkshire Design Guide and a 'road of more than local importance' in the Berkshire Structure Plan. It is subject to a 40 mph speed limit.

3 The average daily traffic flow along this length of Wokingham Road is 19,000 vehicles (Dec 1999 figures) and the 85th percentile speed of this traffic is 39 mph in both directions.

4 At this location Wokingham Road has an overall width of 15.3 metres, comprising a 9.3 metre carriageway with a 2.4 metre footway on the south side, and a 2.2 metre footway on the north side (with a 1.4 metre verge to the rear).

5 DETR publication 'Places, Streets and Movements' a companion guide to Design Bulletin 32 (CGDB32) sets out criteria with respect to visibility splays. In view of the speed of vehicles travelling along Wokingham Road (39 mph) Table B indicates that a 'y' dimension (major road distance) of 120 metres is required to allow a vehicle to slow down and stop if necessary, in this instance with an 'x' dimension of 4.5 metres for less busy minor roads and busy private access points.

6 There is provision within the guidance for reducing the 'x' distance to 2.4 metres 'to enable a driver who has stopped at a junction to see down the major road without encroaching into it'. In this instance I feel that this distance is more appropriate.

7 On site measurements have indicated that visibility available from the access from a 2.4 metre set back is only 95 metres to the west (looking right). Visibility to the east (looking left) is adequate.

8 In the westerly direction the required distance of 120 metres cannot be provided over land in the applicant's control, or highway land and this would not be in the interest of highway safety as, from CGDB32 'Sight lines should never be reduced to a level where danger is likely to be caused'.

9 The proposal to provide bed and breakfast accommodation will necessarily involve an increased number of turning movements into and out of the access during peak times (especially a.m. peak).

10 These turning movements will be taking place in close proximity to the junction of Pond Head Lane (60 metres distant) and Meadow Road (50 metres distant) with Wokingham Road and could cause confusion to other road users.

11 The slowing of vehicles, especially those turning right who may have to stop and wait for a gap in the oncoming traffic, would impair the safety and free flow of traffic on this Primary Distributor Road.

12 There have been 3 recorded personal injury accidents in the past 3 years on Wokingham Road in the vicinity of the appeal site. Details of these accidents are included in the Appendix.

CONCLUSION

13 In view of the inability to be able to provide the required visibility and the increased turning movements slowing traffic, especially at times of peak flow, the Inspector is respectfully requested dismiss this appeal.

SNA/F/2000/0304
17th August 2000

APPENDIX

Area L/A Number Severity Day Date Time Link/Node Grid Ref. Street
-- 475 W0140197 Slight TUE 07/01/1997 1810 0 475890/171600 090/

WOKINGHAM RD 250M E JNC SUTCLIFFE AVE WOKINGHAM 1st Rd: A329 2nd Rd:
Speed C'way Jct Det'l/Ctrl Light Weather Rdsurf PedXHuman PedXPhy Spec'l Hazard
40mph Single2L Priv Unct Dark+L . Dry . .

Cas/ Class/Sex/Age Ped'n Sch
Veh+Art Man'vre VehLocRD+RS Jctn Skd Hit LeftRd Dvr Veh Sev/Pass Loc Dir Mov P School
1V 1 Dr M46. No ?

C2 TRNG RT FROM W TO S HIT BY MC1 TRAV W WITHOUT LIGHTS

User Information: ID C/Factors:

-- 475 W2481298 Slight FRI 18/12/1998 0716 0 475930/171580 090/

WOKINGHAM RD ENT WELCOME STORES (E JNC WITH MEADOW RD) WOKINGHAM 1st Rd: A329 2nd Rd:
Speed C'way Jct Det'l/Ctrl Light Weather Rdsurf PedXHuman PedXPhy Spec'l Hazard
40mph Single2L Priv Unct Dark+L . Dry . .

Cas/ Class/Sex/Age Ped'n Sch
Veh+Art Man'vre VehLocRD+RS Jctn Skd Hit LeftRd Dvr Veh Sev/Pass Loc Dir Mov P School
1V 1 Pe M55. NoFOOT ? Bck

C1 TRNG LT FRM S TO W FRM SHOP FRONT HIT PED WALKING ON FPATH FRM OSIDE E TO W

User Information: PL C/Factors: 03 41

-- 475 W1020797 Slight SAT 26/07/1997 2015 0 475930/171590 090/

WOKINGHAM RD JNC MEADOW RD WOKINGHAM 1st Rd: A329 2nd Rd: D7504
Speed C'way Jct Det'l/Ctrl Light Weather Rdsurf PedXHuman PedXPhy Spec'l Hazard
40mph Single2L T/Stag Give . . Dry . .

Cas/ Class/Sex/Age Ped'n Sch
Veh+Art Man'vre VehLocRD+RS Jctn Skd Hit LeftRd Dvr Veh Sev/Pass Loc Dir Mov P School
1V 1 Dr F73. No ?

C1 TRND RT FROM S TO E & WAS HIT BY C2 TRAV W

User Information: RD C/Factors: 21

-- 475 W1350998 Slight SAT 05/09/1998 1500 0 475940/171600 090/

A329 WOKINGHAM RD JNC MEADOW RD WOKINGHAM 1st Rd: A329 2nd Rd: D7504
Speed C'way Jct Det'l/Ctrl Light Weather Rdsurf PedXHuman PedXPhy Spec'l Hazard
40mph Single2L T/Stag Give . Rain Wet . .

Cas/ Class/Sex/Age Ped'n Sch
Veh+Art Man'vre VehLocRD+RS Jctn Skd Hit LeftRd Dvr Veh Sev/Pass Loc Dir Mov P School
1V 2 Pa F47. F No ?

C2 TRAV FRM E SLOWED TO TRN LT TO S & WAS HIT IN REAR BY C1

User Information: EB C/Factors: 41 21

-- W0401199 Unknown *BA / / 0/ 0/

Speed C'way Jct Det'l/Ctrl Light Weather Rdsurf PedXHuman PedXPhy Spec'l Hazard
0mph Unknown NotJCT NotJ ? ? ? . .

Cas/ Class/Sex/Age Ped'n Sch
Veh+Art Man'vre VehLocRD+RS Jctn Skd Hit LeftRd Dvr Veh Sev/Pass Loc Dir Mov P School

User Information: C/Factors:

Area L/A Number Severity Day Date Time Link/Node Grid Ref. Street
-- 475 W0380397 Slight TUE 18/03/1997 1145 0 476010/171590 090/

WOKINGHAM RD JNC MILL LN WOKINGHAM 1st Rd: A329 2nd Rd: N35

Speed	C'way	Jct	Det'l/Ctrl	Light	Weather	Rdsurf	PedXHuman	PedXPhy	Spec'l	Hazard
40mph	Single2L	T/Stag	Give	.	.	Dry			.	.

Veh+Art	Man'vre	VehLocRD+RS	Jctn	Skd	Hit	LeftRd	Dvr	Cas/ Veh	Class/Sex/Age Sev/Pass	Loc	Ped'n Dir	Mov	Sch P	School
								1V	2 Pa M 2. F No		?			

C1 TRND RT FROM S TO E & WAS HIT BY C2 TRAV W - C2 SIGNALLING TO TRN LT BUT TRAV AHEAD

User Information: RD C/Factors:

Accident Report: W04011999 *Friday 11 August 2000 11:47:22*

Local/A	Severity	Date	Day	Time	Link/Node	Area: Grid Reference
475	Slight	05 November 1999	Fri	1315		476000 - 171600

Speed	C'way	Junction/Control		Light	Weather	R/Surf.	Ped'n X'	Special	Hazard
60	Single2L	T/Stag	Give	.	R+W	Wet		.	.

Location: *A329 WOKINGHAM ROAD JW MILL LANE, EARLEY.*

Descrip'n: *C1 TRNG RT FRM S TO E HIT BY LGV2 TRAV W*

Vehicle							Casualty			
No. Veh	Man'	Dir	Loc'n	Juct'n	L/C	Hit Obj's	Drv B't	No. In Cl	S/A/S	Pass	Ped'n	Pupil
1	Car	R-t	S	E	EnteringOnMainMid		M73.	1	V	1	Pa	F72. F
2	HG<	AhedE	W	On Main	OnMainMid	S	M27.					

Severity Codes: . (dot) - slight, X - serious, F - fatal

S/A/S - Casualy Sex/Age/Severity



Wokingham District Local Plan

Deposit Draft 1997

Consolidated Document
November 1999

November 1999

POLICY WOS3: DEVELOPMENT CONTROL PRINCIPLES

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

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

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

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

Implementation: Through the development control process.

Monitoring: Planning applications determined.

Services, Amenities and Infrastructure

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

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

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

Cont.

POLICY FRAMEWORK

National Policy

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

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

Supplementary Planning Guidance

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

THE BUILT ENVIRONMENT

DESIGN PRINCIPLES

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

POLICY WBE1: DEVELOPMENT IN ITS LOCAL CONTEXT

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

a) ITS ENVIRONMENTAL IMPACT

b) ITS VISUAL IMPACT

c) ACCESSIBILITY

Cont.

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

e) THE LOCAL TOWNSCAPE

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

g) SAFETY AND SECURITY

h) THE PRIVACY AND AMENITY OF THE EXISTING ENVIRONMENT

i) SUPPLEMENTARY PLANNING DESIGN GUIDANCE ADOPTED BY THE COUNCIL.

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

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

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

POLICY WBE2: IMPROVING ON THE LOCAL CONTEXT

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

Implementation: Through the development control process.

Monitoring: Check quality of development on the ground.

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

POLICY WBE3: CHARACTER OF LARGE SCALE DEVELOPMENT

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

Cont.

LODDON AREA LOCAL PLAN

Adopted 5 May 1995

Published by: Wokingham District Council
Planning Department
Shute End
Wokingham
Berkshire
RG40 1WR
Telephone: (01734) 778798
Fax: (01734) 778735

1.4 QUALITY AND CONSERVATION OF THE BUILT ENVIRONMENT



NEW DEVELOPMENT, REDEVELOPMENT AND REFURBISHMENT

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

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

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

❖ *LBE1 DESIGN OF NEW DEVELOPMENT*

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

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

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

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

❖ LBE2 INAPPROPRIATE DESIGN

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

ENVIRONMENTAL IMPROVEMENT

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

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

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

❖ LBE3 REFURBISHMENT AND REDEVELOPMENT

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

❖ LBE4 ENVIRONMENTAL ENHANCEMENT SCHEMES

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

SUNLIGHT, DAYLIGHT AND NOISE

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

❖ LBE5 SUNLIGHT AND DAYLIGHT

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

To:
Highways

From: Lynette Baker

Date: 17 January 2000

Application Number: F/2000/0304

Proposal: Proposed two storey rear extension to dwelling to provide rooms for bed and breakfast accommodation..

Site Address:
397, Wokingham Road, Earley.

Applicant:
Mr R Saunders C/O Derek Cann.

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

REFUSAL

1. THE PROPOSED DEVELOPMENT WOULD GENERATE ADDITIONAL TRAFFIC MOVEMENTS INTO AND OUT OF A PRIMARY DISTRIBUTOR ROAD, ON A SECTION WERE VEHICLE SPEEDS ARE HIGH AND AT A POINT WHERE VISIBILITY IS SEVERELY RESTRICTED, AND THE SAFETY AND FREE-FLOW OF TRAFFIC WOULD BE ADVERSELY AFFECTED.

2. THE PROPOSED DEVELOPMENT WOULD RESULT IN THE INCREASED USE OF A SUB-STANDARD ACCESS WHICH WOULD ADVERSELY AFFECT ROAD SAFETY AND THE FREE-FLOW OF TRAFFIC.

N S. Taylor

22-2-00

WOKINGHAM DISTRICT COUNCIL

MEMORANDUM

PLANNING SERVICES	HPT
	TLS
DC	ENF
APP	
CS	
21 JAN 2000	
	ADK
	FILE

From: Joanne Ellis, Environmental Health

My Ref: JPE/PA

To: Lynette Baker, Planning

Your Ref:

Date: 25 January, 2000

PROPOSED: PROPOSED TWO STOREY REAR EXTENSION TO DWELLING TO PROVIDE ROOMS FOR BED AND BREAKFAST ACCOMMODATION
SITE ADDRESS: 397 WOKINGHAM ROAD EARLEY
APPLICATION NO. F/2000/0304

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

P. Aylett

pp Joanne Ellis

PLANNING SERVICES	HPT 25568
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APP	
RS	
07 FEB 2000	
COPIES TO:	ACK:
	FILE:

TOWN COUNCIL OBSERVATION SHEET

APPLICATION NO: F/2000/0304 PLANNING OFFICER: Lynette Baker

PARISH: EARLEY

PROPOSAL: Two store rear extension to dwelling to provide rooms for bed and breakfast accommodation

ADDRESS: 397 Wokingham Road

APPLICANT: Mr. R. Saunders

Councillors felt that this proposal represented an over-development of the site. Furthermore, there was concern that the proposed change of use to a bed & breakfast establishment was out of keeping in this area, and there was also concern that there would be disturbance to neighbours from the increase in the 'comings and goings' to the site.

There was concern about adequate parking, and it was felt that there was insufficient room to accommodate satisfactorily the number of parking spaces proposed.

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

SIGNED: _____ DATE: 3.02.99

CLERK TO EARLEY TOWN COUNCIL

TOWN COUNCIL OBSERVATION SHEET

APPLICATION NO:	F/2000/0304	PLANNING OFFICER:	Lynette Baker
PARISH:	EARLEY		
PROPOSAL:	Two storey rear extension to dwelling to provide rooms for bed and breakfast accommodation		
ADDRESS:	397 Wokingham Road		
APPLICANT:	Mr. R. Saunders		

26130

Councillors felt that this proposal represented an over-development of the site. Furthermore, there was concern that the proposed change of use to a bed & breakfast establishment was out of keeping in this area, and there was also concern that there would be disturbance to neighbours from the increase in the 'comings and goings' to the site.

There was concern about adequate parking, and it was felt that there was insufficient room to accommodate satisfactorily the number of parking spaces proposed.

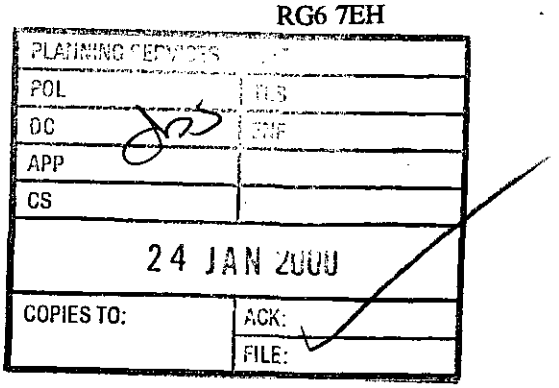
For these reasons, therefore, it is requested that this application is refused.

SIGNED: _____ DATE: 17 FEB 2000

CLERK TO EARLEY TOWN COUNCIL

399 Wokingham Road
Earley
Reading
RG6 7EH

21st January 2000



Ms Lynette Baker, Planning Officer
Wokingham District Council
Environmental Services Department
PO Box 157
Shute End
Wokingham
RG40 1WR

Dear Ms Baker,

Planning Reference. F/2000/0304
Proposed two storey rear extension -

I am in receipt of your Planning application advice, regarding 397 Wokingham Road Earley Reading.

Having studied the plans, at your office, there are several concerns regarding this application.

397 Wokingham Road lies to the West of our premises, 399 Wokingham Road, due to the tracking of the Sun, East to West, we do not currently receive the Sun on our rear patio until late afternoon, during the Summer and not at all during the Winter. The Sun light being masked by the rear of 397.
The proposed extension extends beyond the current house by 6 meters approx 20ft and a total of 30-35ft beyond the back of our property, adding further light restrictions to our premises.
As the back of the premises faces North, Sun light is very important to sustain a healthy environment.

The plans show that the original building 397 Wokingham Road, will be doubled in size, with this ambitious plan. I believe this to be un- reasonable, as we are a residential area, where current house extensions have been kept to single storey so as not to inconvenience our neighbours.

I also notice that they are proposing that 6 cars can be parked in their front Garden. I would challenge this, as with the positioning of the large Beech tree in the centre of their front boundary, no more than 3-4 Cars could be accommodated. Resulting in additional street parking, in an area where with the 'Alldays' convenience store, opposite, we already have to contend with customers parking on pavements both sides of Wokingham Road, not to mention large articulated delivery vehicles causing obstruction regularly.

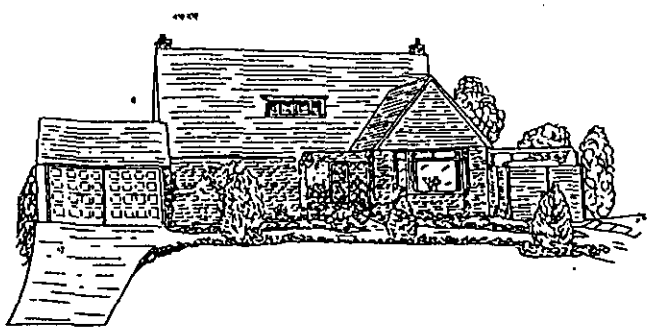
Wokingham Road is a residential area, how is it possible for someone to open a business, which will affect other residents, by way of additional traffic, noise and loss of privacy?

I would request that you consider these matters seriously when assessing this application.

I look forward to hearing from you shortly.

Yours sincerely,

Graham Fadden
Owner



Mr & Mrs P. Sherbourne
548 Wokingham Road,
Earley, Reading,
Berks.
RG6 7TB

PLANNING SERVICES | RPT
POL
DC
APP
CS OBS LEB
28
COPIES TO:

25th February 2000

Wokingham District Council,
Council Offices,
Shute End
Wokingham Berks.

For Attention of Lynette Baker- Area Planning Officer

Dear Ms Baker,

Application No.5/2000/0304
397 Wokingham Road, Earley, Reading
Proposed Two Storey Extension to provide
Bed and Breakfast Accommodation

I have just returned from holiday and have today noticed the Planning Application Notice for the above, and although I see that comments had to be made by the 10.2.2000 maybe you could take the points raised in this letter when considering the application.

At present the house is a private dwelling, having three bedrooms which I believe is used for residential family accommodation, very much as are the majority of dwellings, built just prior or just after the war, as a ribbon development along the Wokingham Road.

in my view, the proposal is very much an over development of the site, in fact it appears to double the size of the existing house, and also, surely this proposal is a change of use from private residential to business premises, with multiple occupation which will very much disturb the neighbours, as such use will clearly mean that there is constant coming and going throughout the day and night.

It is noted that the plans indicate car parking for 7 cars but there certainly does not appear to be sufficient room for vehicles to turn round within the curtilage of the site, bearing in mind that Wokingham Road is a main 'A' class feeder road, with traffice constantly travelling at up to 40mph and also the sight line does not appear to be adequate to make safe entry and exit possible, especially for pedestrians and cycles using the foot path.

Further more the junction of Meadow Road and Pond HeadLane are very close by, with a considerable amount of vehicles parking to use the facilities of the existing general store on the corner of Meadow Road, the area of the road has seen a number of accidents.

/There

There are a number of fairly large private dwelling houses with large gardens on this road, and if planning consent was given for this application this would surely set a president for others to apply for similar consent, which would entirely upset the nature of this area, and I hope that the application will be refused.

Yours faithfully,

(P.F. SHERBOURNE)

Recd 11.25AM 28.2.00

391 WOKINGHAM ROAD
EARLEY
READING
BERKSHIRE
RG6 7EH
ENGLAND

PHONE / FAX
0118 9264448

LEB

PLANNING SERVICES	HPT
POL	TLS
DC	ENF
APP	
CS 025	LEB
29 FEB 2000	
COPIES TO:	ACK:
	FILE:

Dear Sir's,

Re Planning application number F/2000/0304

We wish to object on the following grounds,

The size of the extension is obtrusive and completely out of character with the existing residential properties.

Car parking is totally inadequate and will only be possible by reversing into a main road traffic flow. This is a road where normal speed is supposed to be 40 m.p.h., on a curve with limited visibility, a traffic island and roads crossing nearby.
The greater traffic flow is also a danger to the cycle track installed to remove cyclists from this dangerous stretch of road.

Whilst we have been informed that no change of use is required for the house, the construction of a purpose built mini hotel
We feel , will set a precedent for any further development in this residential area.

Aase Stone

Aase and Philip Stone

Further objectors and / or comments attached.

A. Manning	A. MANNING	389, WOKINGHAM ROAD
R. Manning	R. MANNING	389, WOKINGHAM ROAD
R. Murawski	R. MURAWSKI	385 WOKINGHAM RD.
L. Murawski	L. MURAWSKI	385 Wokingham Rd.
Paul Fielden	PAUL FIELDEN	395 WOKINGHAM Rd.
M. F. Andwin	M. F. ANDWIN	562 Wokingham Rd.
M. Fewtrell	M. FEWTRELL	550, WOKINGHAM ROAD
C S Fewtrell	C S FEWTRELL	550 WOKINGHAM ~~ROAD~~
S Fewtrell	S M Fewtrell	550 Wokingham Rd.
C. Riccio	C. RICCIO	568 WOKINGHAM Rd.
L. Riccio	L. RICCIO	568 WOKINGHAM Rd.
Baggaley	M. BAGGALEY	554 WOKINGHAM RD
N Thomas	N THOMAS	560 WOKINGHAM RD
J Barker	J. BARKER	558 WOKINGHAM RD
C Bettles	C BETTLES	6 POND HEAD LANE
S. Bettles	S. BETTLES	6 POND HEAD LANE
A. Hill	A. HILL	8 Pond Head Lane.
Gordon Spriggs	(Mr + Mrs) GORDON SPRIGGS	403 Wokingham Road
J. M. Astle	J. M. ASTLE	393 Wokingham Road.
E. A. Astle	E. A. ASTLE	393 Wokingham Rd.
C. N. Nash	C. N. NASH	387 WOKINGHAM RD

I have not objected before as I was not able to read the red notice displayed within the property. Not easy at approx. 10' from the pavement.

L.S. Day Mr & Mrs Day 50 FINCH ROAD EARLEY

WE WALK ALONG THIS STRETCH OF WOKINGHAM ROAD FREQUENTLY AND THERE IS ALREADY PROFUSE AMOUNTS OF TRAFFIC. I do not want to run the RISK OF YET MORE CARS REVERSING OUT OF A CONCEALED ENTRANCE LEA

PLANNING SERVICES	HPT
POL	TLS
OC	ENF
APP	
CS	
04 OCT 2000	
COPIES TO:	ACK:
	FILE:

Mrs D Gumbrell
Environmental Services Department
Planning Services
Wokingham District Council
P O Box 157
Shute End
Wokingham, BERKS RG40 1WR.

With compliments - Graham Bellamy

THE
BELLAMY
ROBERTS
PARTNERSHIP

Turnpike House
16 Church Road, Fleet,
Hampshire GU13 9RJ
Tel 01252 613465 Fax 01252 626737

Highways and Transportation

THE
BELLAMY
ROBERTS
PARTNERSHIP

By fax

Miss A Bibi
The Planning Inspectorate
Room 1004
Tollgate House
Houlton Street
Bristol BS2 9JJ

2 October 2000

GDB/LT/00/2333

Dear Miss Bibi,

APPEAL BY MR R SAUNDERS
SITE AT NO.397 WOKINGHAM ROAD, EARLEY, WOKINGHAM DISTRICT COUNCIL
APPEAL REFERENCE APP/X0360/A/00/1047142

Please find enclosed a Statement of Evidence dealing with highway and traffic matters on behalf of the appellant. I understand that the Inspector's site visit is due to take place on Tuesday, 3 October and I would be grateful if you could try and transmit this document to him before then. Otherwise, I will ensure that a copy is passed to him on site and I can confirm that a copy has been faxed to Wokingham District Council.

Yours sincerely,

GDBellamy

G.D. Bellamy

Encs

c.c. Mrs D Gumbrell - Wokingham District Council
Mr M Crystall - Chancellors

Turnpike House
16 Church Road, Fleet, Hampshire GU13 9RJ
Tel: 01252 613465 Fax: 01252 626737
e-mail: brp@dial.pipex.com
Highways and Transportation
GD Bellamy BSc CEng MICE IT Roberts MIHT
Associate: GA Frostick B.TP Dip Env.P. MRTPI MIHT



BERKSHIRE STRUCTURE PLAN 1991-2006





TRANSPORT REQUIREMENTS

4.17 In line with the County Council's intention to continue to develop an integrated approach to transport, it is important that the needs of all forms of transport are taken into account in dealing with proposals for development. Account also needs to be taken of:

(i) the aim of improving the overall level of safety on the transport network;

(ii) parking policies and standards; and

(iii) wider concerns to minimise traffic congestion which has adverse effects in the form of delay, air pollution, noise, visual intrusion and fuel consumption.

Transport Considerations in Dealing with Development Proposals

Policy LD5 **In considering proposals for development, the requirements of all users of transport will be taken into account, including the needs of the mobility handicapped.**

On and off-site provision of a standard appropriate to the nature and location of the proposed development and consistent with the integrated transport strategy needs to be made for :

(i) vehicular access and circulation;

(ii) parking;

(iii) public transport (including interchange facilities such as park and ride); and

(iv) facilities for pedestrians and cyclists.

Development will not be permitted where it is likely to give rise to serious problems of access, parking, road safety or traffic congestion.

Major development proposals should normally be located in areas which can be well served by public transport.

4.18 The distinction between major and small scale developments may vary in different parts of the County, but normally major developments will include those set out in paragraph 4.9 (i) to (iv).

CHANCELLORS
Chartered Town Planning Consultants
45 High Street, Odiham, Hook, Hants. RG29 1LF
Tel: 01256 703090
Fax: 01256 703142
E-mail: chancellors.planning@dial.pipex.com

TOWN AND COUNTRY PLANNING ACT 1990

APPEAL BY MR AND MRS R SAUNDERS AGAINST THE REFUSAL OF WOKINGHAM DISTRICT COUNCIL TO PERMIT THE ERECTION OF A TWO STOREY REAR EXTENSION TO PROVIDE ROOMS FOR BED AND BREAKFAST ACCOMMODATION AT 397 WOKINGHAM ROAD, EARLEY.

WRITTEN REPRESENTATIONS

PREPARED BY:

CHANCELLORS, CHARTERED TOWN PLANNING CONSULTANTS

LPA REF: F/2000/0304

CHANCELLORS REF: C/1824/00

JULY 2000

J. C. Woolf MA DipTP MRTPI D. C. B. Bond BA MRTPI
M. Chrystal DipTP MRTPI
Consultant: T. W. Edwards FRICS FCIArb
Chancellors is a trading name of Chancellors Associates.
Registered Office: 3 Worcester Street, Oxford OX1 2PZ.
Registered in England No. 2114427.

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3.	BACKGROUND TO THE APPEAL	3
4.	PLANNING POLICIES	5
5.	ANALYSIS OF MAIN ISSUES	7
6.	SUMMARY AND CONCLUSIONS	11

DOCUMENTS

1. DECISION NOTICE.

2. LETTER TO MR SAUNDERS FROM WOKINGHAM DISTRICT COUNCIL OF 30TH MARCH 1999.

3. LODDON AREA LOCAL PLAN POLICIES.

4. WOKINGHAM DEPOSIT DRAFT LOCAL PLAN POLICIES.

1. **INTRODUCTION**

1.1. This appeal is lodged against the decision of Wokingham District Council to refuse planning permission, under reference No. F/2000/03/04, for a two-storey rear extension to No. 397 Wokingham Road, to provide rooms for bed and breakfast accommodation.

1.2. The application was refused on 30th March 2000 for the following reasons:

> **1. The proposal by virtue of its siting, scale, form, bulk and massing would unacceptably detract from the street scene, the character of the area and the amenity of neighbouring properties. The proposal is therefore contrary to Loddon Area Local Plan Policies LBE1 and LBE2 and the Wokingham District Local Plan Policies WOS3 and WBE1.**
>
> **2. The proposed development would generate additional traffic movements into and out of a primary distributor road on a section where vehicular speeds are high and at a point where visibility is severely restricted and the safety and the flow traffic would be adversely affected. The proposal is therefore contrary to Policy LD5 of the Berkshire Structure Plan.**
>
> **3. The proposed development would result in the increased use of a sub-standard access which would adversely affect road safety and the free flow of traffic. The proposal is therefore contrary to Policy LD5 of the Berkshire Structure Plan.**

1.3. The decision notice is attached as Document 1.

1.4. This statement will deal with the first reason for refusal of planning permission only. A statement addressing reasons nos. 2 and 3 will be submitted separately by Bellamy Roberts, Highway Engineers.

2. SITE AND SURROUNDINGS

2.1. The appeal site is situated in Earley a settlement lying to the east of and forming part of the wider urban area of Reading. No.397 Wokingham Road lies on the northern side of the road and is a two storey detached dwelling lying in a substantial plot, which is a characteristic of the area. There is a detached garage lying to the west of the dwelling, adjoining the boundary with No. 395.

2.2. The southern edge of the site (fronting Wokingham Road) is defined by a brick wall and a mature tree in the eastern corner. To a large extent this screens the building from the front. The eastern and western boundaries are lined with dense vegetation.

2.3. The surrounding area is predominantly characterised by residential properties. However, there are a number of commercial units in the immediate vicinity. These consist of a newsagent and funeral directors on the opposite side of Wokingham Road (immediately east of the appeal site), opposite to which there is a physiotherapy centre.

2.4. Overall this large residential site is well screened and there is clearly space to develop the property, and make more effective use of the land, without causing detriment to surroundings

3. BACKGROUND TO APPEAL

3.1. The application was submitted to Wokingham District Council by letter dated 21st December 1999. The relevant plans are as follows:

Drawing No. 9810/01	-	Survey of existing.
Drawing No. 9810/02	-	Proposed rear extension (including site location plan).

3.2. The application proposes the erection of a two-storey extension to the rear and part side of the existing property to provide 5 new bedrooms and a breakfast room. This would enable the appellant to operate a bed and breakfast business from the property. It can be seen from Drawing No. 9810/02 that the existing ground and first floor layouts would remain, with the extension providing 2 bedrooms and breakfast room on the ground floor and 3 bedroom on the first floor. Each bedroom would have an en-suite bathroom. The existing kitchen would serve both the house and bed and breakfast operation.

3.3. The existing access to the site from Wokingham Road would be widened to provide access and egress to and from the site. The garage (as noted would be demolished in order to accommodate the extension. As shown on Drawing No. 9810/02, 7 parking spaces would be created at the front of the dwelling.

3.4 Prior to the submission of the application, an informal view was sought by the appellant on proposals for a bed and breakfast extension. The Development Control Manager wrote to Mr. Saunders on 30th March 1999. The letter is attached as Document 2. From this it can be noted that a

planning officer had visited the site, prior to writing the letter, in which it is noted that the principle of the bed and breakfast use may be acceptable. The letter sets out the parking provision required and goes on to comment on issues relating to scale, design and the relationship with the adjoining dwelling, No. 395 Wokingham Road.

3.5 The application subsequently submitted took account of this letter.

4. PLANNING POLICIES

4.1. The Loddon Area Plan was adopted in 1995and is the current approved Local Plan for Wokingham. The first ever District wide Draft Local Plan was placed on Deposit in 1997 and Proposed Amendments were published for consultation in 1999. The Local Plan Inquiry is continuing.

4.2 In the reasons for refusal, the Local Planning Authority make reference to Policies LBE1 and LBE2 in the Adopted 1995 Loddon Area Local Plan (Document 3) and Policies WOS3 and WBE1 of the 1997 Deposit Draft Wokingham Local Plan (Document 4).

The Loddon Area Local Plan

4.3 Policy LBE1 states that new development shall be of a high standard of design appropriate to the character of the area in which it is to be situated.

4.4 Policy LBE2 notes that proposals for development that are inappropriate in terms of the relationship with adjoining sites and buildings will not normally be permitted. The Policy considers the impact of development proposals upon existing properties/sites with regard to siting, scale, form and massing.

4.5 Policy LR17 addresses proposals for bed and breakfast uses, albeit that the policy is concerned with change of use of existing buildings. The policy states that this type of use will generally be acceptable, provided it does not detract from the character of the area or amenity, and that acceptable car parking is provided.

Wokingham District Deposit Draft Local Plan

4.6 This Plan has less relevance to the appeal than the Adopted Plan.

4.7 Policy WOS3, cited in the Wokingham District Council's Refusal Notice as one of the reasons for refusal. The policy sets out various development control principles against which proposals are to be assessed, concerned with scale, layout, design, natural features, transport and locational issues.

4.8 Policy WBE1 concerns development in its local context. In considering planning applications the Local Authority is to have regard to 9 criteria, relating to visual impact, accessibility, layout, scale, massing and privacy and amenity.

4.9 The issues raised by these policies, as set out in reason for refusal No. 1 are considered in the next section of this statement.

4.10 Policy WR24 of the Plan notes that proposals for change of use of existing buildings to small scale visitor accommodation will be acceptable provided there is no adverse on impact on character and amenity. Paragraphs 9.49 to 9.52 of the Plan note the demand for visitor accommodation in the area.

5. ANALYSIS OF THE MAIN PLANNING ISSUES

5.1. The issue to be considered with regard to this appeal relates to the first reason for refusal as set out in paragraph 1.2 above. The issue is as follows:

> **"Whether the proposal by virtue of its siting, scale, form, bulk and massing would unacceptably detract from the street scene, the character of the area and the amenity of neighbouring properties."**

5.2 Firstly the impact on the character of the area and street scene is considered. The character of the area is predominantly residential interspersed with commercial activities. The street scene is generally characterised by properties set back in their plots, with substantial frontage screening. This is particularly the case with the appeal site.

5.3 The extent of front boundary screening, including the mature tree, together with the fact that the new development would be mainly to the rear of the existing building means that it would not be visible. The submitted elevations, whilst accurately showing the scale of the proposal, inevitably make it appear more dominant than would actually be the case. In reality the public perception of the new development set behind the existing house, some way back into the plot behind a well screened frontage would be limited, if not non existent.

5.4 For the reason set out above, it is not accepted that the proposed development would have any detrimental impact on the street scene of character of the area. Care has been taken with the design to ensure that the development would fit in with the existing property. The proposal is

therefore considered acceptable in relation to adopted Local Plan and emerging Local Plan policies.

5.5 Turning to the impact on neighbouring properties it should firstly be noted that the impact on No. 399 to the east would be negligible, given that the proposed development would be 5.8 to 6.2m from the common boundary. The main part of the existing property lies substantially closer to the boundary. In this respect, there can be no objection to massing close to the boundary and indeed there are other examples in the road of development extending back into plots in this way.

5.6 Two first floor windows are proposed in the extension, serving a bathroom and a secondary window for a bedroom. Both could be fitted with obscure glass, or indeed the bedroom window could be deleted, by way of an appropriate condition. One further first floor window is proposed to be inserted in the existing property, but this does not require planning permission and is therefore not part of the submission. In any event, it would serve a bathroom and would therefore be fitted with obscure glass.

5.7 As explained earlier in the statement, there is a good natural screen separating the appeal site and No. 395 Wokingham Road, to the west. .

5.8 Plan 9810/02 shows the relation of the subject site to neighbouring properties such that the proposed extension would run parallel to No. 395 and would replace the existing garage to be demolished as part of the development. The Site Plan on Drawing 9810/02 shows the extension located slightly in excess of 1m from the side boundary, with immediately beyond this, the garage serving No. 395 Wokingham Road.

5.9 Locating two storey development 1m from a common boundary is normally regarded as acceptable in urban areas, and indeed this form of layout can be found in this part of Wokingham Road.

5.10 The boundary is defined by a wooden fence lined with dense vegetation in the form of shrubs and trees. This boundary serves to screen the two properties from one another with the only break in the vegetated boundary being where the existing garage abuts the fence. In this respect, any impact of the built development would be softened by the existing screening.

5.11 Plan 9810/02 clearly shows that the development proposes two new windows on the western elevation of the building. The ground floor window would not affect the privacy/amenity of the adjacent property, given that it would look at the fence. The first floor window serves the landing of the proposed extension and would face onto the blank eastern façade of No. 395. If it was felt by the Inspector that this would be to the detriment of property No. 395, the appellant would be happy for a condition to be imposed requiring the window to be fitted with obscure glass.

5.12 Overall the proposed development would have little if any impact on the amenities of adjoining properties, when the characteristics of the site and proposal are taken into account. In refusing planning permission it would appear that the Local Authority has overlooked the role played by the existing vegetated boundary and mature tree in screening the site and hence the proposed development from either impacting on the character of this street scene and/or the amenities of neighbouring properties.

5.13 The proposed development of the property to provide a small bed and breakfast business would fulfil an apparent need for such facilities in the district, without causing demonstrable harm to any interests of

acknowledged interest. In this context, the location on a main route between the two urban areas of Wokingham and Reading is an important consideration.

6 SUMMARY AND CONCLUSIONS

6.1 The Statement can be summarised as follows:

1. The appeal site is an established residential area which also includes commercial uses.

2. The appeal site is characterised by well screened boundaries.

3. The proposed extension does not detract from the street scene, given that only part of the development would be visible from any vantage point from Wokingham Road. It would not therefore be out of character with surroundings.

4. The subject site is on a main road linking Reading with Wokingham. It is therefore a suitable location for a bed and breakfast use, thereby fulfilling an apparent need.

5. The siting, scale, form and massing of the proposed extension would not impact detrimentally upon the adjoining properties or surrounding area, given that it would be of a sympathetic design intrinsic with the existing building.

6. The proposal is entirely acceptable in local amenity terms.

6.2. For the reasons set out in this Statement the Inspector is requested to allow the appeal and grant planning permission.

****

WOKINGHAM DISTRICT COUNCIL

TOWN AND COUNTRY PLANNING ACTS

Notification of Refusal of Permission

Mr R Saunders
C/O Derek Cann
13 Manor Road
WOKINGHAM
Berkshire
RG41 4AH

Application Number: F/2000/0304

Parish:	**EARLEY**
Location:	**397 Wokingham Road, Earley, Reading**
Proposal:	**Proposed two storey rear extension to dwelling to provide rooms for bed and breakfast accommodation.**

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

Reason
1. The proposal by virtue of its siting, scale, form, bulk and massing would unacceptably detract from the street scene, the character of the area and the amenity of neighbouring properties. The proposal is therefore contrary to Loddon Area Local Plan Policies LBE1 and LBE2 and Wokingham District Local Plan Policies WOS3 and WBE1.

Reason
2. The proposed development would generate additional traffic movements into and out of a primary distributor road, on a section where vehicular speeds are high and at a point where visibility is severely restricted and the safety and the flow of traffic would be adversely affected. The proposal is therefore contrary to Policy LD5 of the Berkshire Structure Plan.

Reason

3. The proposed development would result in the increased use of a substandard access which would adversely affect road safety and the free-flow of traffic. The proposal is therefore contrary to Policy LD5 of the Berkshire Structure Plan.

Head of Planning and Transportation
Date: 30 March 2000

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.

Tel: (0118) 974 6479 (Direct Line)

Date: 30 March, 1999

My ref: ND/Earley/PreApp

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

Mr R. G. Saunders
The Country Arms
Watlington Street
Reading
Berkshire
RG1 4RT

Dear Mr Saunders,

RE: PROPOSED BED AND BREAKFAST PLUS TWO STOREY SIDE AND REAR EXTENSION AT 397 WOKINGHAM ROAD, EARLEY.

Thank you for your letter of the 26th February, I apologise for the delay in my reply. A Planning Officer visited the site recently and I would comment as follows.

The proposed use as a small Bed and Breakfast establishment maybe acceptable, subject to details. The parking standards for Bed and Breakfast are 1 car parking space per guest bedroom and 1 car parking space per full time equivalent member of staff (dimensions 4.8 x 2.4 metres). There is a mature tree in the front garden close to the front boundary, this is considered important in the street scene, therefore great care should be taken when laying out the front garden to parking.

It is considered that the proposed two storey side and rear extension would have an adverse affect upon the neighbouring properties, due to the large scale of the proposal. I suggest that the proposal is considerably reduced in scale, for example reducing the depth and pulling it away from the neighbours boundary at No. 395. The design of the proposal should be in keeping with the existing dwelling and designed to reduce the impact upon the neighbouring properties.

I hope this information is of assistance to you, however this is given without prejudice to the position of the council in its determination of any application which may be submitted. If you decide to continue with the above project, please contact Naomi Dawes on (0118) 9746479 with a detailed revised scheme.

Yours sincerely

CAROL E. RIMMER
Development Control Manager


WOKINGHAM
DISTRICT COUNCIL
Wargrave
Twyford
Charvil
Sonning
Hurst
Woodley
Winnersh
Sindlesham
Shinfield
Three
Mile
Cross
Spencers Wood
Arborfield Cross
Arborfield
Garrison
Swallowfield
Riseley

1.4 QUALITY AND CONSERVATION OF THE BUILT ENVIRONMENT



NEW DEVELOPMENT, REDEVELOPMENT AND REFURBISHMENT

1.4.01 [illegible]

1.4.02 [illegible] buildings need to be appropriate [illegible] function, [illegible] massing, materials, colour and texture in their relationship with adjoining buildings and sites. Accordingly, new buildings will be expected to make an acceptable and positive contribution to the built environment. For particularly sensitive areas, design briefs will be prepared to provide a framework for design to guide prospective developers. In addition, developments that incorporate public access should accommodate sculptures or other works of art to provide visual interest, where this is considered appropriate by the local planning authority. For the particularly sensitive areas, design briefs will be prepared to provide a framework for design to guide prospective developers.

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

✧ LBE1 DESIGN OF NEW DEVELOPMENT

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

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

) CONTRIBUTE TO THE CREATION OF A SAFE ND ATTRACTIVE ENVIRONMENT IN WHICH TO VE AND WORK;

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

LBE2 INAPPROPRIATE DESIGN

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

ENVIRONMENTAL IMPROVEMENT

1.4.04 Within the built environment [illegible] important not only to safeguard those building undeveloped areas and special features which contribute to the character and attractive qualities of the area but also to seek opportunities to enhance the quality of the built environment.

1.4.05 Often the more attractive and successful urban environments have evolved organically over a period of many years and incorporate a variety of architectural styles [illegible] more recent [illegible] development in some parts of the [illegible] taken place more comprehensive [illegible] variety in design in other areas particularly since the war and up to the ear[illegible] development has been inserted [illegible] area to the detriment of the [illegible].

1.4.06 In some areas [illegible] shopping centres in particular [illegible] redevelopment has taken place [illegible] may arise for comprehensive refurbishment since large part of the urban fabric will tend to age and decay simultaneously. [illegible] other areas environmental enhancement of the urban fabric [illegible]

LBE3 REFURBISHMENT AND REDEVELOPMENT

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

LBE4 ENVIRONMENTAL ENHANCEMENT SCHEMES

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

SUNLIGHT, DAYLIGHT AND NOISE

1.4.07 [illegible]

LBE5 SUNLIGHT AND DAYLIGHT

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

LR15 CONVERSION OF BUILDINGS TO LOW COST TOURIST ACCOMMODATION

IN CLOSE PROXIMITY TO THE RIVERS THAMES AND LODDON PROPOSALS FOR THE CONVERSION OF BUILDINGS TO LOW COST TOURIST ACCOMMODATION TO SERVE THE LONG DISTANCE FOOTPATH/CYCLEWAY USERS GENERALLY WILL BE APPROPRIATE, PROVIDED THAT THE BUILDINGS ARE OF SUFFICIENT QUALITY AND THE CONVERSION DOES NOT DETRACT FROM THE CHARACTER OF THE BUILDING OR SURROUNDING AREA.

Note: See also Policy LC2 Re-use or Conversion of Buildings in Rural Areas for New Commercial Use.



Camping and Caravanning

1.7.55 Camping and touring caravanning are extremely low-cost forms of holiday accommodation. Some provision for touring caravans is made through the Certified Location Scheme. The provision of additional small scale sites, generally not exceeding 10 pitches, above the floodplain and in association with existing buildings which could offer basic toilet/washing facilities will generally be acceptable throughout the plan area. As the use of sites is largely a very temporary seasonal activity, it is considered that the temporary use of agricultural land for this purpose will not generally create an unacceptable environmental problem. Applications for permission to change the use of land permanently for this purpose or to convert existing redundant buildings to provide basic facilities will be treated on their individual merit.

LR16 CAMPING AND TOURING CARAVAN FACILITIES

IN CONSIDERING APPLICATIONS FOR THE PROVISION OF CAMPING AND TOURING CARAVAN SITES THE DISTRICT COUNCIL WILL HAVE PARTICULAR REGARD TO THE LOCATION, ACCESS AND SCREENING OF THE PROPOSAL TO ENSURE THAT IT IS SATISFACTORILY ACCOMMODATED WITHIN THE LANDSCAPE AND DOES NOT CAUSE HIGHWAY PROBLEMS.

Guest House/Private Bed and Breakfast Accommodation

1.7.56 Accommodation which [illegible] higher requirements [illegible] the provision of meals and more than just basic facilities could be offered within existing dwellings. The use of existing dwellings with settlement [illegible] offer the opportunity to visit [illegible] see and stay in some of the historic villages. However, there will be dwellings especially farmhouses which could offer suitable accommodation within the rural area. The scale of the use [illegible] be of particular concern where it is considered that the use could be of detriment to the rural character of the area.

1.7.57 Providing a bed and breakfast facility of more than a moderate scale within a dwelling requires planning permission for a change of use. The term moderate requires defining with regard to individual circumstances and people interested in providing such accommodation within their home are requested to contact Wokingham District Council Planning Department before proceeding.

LR17 CHANGE OF USE FROM PRIVATE RESIDENTIAL TO GUEST HOUSE/PRIVATE BED AND BREAKFAST ACCOMMODATION

PROPOSALS TO CHANGE THE USE OF PARTS OF EXISTING PRIVATE RESIDENTIAL PROPERTIES TO PROVIDE SMALL SCALE ACCOMMODATION FOR

SHORT-TERM PAYING GUESTS WILL GENERALLY BE ACCEPTABLE PROVIDED THAT THE USE DOES NOT DETRACT FROM THE CHARACTER OF THE DWELLING OR AMENITY OF THE LOCALITY AND THAT ACCEPTABLE CAR PARKING IS READILY AVAILABLE.

Hotel Accommodation

1.7.58 Within the plan area, there is likely to be a continuing growing demand for hotel accommodation. This is largely because of the demand from the business sector seeking business accommodation for staff and clients. The Thames Valley is also becoming a popular location for high tech industries becoming dependent on [illegible] close proximity to the motorway network. In particular the shortage of reasonably priced good hotel accommodation in London is encouraging visitors to stay out of the city in pleasant countryside locations and travel into London to see the sights. The sensitive reconversion of large country residences could accommodate hotel use providing that no other policies within the local plan are breached.

❖ LR18 HOTEL DEVELOPMENT

PROPOSALS FOR HOTEL FACILITIES WILL BE FAVOURABLY CONSIDERED PROVIDED THAT:

A) EITHER THE PROPOSAL CAN DEMONSTRATE A SYMPATHETIC CHANGE OF USE OF AN EXISTING BUILDING(S) WHICH DOES NOT RESULT IN EXTENSIONS, NEW BUILDINGS OR FACILITIES WHICH DETRACT FROM THE SCALE OR CHARACTER OF THE ORIGINAL BUILDING AND ITS SETTING, OR IN THE CASE OF SITES IN THE RURAL AREAS DOES NOT CAUSE VISUAL INTRUSION INTO THE COUNTRYSIDE

OR

THE PROPOSED DEVELOPMENT CONSISTING OF ENTIRELY NEW BUILDINGS AND FACILITIES IS SITUATED WITHIN AN IDENTIFIED SETTLEMENT AND IS OF A SCALE AND CHARACTER IN KEEPING WITH SURROUNDING DEVELOPMENT AND LAND USES: AND

B) THE PROPOSAL PROVIDES FOR SATISFACTORY AND APPROPRIATE ACCESS IN KEEPING WITH THE EXISTING ROAD NETWORK. CAR PARKING TO THE DISTRICT COUNCIL'S STANDARDS. AND ALSO PROVIDES FOR A SATISFACTORY LANDSCAPING SCHEME: AND

C) THE PROPOSAL WOULD NOT DETRACT FROM THE AMENITIES OF EXISTING RESIDENCES IN THE VICINITY: AND

D) NO OTHER POLICIES OF THE LOCAL PLAN ARE SIGNIFICANTLY BREACHED OR PREJUDICED.

Wokingham **District Local Plan**

Deposit Draft 1997

WOKINGHAM DISTRICT PLAN

1996 - 2006

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

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

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

POLICY WOS2: GENERAL DEVELOPMENT PRINCIPLES

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

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

Implementation: Through the development control process.

Monitoring: Planning applications determined.

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

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

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 IMPORTANT MAN-MADE, LANDSCAPE AND NATURE CONSERVATION FEATURES AND PROVIDE FOR FURTHER LANDSCAPE TREATMENT WHERE RELEVANT TO THE TYPE OF DEVELOPMENT AND/OR THE PROTECTION OF LOCAL VISUAL AMENITY

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

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

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

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

Implementation: Through the development control process.

Monitoring: Planning applications determined.

Services, Amenities and Infrastructure

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

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

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

Cont.

POLICY FRAMEWORK

National Policy

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

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

Strategic Policy

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

Supplementary Planning Guidance

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

THE BUILT ENVIRONMENT

DESIGN PRINCIPLES

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

POLICY WBE1: DEVELOPMENT IN ITS LOCAL CONTEXT

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

a) ITS ENVIRONMENTAL IMPACT

b) ITS VISUAL IMPACT

c) ACCESSIBILITY

Cont.

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

e) THE LOCAL TOWNSCAPE

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

g) SAFETY AND SECURITY

h) THE PRIVACY AND AMENITY OF THE EXISTING ENVIRONMENT

i) SUPPLEMENTARY PLANNING DESIGN GUIDANCE ADOPTED BY THE COUNCIL.

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

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

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

POLICY WBE2: IMPROVING ON THE LOCAL CONTEXT

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

Implementation: Through the development control process.

Monitoring: Check quality of development on the ground.

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

POLICY WBE3: CHARACTER OF LARGE SCALE DEVELOPMENT

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

Cont.



Site Plan, Scale: 1 to 2500

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Date: 1 August 2000

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WOKINGHAM DISTRICT COUNCIL

TOWN AND COUNTRY PLANNING ACT 1990

APPEAL BY: Mr & Mrs Saunders
SITE: 397 Wokingham Road, Earley
APPLICATION NO.: 0304
PROPOSAL: Two storey rear extension to dwelling to provide rooms for B & B accommodation

LIST OF PERSONS CIRCULATED WITH NOTICE OF APPEAL

District Councillor(s) for Little Hungerford

Mrs D F Carpenter, 8 Stanton Close, Earley, Reading, Berks, RG6 2DX

Ms C A Smith, 7 Northam Close, Lower Earley, Berks, RG6 3AJ

Mr D Swindells, 12 Culford Close, Lower Earley, Berks, RG6 3AS

Clerk(s) of Parish / Town Council of Earley

Mr R Raymond, Council Office, Earley Town Council, Radstock House, Radstock Lane, Reading

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

applicationo	Name and address
F/2000/0304	G Fadden 399 Wokingham Road Earley Berks Rg6 7EH
F/2000/0304	Mr & Mrs Stone 391 Wokingham Road Earley Reading RG6 7EH
F/2000/0304	Mr & Mrs P F Sherbourne 548 Wokingham Road earley Berks RG6 7JB

App refused,
letter sent
03/04/00

WOKINGHAM DISTRICT COUNCIL

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSED 2-STOREY REAR EXTENSION TO DWELLING TO PROVIDE ROOMS FOR BED & BREAKFAST ACCOMMODATION

397 WOKINGHAM ROAD, EARLEY

PLANNING APPLICATION No. F/2000/0304

STATEMENT BY THE HIGHWAY AUTHORITY

1 The appeal site is located on the north side of Wokingham Road, Earley, approximately 60 metres west of the junction of Wokingham Road with Pond Head Lane.

2 Wokingham Road forms part of the Primary Distributor Road network as defined in the Berkshire Design Guide and a 'road of more than local importance' in the Berkshire Structure Plan. It is subject to a 40 mph speed limit.

3 The average daily traffic flow along this length of Wokingham Road is 19,000 vehicles (Dec 1999 figures) and the 85th percentile speed of this traffic is 39 mph in both directions.

4 At this location Wokingham Road has an overall width of 15.3 metres, comprising a 9.3 metre carriageway with a 2.4 metre footway on the south side, and a 2.2 metre footway on the north side (with a 1.4 metre verge to the rear).

5 DETR publication 'Places, Streets and Movements' a companion guide to Design Bulletin 32 (CGDB32) sets out criteria with respect to visibility splays. In view of the speed of vehicles travelling along Wokingham Road (39 mph) Table B indicates that a 'y' dimension (major road distance) of 120 metres is required to allow a vehicle to slow down and stop if necessary, in this instance with an 'x' dimension of 4.5 metres for less busy minor roads and busy private access points.

6 There is provision within the guidance for reducing the 'x' distance to 2.4 metres 'to enable a driver who has stopped at a junction to see down the major road without encroaching into it'. In this instance I feel that this distance is more appropriate.

7 On site measurements have indicated that visibility available from the access from a 2.4 metre set back is only 95 metres to the west (looking right). Visibility to the east (looking left) is adequate.

8 In the westerly direction the required distance of 120 metres cannot be provided over land in the applicant's control, or highway land and this would not be in the interest of highway safety as, from CGDB32 'Sight lines should never be reduced to a level where danger is likely to be caused'.

9 The proposal to provide bed and breakfast accommodation will necessarily involve an increased number of turning movements into and out of the access during peak times (especially a.m. peak).

10 These turning movements will be taking place in close proximity to the junction of Pond Head Lane (60 metres distant) and Meadow Road (50 metres distant) with Wokingham Road and could cause confusion to other road users.

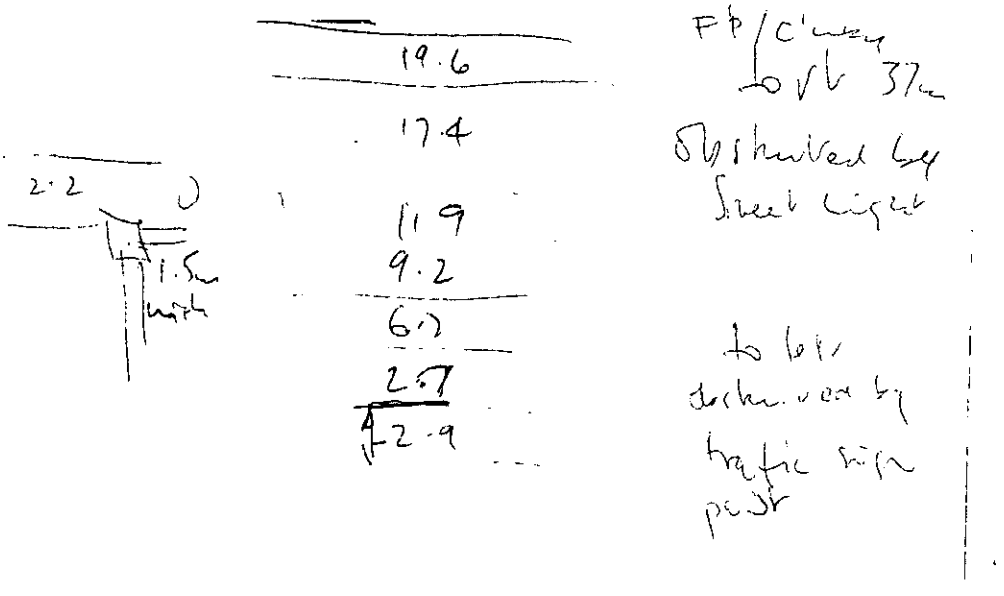
11 The slowing of vehicles, especially those turning right who may have to stop and wait for a gap in the oncoming traffic, would impair the safety and free flow of traffic on this Primary Distributor Road.

12 There have been 3 recorded personal injury accidents in the past 3 years on Wokingham Road in the vicinity of the appeal site. Details of these accidents are included in the Appendix.

CONCLUSION

13 In view of the inability to be able to provide the required visibility and the increased turning movements slowing traffic, especially at times of peak flow, the Inspector is respectfully requested dismiss this appeal.

SNA/F/2000/0304
17th August 2000



APPENDIX

Area L/A Number Severity Day Date Time Link/Node Grid Ref. Street
-- 475 W0140197 Slight TUE 07/01/1997 1810 0 475890/171600 090/

WOKINGHAM RD 250M E JNC SUTCLIFFE AVE WOKINGHAM 1st Rd: A329 2nd Rd:

Speed	C'way	Jct Det'l/Ctrl	Light	Weather	Rdsurf	PedXHuman	PedXPhy	Spec'l Hazard
40mph	Single2L	Priv Unct	Dark+L	.	Dry	.	.	

Veh+Art Man'vre	VehLocRD+RS	Jctn Skd Hit LeftRd Dvr	Cas/ Veh	Class/Sex/Age Sev/Pass	Ped'n Loc Dir Mov	Sch P School
			1V	1 Dr M46.	No	?

C2 TRNG RT FROM W TO S HIT BY MC1 TRAV W WITHOUT LIGHTS

User Information: ID C/Factors:

-- 475 W2481298 Slight FRI 18/12/1998 0716 0 475930/171580 090/

WOKINGHAM RD ENT WELCOME STORES (E JNC WITH MEADOW RD) WOKINGHAM 1st Rd: A329 2nd Rd:

Speed	C'way	Jct Det'l/Ctrl	Light	Weather	Rdsurf	PedXHuman	PedXPhy	Spec'l Hazard
40mph	Single2L	Priv Unct	Dark+L	.	Dry	.	.	

Veh+Art Man'vre	VehLocRD+RS	Jctn Skd Hit LeftRd Dvr	Cas/ Veh	Class/Sex/Age Sev/Pass	Ped'n Loc Dir Mov	Sch P School
			1V	1 Pe M55.	NoFOOT ?	Bck

C1 TRNG LT FRM S TO W FRM SHOP FRONT HIT PED WALKING ON FPATH FRM OSIDE E TO W

User Information: PL C/Factors: 03 41

-- 475 W1020797 Slight SAT 26/07/1997 2015 0 475930/171590 090/

WOKINGHAM RD JNC MEADOW RD WOKINGHAM 1st Rd: A329 2nd Rd: D7504

Speed	C'way	Jct Det'l/Ctrl	Light	Weather	Rdsurf	PedXHuman	PedXPhy	Spec'l Hazard
40mph	Single2L	T/Stag Give	.	.	Dry	.	.	

Veh+Art Man'vre	VehLocRD+RS	Jctn Skd Hit LeftRd Dvr	Cas/ Veh	Class/Sex/Age Sev/Pass	Ped'n Loc Dir Mov	Sch P School
			1V	1 Dr F73.	No	?

C1 TRND RT FROM S TO E & WAS HIT BY C2 TRAV W

User Information: RD C/Factors: 21

-- 475 W1350998 Slight SAT 05/09/1998 1500 0 475940/171600 090/

A329 WOKINGHAM RD JNC MEADOW RD WOKINGHAM 1st Rd: A329 2nd Rd: D7504

Speed	C'way	Jct Det'l/Ctrl	Light	Weather	Rdsurf	PedXHuman	PedXPhy	Spec'l Hazard
40mph	Single2L	T/Stag Give	.	Rain	Wet	.	.	

Veh+Art Man'vre	VehLocRD+RS	Jctn Skd Hit LeftRd Dvr	Cas/ Veh	Class/Sex/Age Sev/Pass	Ped'n Loc Dir Mov	Sch P School
			1V	2 Pa F47. F	No	?

C2 TRAV FRM E SLOWED TO TRN LT TO S & WAS HIT IN REAR BY C1

User Information: EB C/Factors: 41 21

-- W0401199 Unknown *BA / / 0/ 0/

Speed	C'way	Jct Det'l/Ctrl	Light	Weather	Rdsurf	PedXHuman	PedXPhy	Spec'l Hazard
0mph	Unknown	NotJCT NotJ	?	?	?	.	.	

Veh+Art Man'vre	VehLocRD+RS	Jctn Skd Hit LeftRd Dvr	Cas/ Veh	Class/Sex/Age Sev/Pass	Ped'n Loc Dir Mov	Sch P School

User Information: C/Factors:

Area L/A Number Severity Day Date Time Link/Node Grid Ref. Street
-- 475 W0380397 Slight TUE 18/03/1997 1145 0 476010/171590 090/

WOKINGHAM RD JNC MILL LN WOKINGHAM 1st Rd: A329 2nd Rd: N35

Speed	C'way	Jct	Det'l/Ctrl	Light	Weather	Rdsurf	PedXHuman	PedXPhy	Spec'l	Hazard
40mph	Single2L	T/Stag	Give	.	.	Dry			.	.

Veh+Art	Man'vre	VehLocRD+RS	Jctn	Skd	Hit	LeftRd	Dvr	Cas/ Veh	Class/Sex/Age Sev/Pass	Loc	Ped'n Dir	Mov	P	Sch School
								1V 2	Pa M 2. F	No	?			

C1 TRND RT FROM S TO E & WAS HIT BY C2 TRAV W - C2 SIGNALLING TO TRN LT BUT TRAV AHEAD

User Information: RD C/Factors:

Accident Report: W04011999 *Friday 11 August 2000 11:47:22*

Local/A	Severity	Date	Day	Time	Link/Node	Area: Grid Reference	
475	Slight	05 November 1999	Fri	1315		476000 -	171600

Speed	C'way	Junction/Control		Light	Weather	R/Surf.	Ped'n X'	Special	Hazard
60	Single2L	T/Stag	Give	.	R+W	Wet		.	.

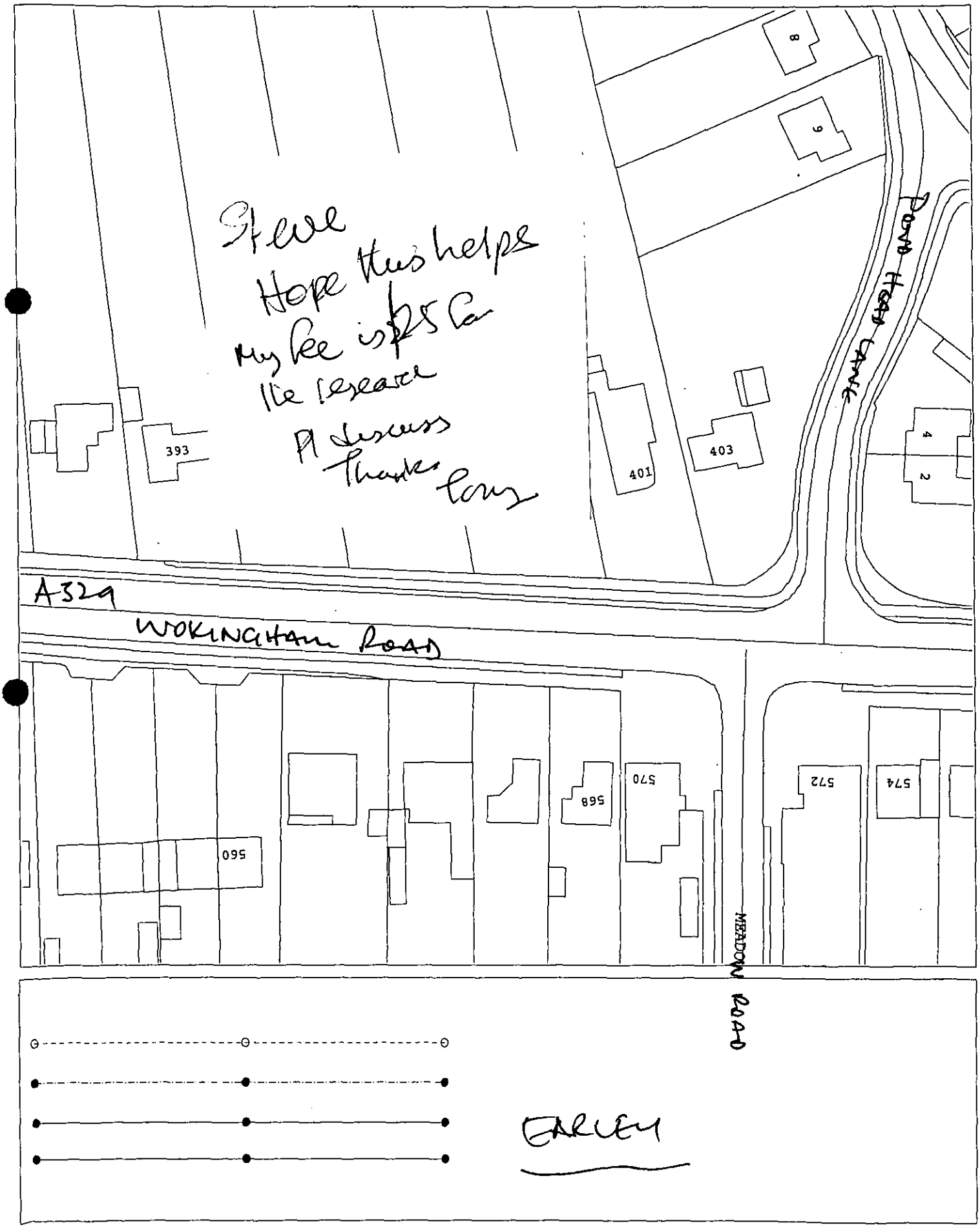
Location: *A329 WOKINGHAM ROAD JW MILL LANE, EARLEY.*

Descrip'n: *C1 TRNG RT FRM S TO E HIT BY LGV2 TRAV W*

Vehicle							Casualty			
No. Veh	Man'	Dir	Loc'n	Juct'n	L/C	Hit Obj's	Drv B't	No. In Cl	S/A/S	Pass	Ped'n	Pupil
1	Car	R-t	S E	EnteringOnMainMid			M73.	1	V 1 Pa	F72. F		
2	HG<	AhedE	W	On Main OnMainMid		S	M27.					

Severity Codes: **. (dot) - slight, X - serious, F - fatal** **S/A/S - Casualy Sex/Age/Severity**

Speeds + traffic volumes



Wokingham Permanent Automatic Traffic Count Sites

Average Annual Daily Traffic Flows - 7 Day Average

Site No.	Location		Grid Reference	AADF 92	AADF 93	AADF 94	AADF 95	AADF 96	AADF 97	AADF 98	AADF 99	AADF Average	AADF 99 to Av %	AADF 99 to 98 %
108	A321 Finchampstead Rd	Wokingham	809 682	21,600	21,900	22,800	23,200	23,400	23,200	24,400	22,969	22,934	100%	94%
2	A321 Finch'stead Rd N of B3016	Wokingham	803 662	17,900	18,000	18,200	18,500	18,600	18,100	18,700	18,510	18,314	101%	99%
63	A321 Wargrave	Wargrave	785 779	9,200	9,200	9,400	9,200	8,700	9,100	9,200	8,862	9,108	97%	96%
6	A321 Wiltshire Road	Wokingham	815 689	13,300	13,300	13,500	13,200	13,500	13,800	14,100	14,221	13,615	104%	101%
7	A327 Shinfield Road	Reading	732 694	16,900	16,300	16,900	16,700	16,600	16,600	16,200	?	16,600	98%	98%
84	A329 Under M4 Bridge	Reading	787 701	22,100	22,100	22,200	22,100	22,300	21,000	21,200	21,212	21,777	97%	100%
14	A329 Wokingham Road	Reading	761 716	18,000	19,100	18,600	18,200	18,600	18,500	19,000	18,935	18,617	102%	100%
169/170	A329(M) btw M4 & A329	Combined						59,100	60,600	63,600	64,923	62,056	105%	102%
169	A329(M) M4 to Coppid Beech	East Bound									32,121			
170	A329M Coppid Beech to M4	West Bound									32,802			
27	A33 Swallowfield Bypass	Reading	708 672	n/a	n/a	22,700	23,200	23,600	23,800	23,800	23,297	17,550	133%	98%
8	A4 Knowl Hill	Knowl Hill	819 790	22,700	23,200	22,700	22,500	22,500	21,600	22,500	22,705	22,551	101%	101%
9	A4 Sutton Seeds East	Reading	742 736	20,500	21,000	21,200	21,000	22,400	22,500	22,200	22,063	21,608	102%	99%
12	A4 Sutton Seeds West	Reading	738 734	34,300	37,200	38,000	37,500	37,600	38,800	36,300	36,205	38,988	98%	100%
32	A4130 Near A321	Henley	764 826	19,900	19,500	19,800	19,500	19,400	20,400	20,400	19,338	19,780	98%	95%
92	B3016 Eversley Cross	Eversley	795 628	5,300	5,200	5,300	5,400	5,200	5,100	5,100	4,174	5,097	82%	82%
59	B3030 Robin Hood Lane	Reading	782 708	9,900	9,600	10,200	10,400	10,400	10,300	10,600	8,061	9,959	81%	76%
48	B3270 Lower Earley Way North	Lower Earley	767 706	20,600	20,100	20,600	20,900	21,500	22,900	23,300	24,469	21,796	112%	105%
60	B3270 Lower Earley Way South	Lower Earley	756 697	15,100	15,500	16,200	16,300	17,000	17,000	17,200	17,685	16,498	107%	103%
121	B3348 Dukes Ride	Crowthorne	821 638	10,300	10,000	10,100	10,100	9,900	10,300	10,000	9,340	10,005	93%	93%
110	B3349 Barkham Rd	Barkham	794 679	8,800	9,000	9,300	9,400	9,400	10,100	10,000	10,003	9,500	105%	100%
52	B3349 Basingstoke Road	Riseley	720 637	4,000	3,800	3,900	4,100	4,300	4,600	4,900	4,929	4,316	114%	101%
15	B3350 Church Road	Earley	746 725	13,700	13,700	14,100	14,100	14,400	14,800	14,900	?	14,243	105%	101%
125	B3430 Nine Mile Ride	Crowthorne	818 653	10,800	11,100	11,400	11,700	12,000	11,600	12,300	12,551	11,681	107%	102%
120	B478 Playhatch Road	Sonning Eye	750 762	13,600	13,900	13,400	13,300	12,900			13,062	13,360	98%	101%
118	H155 Bader Way South	Winnersh	768 715	24,700	24,900	25,600	26,000	26,900	29,400	30,500	31,232	27,404	114%	102%
112	N33 Easthampstead Rd	Wokingham	822 678	7,200	7,700	7,800	7,700	8,500	8,700	8,600	8,208	8,051	102%	95%
113	N60 Waterloo Rd	Wokingham	830 679	2,800	2,800	2,900	2,700	2,800	2,800	3,500	3,692	2,999	123%	105%

								AADF*365	AADF*365	AADF*365	AADF*365			
108	A321 Finchampstead Rd	Wokingham						8,541,000	8,468,000	8,906,000	8,383,685			
2	A321 Finch'stead Rd N of B3016	Wokingham						6,789,000	6,606,500	6,825,500	6,756,150			
63	A321 Wargrave	Wargrave						3,175,500	3,321,500	3,358,000	3,234,630			
6	A321 Wiltshire Road	Wokingham						4,927,500	5,037,000	5,146,500	5,190,665			
7	A327 Shinfield Road	Reading						6,059,000	6,059,000	5,913,000				
84	A329 Under M4 Bridge	Reading						8,139,500	7,665,000	7,738,000	7,742,380			
14	A329 Wokingham Road	Reading						6,789,000	6,752,500	6,935,000	6,911,275			
169/170	A329(M) btw M4 & A329	Combined						21,571,500	22,119,000	23,214,000	23,696,895			
169	A329(M) M4 to Coppid Beech	East Bound						0	0	0	11,724,165			
170	A329M Coppid Beech to M4	West Bound						0	0	0	11,972,730			
27	A33 Swallowfield Bypass	Reading						8,614,000	8,687,000	8,687,000	8,503,405			
8	A4 Knowl Hill	Knowl Hill						8,212,500	7,884,000	8,212,500	8,287,325			
9	A4 Sutton Seeds East	Reading						8,176,000	8,212,500	8,103,000	8,052,995			
12	A4 Sutton Seeds West	Reading						13,724,000	14,162,000	13,249,500	13,214,825			
32	A4130 Near A321	Henley						7,081,000	7,446,000	7,446,000	7,058,370			

HOURLY DATA BY DAY REPORT

A329 Wokingham Rd Reading Grid Ref: 047610017160

Site Reference A0329 014 Direction: Both ways Total Flow

Averaged From Friday 1 January 1999 to Friday 31 December 1999

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Average 5 Day	Average 7 Day
00:00 - 01:00	168	143	159	175	197	352	415	168	230
01:00 - 02:00	54	53	58	86	100	212	233	70	113
02:00 - 03:00	31	30	40	46	71	193	187	44	85
03:00 - 04:00	23	24	24	25	38	88	109	27	47
04:00 - 05:00	44	45	46	46	49	56	48	46	47
05:00 - 06:00	113	126	127	127	123	90	51	123	108
06:00 - 07:00	380	403	396	397	372	170	98	390	316
07:00 - 08:00	1040	1272	1276	1254	1170	388	190	1202	941
08:00 - 09:00	1215	1462	1501	1502	1455	735	298	1427	1167
09:00 - 10:00	1067	1241	1227	1223	1157	1006	569	1183	1070
10:00 - 11:00	984	1004	1022	1013	1035	1238	969	1012	1038
11:00 - 12:00	1024	1028	1024	1044	1082	1371	1102	1040	1096
12:00 - 13:00	1103	1115	1134	1128	1186	1414	1283	1133	1194
13:00 - 14:00	1170	1198	1209	1193	1240	1405	1208	1202	1232
14:00 - 15:00	1158	1197	1193	1188	1264	1360	1174	1200	1219
15:00 - 16:00	1243	1284	1288	1322	1360	1264	1129	1299	1270
16:00 - 17:00	1357	1397	1421	1428	1420	1246	1123	1405	1341
17:00 - 18:00	1495	1561	1590	1566	1470	1196	952	1536	1404
18:00 - 19:00	1415	1513	1539	1520	1349	1116	912	1467	1337
19:00 - 20:00	1171	1299	1331	1326	1262	1047	891	1278	1189
20:00 - 21:00	763	834	859	933	906	732	680	859	815
21:00 - 22:00	732	772	798	818	782	712	695	780	758
22:00 - 23:00	482	546	587	566	517	460	439	540	514
23:00 - 24:00	303	356	383	400	516	515	306	392	397
12, 16, 18 & 24 Hour Totals									
07:00 - 19:00	14271	15272	15424	15381	15188	13739	10909	15107	14312
06:00 - 22:00	17317	18580	18808	18855	18510	16400	13273	18414	17392
06:00 - 24:00	18102	19482	19778	19821	19543	17375	14018	19345	18302
00:00 - 24:00	18535	19903	20232	20326	20121	18366	15061	19823	18935
am Peak	08:00	08:00	08:00	08:00	08:00	11:00	11:00	08:00	08:00
Peak Volume	1215	1462	1501	1502	1455	1371	1102	1427	1167
pm Peak	17:00	17:00	17:00	17:00	17:00	12:00	12:00	17:00	17:00
Peak Volume	1495	1561	1590	1566	1470	1414	1283	1536	1404

Wokingham 2000/01 RSG Road Traffic Indicator Data - DETR (October 99)												
Count	Road	Road	Length in ONE direction only - Kms			Bus	HGV	AMV	Speed	Carriage	Lanes	Width
Point	Class	No	Built-up	Non Built-up	Total	AADF	AADF	AADF	mph	Way	No	m
			= 40or< 40mph	> 40mph								
17533	PB	A3032	1	1	2	20	160	5807	40	1	2	7
36958	PB	A3032	1.9	0	1.9	60	308	9295	40	1	2	6.6
47618	PB	A3032	0.4	0	0.4	30	215	7589	30	1	2	9.6
		Total	3.3	1	4.3							
6907	PB	A321	1.1	0	1.1	21	178	7364	40	1	2	6
26930	PB	A321	1	1.4	2.4	3	234	7486	40	1	2	7.4
48136	PB	A321	0.6	0	0.6	130	514	23741	30	1	2	7.6
58072	PB	A321	0.4	0	0.4	45	348	16497	30	1	3	11
16871	PN	A321	1.6	0.3	1.9	26	161	8691	40	1	2	7.1
26929	PN	A321	1.1	5.4	6.5	43	162	6768	60	1	2	6.8
36959	PN	A321	6.1	3.5	9.6	27	269	11694	60	1	2	6
46936	PN	A321	1	3	4	19	138	5839	60	1	2	6
		Total	12.9	13.6	26.5							
26947	PB	A327	1.2	1.5	2.7	200	435	17410	40	1	2	6.8
16877	PN	A327	1.8	3.4	5.2	6	454	10548	60	1	2	7.5
46952	PN	A327	0.4	2.5	2.9	90	664	16847	60	1	2	7.3
		Total	3.4	7.4	10.8							
6923	PB	A329	3.2	0	3.2	157	465	23176	40	1	2	9
18057	PB	A329	0.3	0	0.3	123	457	12311	30	1	2	7.5
26270	PB	A329	0.3	0	0.3	147	601	15302	30	1	2	6.9
36978	PB	A329	4.1	0	4.1	142	330	18499	40	1	2	9.2
38156	PB	A329	0.6	0	0.6	79	357	11379	30	1	2	8.1
56908	PB	A329	0.1	0	0.1	243	387	14585	30	1	2	15.1
57648	PB	A329	0.1	0	0.1	258	605	21679	30	1	2	8.5
		Total	8.7	0	8.7							
8705	PN	A329 0?	1.1	1		127	995	21126	70	1	2	9.9
16066	PM	A329M	0	4.7	4.7	103	3853	67506	70	2	4	14.6
46070	PM	A329M	0	3.1	3.1	149	2960	60423	70	2	4	14.6
56076	PM	A329M	0	3.8	3.8	275	1372	29770	70	2	4	14.6
		Total	0	11.6	11.6							
26349	PN	A33	0	6.3	6.3	47	1551	24938	60	2	4	15.6
46352	PN	A33	0	0.4	0.4	188	2222	37718	60	1	2	9.2
		Total	0	6.7	6.7							
26120	PB	A4	1.4	0	1.4	232	874	20109	40	2	4	14.6
6126	PN	A4	0	4.2	4.2	10	776	20928	60	1	2	9.2
36124	PN	A4	0	1.7	1.7	71	604	16884	60	1	2	9.4
46126	PN	A4	0.8	2	2.8	109	617	18283	60	1	2	9.3
56107	PN	A4	0	2	2	73	711	21119	60	2	4	11.5
		Total	2.2	9.9	12.1							
47141	PB	A4130	0.3	0	0.3	113	797	20358	30	1	2	8
	PM	A4130	0.2	8.3	8.5	57	707	10776	60	1	2	7.8
		Total	0.5	8.3	8.8							

Mention that accidents are not speed related. Will be a improvement

WARD ISSUES:
LITTLE HUNGERFORD & WINNERSH

5.00 A329 WOKINGHAM ROAD, MAYS LANE TO LODDON BRIDGE ROUNDABOUT - REQUEST FOR 30MPH SPEED LIMIT (PETITION)

Purpose of Report

5.01 To inform Members of a petition of 376 signatures requesting that the existing speed limit along the A329 Wokingham Road, between Mays Lane and Loddon Bridge Roundabout be reduced from 40mph to 30mph.

Suggested Action.

5.02 The Sub-Committee is advised to RESOLVE that no further action be taken at the present time.

Agreed.

Background Information.

The Background Information has been prepared by Babtie Public Services under the Highways and Planning Consultancy Agreement.

5.03 Plan No. TM304/98/44, which illustrates the area of study, is attached to this report for information.

5.04 The A329 Wokingham Road, Earley, is part of a district distributor route from Wokingham into Reading. It is currently subject to a 40mph speed limit between Loddon Bridge Roundabout and a point just to the west of Mays Lane. Beyond that point westwards it is subject to a 30mph speed limit.

5.05 The length of road dealt with in this report is approximately 1.8km long. It is of single carriageway construction and is a bus route. It is mainly residential in character, furnished with a high standard of street lighting, and shared cycleways and footways on both sides. Previously, hatched central carriageway markings have been introduced together with the installation of a number of pedestrian refuges, and bi-directional speed enforcement cameras, one to the east of Salcombe Drive, the other to the east of Saffron Close.

5.06 Along this length of road twenty-one personal injury accidents were reported for the three years to the end of July 1998. Seven were at or near the junction of Loddon Bridge Road, whilst six were in the

vicinity of Meadow Road and Mill Lane. The other eight were at various locations, two being at the junction of Station Road. Eight of all the accidents occurred during the evening hours of darkness. No other pattern has emerged and there is no evidence that driving in excess of the speed limit was a contributory factor in any of the accidents. Whilst the total number of accidents may seem high, it should be noted that the study area covers a length of the A329 nearly two kilometres long which carries 17,000 vehicles (two-way) typically per weekday and, as such, has a better than average (by approximately one third) safety record compared with other similar roads throughout the country.

5.07 A speed survey was carried out in the vicinity of Station Road, sufficiently distant from both speed enforcement cameras so as not to be influenced by them. The resultant 85th percentile speeds for both east and west bound traffic is tabled below.

A329 Wokingham Road, Earley - 85th percentile speeds by Station Road		
	Average Weekday West Bound	Average Weekday East Bound
Hour End		
1:00	43.5	43.8
2:00	46.5	43.7
3:00	44.3	43.0
4:00	47.5	42.4
5:00	44.0	43.5
6:00	43.4	43.1
7:00	40.4	40.6
8:00	37.4	38.9
9:00	35.6	38.2
10:00	38.0	38.6
11:00	38.7	39.3
12:00	39.1	39.0
13:00	39.4	39.3
14:00	39.3	39.1
15:00	39.5	38.8
16:00	39.0	38.4
17:00	38.4	37.8
18:00	38.0	36.9
19:00	37.4	38.2
20:00	38.1	38.8

21:00	39.4	39.3
22:00	40.8	39.1
23:00	40.9	40.4
24:00	42.8	42.0

5.08 The Council's policy on speed limits is in line with the recommendations of The Department of Environment,Transport and the Regions and requires:

(i) That the speed for a length of road is determined in regard to its general environment, level of use by pedestrians etc.

(ii)Having decided on the desirable speed this is then checked against the 85th percentile speeds.

(iii)If the 85th percentile speeds are within 20% or 7mph of the desired limit then this is considered reasonable.

(iv)If beyond this range then appropriate traffic calming measures would be needed to achieve a general compliance with that limit.

5.09 The results indicate that there is currently very good compliance with the existing speed limit and that the speeds are outside the range necessary to consider a change under current guidelines.

5.10 It is difficult to determine what additional traffic calming measures would be appropriate and effective given the nature of the A329 as a well trafficked route used by buses and emergency vehicles. Further speed cameras could be effective in reducing speeds but in view of the overall assessment in paragraph 5.06 (that excessive speed is not a contributory factor in any of the accidents) this would be outside the Council's policy.

5.11 The views of Thames Valley Police have been sought and they confirm that the speed enforcement cameras show a very high compliance with the existing speed limit. They are unlikely to support the reduction of the speed limit to 30mph unless supported by additional traffic calming measures .

5.12 In **conclusion**, the reduction of the speed limit from 40mph to 30mph without additional speed control measures is unlikely to achieve a reduction in traffic speed. As a result this action is not recommended.

5.13 ***Earley Town Council reluctantly agree with the recommendation and ask that the road is regularly monitored.***

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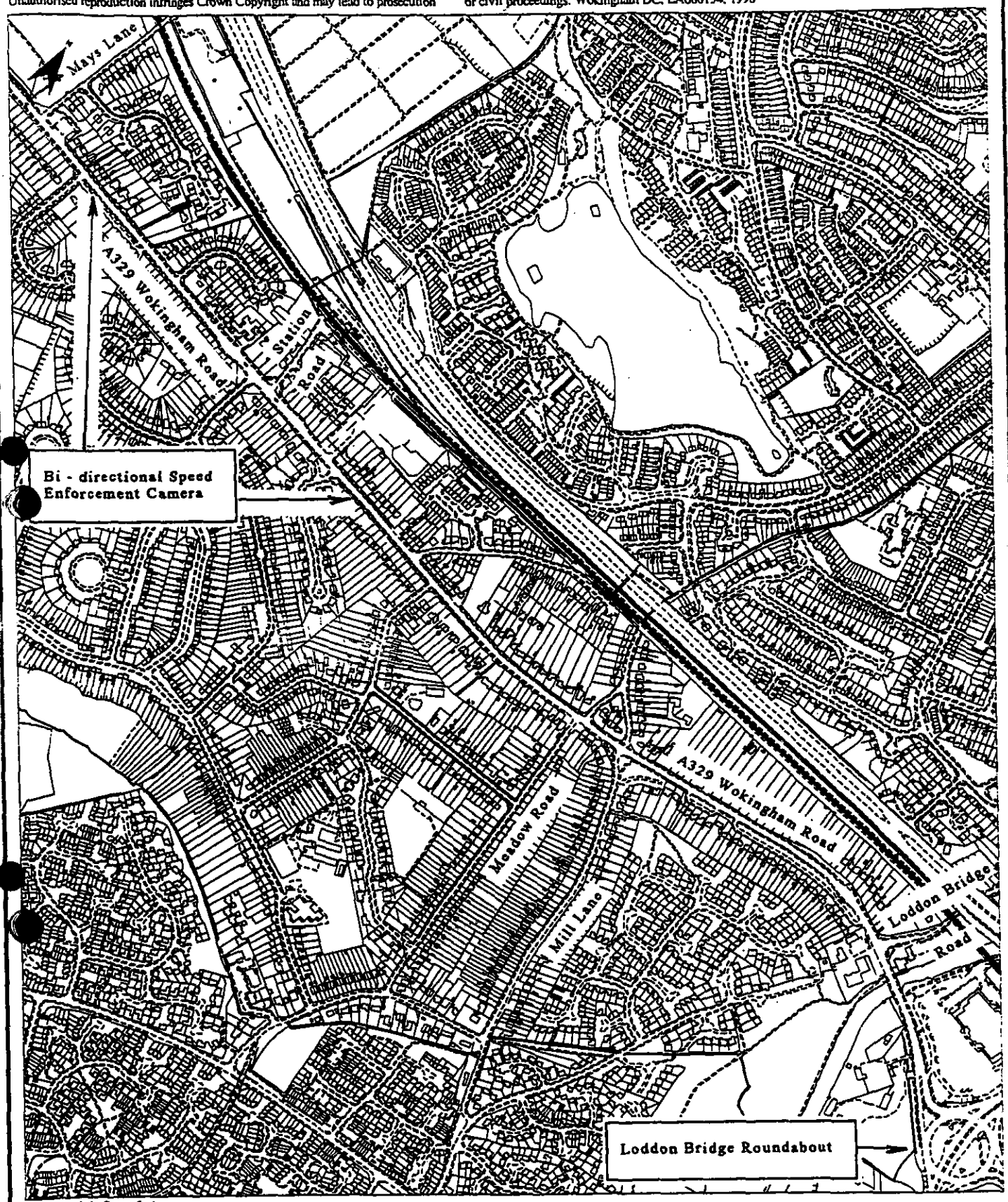

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Client: WOKINGHAM BOROUGH COUNCIL	project: A329 Wokingham Road, Earley				
	drawing: 30mph Speed Limit Study				
Babtie — Managed Professional Services BABTIE GROUP MULTI-DISCIPLINARY CONSULTANTS SCHOOL GREEN, SHINFIELD READING RG2 9HL	drawn: GRC	checked: AJC	approved: AJC	date: 27 Nov 98	
	scale: 1:8000			drawing no.: TM304/98/44	

THE
BELLAMY
ROBERTS
PARTNERSHIP

GDB/00/2333

September 2000

MR & MRS R SAUNDERS
397 WOKINGHAM ROAD
EARLEY, WOKINGHAM

STATEMENT ON HIGHWAY & TRAFFIC ISSUES

Appeal Ref: APP/X0360/A/00/1047142

Turnpike House
16 Church Road, Fleet, Hampshire GU13 9RJ
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e-mail: brp@dial.pipex.com
Highways and Transportation
GD Bellamy BSc CEng MICE IT Roberts MIHT
Associate: GA Frostick B.TP Dip Env.P. MRTPI MIHT

This Statement has been prepared by Graham David Bellamy whose details are set out below.

I am a Chartered Engineer, a Member of the Institution of Civil Engineers, a Member of the Association of Municipal Engineers, with a degree of Bachelor of Science in Civil Engineering from the University of Leeds.

I am a Partner in The Bellamy Roberts Partnership and I have over 30 years experience in traffic, transportation and highway engineering with consultants and in local government. The majority of my experience has been in the traffic and transportation fields, specialising in development implications, traffic management, public transport priority schemes, traffic calming, network and junction improvements. I have appeared as a witness at many public inquiries connected with development proposals, road improvement schemes, compulsory purchase orders etc.

The Bellamy Roberts Partnership specialises in the traffic and transportation area, with particular emphasis on development related matters, and the practice operates throughout Great Britain and Northern Ireland, with clients from major public and private sector organisations.

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3.	Data	2
4.	Appraisal	3
5.	Conclusions	7

Appendices

Appendix 1 Extract from Department of Transport Advice Note, TA43/84,

Appendix 2 Calculation of Visibility Stopping Distances

1.0 INTRODUCTION

1.1 This Statement deals with the highway and traffic issues which arise from the proposed development. A full description of the proposals and of the site and its location is contained in other evidence on behalf of the appellant, prepared by Messrs Chancellors.

1.2 This Statement deals specifically with the second and third reasons for refusal set out in the Decision Notice issued by Wokingham District Council.

2.0 DESCRIPTION OF THE HIGHWAY NETWORK

2.1 The appeal site is located on the north side of Wokingham Road, Earley, which is classified as A329 and acts as a primary distributor road in the local highway network.

2.2 Wokingham Road is subject to a 40 mph speed limit and has high quality street lighting. In the vicinity of the appeal site there is a carriageway width of 9.3m, with a 2.5m wide footway on the south side and a 2.2m footway and 1.5m wide verge on the north side, along the site frontage.

2.3 This section of Wokingham Road has been subject to a number of traffic calming measures. There is a speed camera located approximately 150m west of the site, there are a number of pedestrian refuge islands including one opposite the adjoining property (No.399 Wokingham Road) to the east of the site, and SLOW markings have been added to the carriageway, one such marking for eastbound traffic being located approximately 50m west of the site access.

2.4 Wokingham Road has continuous residential frontages throughout its length, each property having its own individual vehicular access.

2.5 Visibility from the appeal site access is 2m x 97m to the right (i.e. the west) and in excess of 150m to the left (east). The Council has measured the visibility as 2.4m x 95m to the right and that measurement is consistent with our own figures. The Council accepts that visibility to the left is adequate.

3.0 DATA

3.1 The District Council has provided figures showing that Wokingham Road has a two-way average daily flow of 19,000 vehicles. This indicates that the road is relatively heavily trafficked but that it operates within its link capacity.

3.2 In order to establish the visibility splay requirements, we have carried out a radar speed survey on Wokingham Road. This was conducted when the road surface was wet and gave an eastbound 85th percentile speed of 36.2 mph (58 kph). Traffic speeds westbound were not measured as visibility in that direction is not in question.

3.3 The Council has quoted 85th percentile speeds of 39 mph (62 kph) in both directions. It is not stated whether these are wet or dry weather speeds. Reference to Para.3 of Annex D to PPG13 (which deals with visibility standards) states that it is the 85th percentile wet weather speed which is used for determining the design of visibility requirements. The Department of Transport Guidance upon which that is based (TA22/81) indicates that 2.5mph (4 kph) should be subtracted from dry weather speed measurements to obtain wet weather values. If indeed the Council's measurements are dry

weather speeds they are then entirely consistent with our own measured wet weather speed. The implications of these speed measurements are dealt with in the subsequent appraisal section of this evidence.

4.0 APPRAISAL

4.1 The District Council raises two principal concerns with regard to highway and traffic matters, on the grounds that the development will intensify traffic movements to and from the site. Those concerns are:

(a) There is inadequate visibility to the right for drivers emerging from the access.

(b) Turning traffic into the access will impede the free flow and safety of traffic along Wokingham Road.

Visibility

4.2 As set out in Section 2 of this evidence, the available visibility to the right from the site access is 97m when measured from an *x*-distance of 2m, in accordance with the advice of PPG13. This reduced *x*-distance is appropriate as PPG13 indicates that it is acceptable for developments of up to half a dozen dwellings and the appeal proposals are clearly not likely to generate more traffic than a development of that nature. The Council has measured the visibility splay as 2.4m x 95m which is generally consistent with our own measurement, although the *x*-distance of 2.4m is not one which is referred to in PPG13. The visibility *y*-distance along the main road is related to traffic speeds on the main road. Table A of Annex D to PPG13 sets out *y*-distances for various major road speed values, and on the basis of our wet weather speed survey with an 85th percentile figure of 58 kph, the

appropriate visibility *y*-distance in this case is 90m. That is available from the site access (i.e. the visibility is 2m x 97m).

4.3 The District Council's speed survey gives an 85th percentile value of 39 mph or 62 kph. If that is a dry weather measurement then the appropriate correction to give the wet weather design value reduces the speed to 58 kph (as our own survey) and the available visibility therefore achieves the relevant distant set out in Table A of PPG13.

4.4 If, on the other hand, the Council's speed survey results are wet weather values, then a rigid application of Table A from PPG13 would cause the measured 62 kph speed to be rounded up to 70 kph, giving a visibility splay requirement of 120m. The Council argues that 120m is the appropriate visibility distance, although they do not define the nature of their speed measurements, and that the development is therefore unacceptable because the available visibility does not achieve this dimension.

4.5 This argument is based on a rigid application of Table A. Visibility for drivers emerging from an access is required to allow that driver to ensure that the road is clear of approaching traffic for a sufficient distance to enable him to pull out in safety, and it is also designed to ensure that a driver on the main road can stop comfortably if an emerging driver should pull out of the access just at the limit of the visibility splay. Both of these objectives clearly depend upon visibility distances which are related to the actual speed of approaching traffic on the main road, and the latter requirement (i.e. for the main road driver being able to stop) also incorporates assumptions regarding the driver's reaction time and braking force.

4.6 Table A from PPG13 is a series of incremental steps, but in reality this has been derived from a series of speed/distance curves. **Appendix 1** to this

Statement is an extract from a Department of Transport Advice Note, TA43/84, which provided background advice on highway link design. Although this document has now been superseded, Figure 6 from it which is included in the appendix hereto, shows very clearly how the incremental step values in PPG13 Table A have been derived (with due allowance for the subsequent rounding).

4.7 The visibility distances are seen to be calculated on the basis of a 2 second driver reaction time and 0.25g braking force. Reading across on the chart at Appendix 1 it can be seen that the 0.25g braking force curve gives rise to the 90m (89.9m actual) stopping distance requirement for a 60 kph speed as set out in PPG13.

4.8 Using exactly those same assumptions, **Appendix 2** contains calculations for the respective measured speeds of 58 kph and 62 kph in this case.

4.9 At a 58 kph speed, as we have measured in the wet, the calculated visibility distance required is 85.13m. If the Council's speed measurement of 62 kph is in fact a wet weather value then the required visibility distance is shown to be 94.89m. Both of these values are less than the available 97m from an *x*-distance of 2m and are in fact greater than the 95m available from the Council's preferred *x*-distance of 2.4m.

4.10 In other words, even if the Council's 85th percentile speed measurement of 39 mph (62 kph) is a wet weather value, detailed calculations show that the available visibility is sufficient to maintain precisely the same level of safety margin as is achieved at the incremental step speed values in PPG13 Table A.

4.11 It is not reasonable to allege, therefore, as the Council seeks to do, that the visibility to the west will give rise to safety problems. Because the appropriate visibility safety margins are achieved, there will be no adverse safety conquences.

4.12 The Council's second reason for refusal refers to vehicular speed being high and visibility being severely restricted. Even their own speed measurement of 39 mph is entirely consistent with the 40 mph limit, and as shown above, visibility is not actually restricted below that which is required to maintain safety margins, let alone being severely restricted. The wording of this reason for refusal can fairly be described as exaggerated.

Turning Traffic

4.13 Wokingham Road has continuous residential frontages, all of which have individual accesses. Drivers should, therefore, reasonably anticipate turning movements along the length of this road. Although the proposed development may well increase the number of turning movements at the site access compared with its use as an individual house, it is necessary to consider whether or not this will give rise to actual problems.

4.14 The carriageway width is 9.3m in this location which is ample width for a car wishing to turn right to wait in the centre of the road without obstructing through traffic in either direction. Furthermore, the presence of the pedestrian refuge island to the east of the site access (outside No.399) provides a hatched area for such drivers to pull into, and the island itself offers protection from following traffic by pushing that traffic to the left and by preventing overtaking. There is no reason, therefore, why right turning movements should obstruct either the free flow or the safety of through traffic.

4.15 The only potential problem regarding left turning movements is that of possible confusion due to the junction of Pond Head Lane which is some 60m east of the site. That is a reasonable separation in practice and it is necessary to bear in mind that there are other existing residential accesses with associated turning movements between the appeal site and that junction. Drivers must therefore be cautious as to others' intentions in any event.

5.0 CONCULSIONS

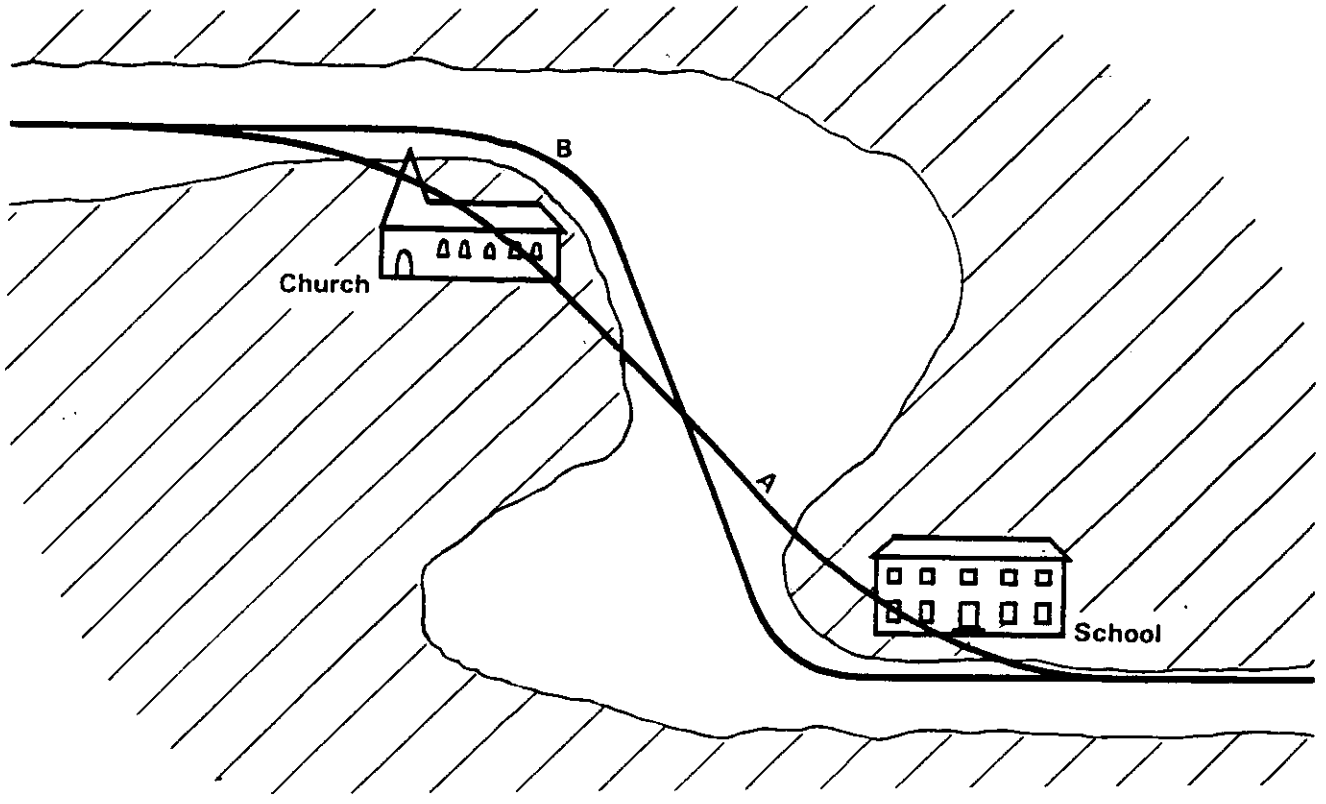
5.1 The wording of the Council's second reason for refusal is exaggerated in its references to traffic speeds and visibility restrictions. In practice, speeds are within the 40 mph limit and the available visibility is shown to be entirely consistent with, and within, the safety margins inherent in the guidance contained in Table A of PPG13.

5.2 There is no reasonable basis for anticipating problems for traffic flow or safety on Wokingham Road due to the vehicle turning movements at the appeal site access, having regard to the road layout at this point, and the presence of other accesses throughout this length of Wokingham Road.

5.3 It is therefore concluded overall that the development is acceptable from a highway and traffic stand point and that the Council's second and third reasons for refusal are not supportable.

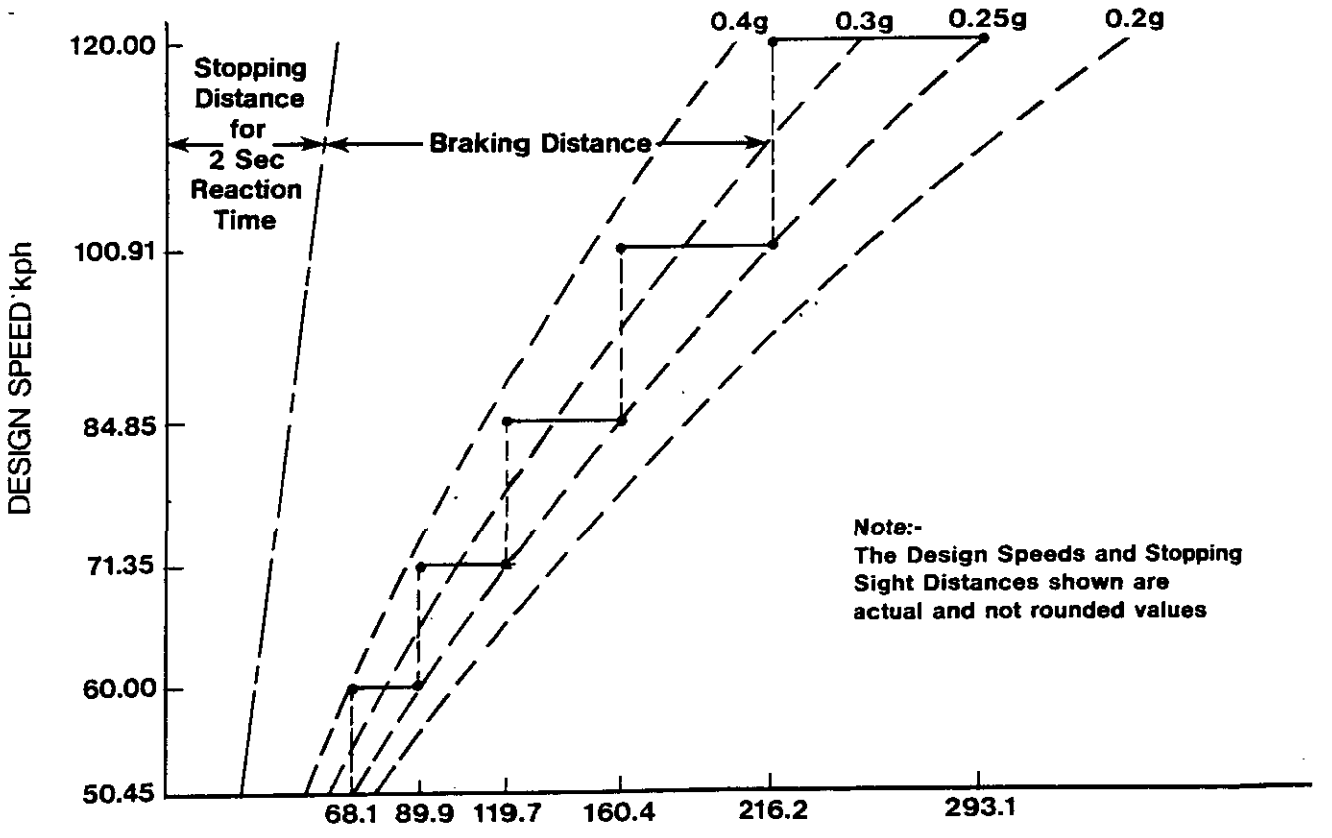
APPENDICES

APPENDIX 1



(See Paragraph B.1.3.5)

Fig. 5 Horizontal Radii and Departures from Standards



(See Paragraph B.2.1.7)

Fig.6 Stopping Sight Distance v Design Speed

APPENDIX 2

CALCULATION OF VISIBILITY
STOPPING DISTANCES

Based upon TA43/84;

Driver reaction time	= 2 seconds
Driver braking force	-= 0.25g

For 58 kph

Speed	= 16.11m per second
2 second reaction time	= 32.22m
Braking distance	$= \frac{(\text{speed})^2}{2 \times \text{braking force}}$
	$= \frac{16.11 \times 16.11}{2 \times 0.25 \times 9.81}$
	= 52.91m
Total stopping distance	= (32.22 x 52.91) **85.13m**

For 62 kph

Speed	= 17.22m per second
2 second reaction time	= 34.44m
Braking distance	$= \frac{17.22 \times 17.22}{2 \times 0.25 \times 9.81}$
	= 60.45m
Total stopping distance	= (34.44 + 60.45) **94.89m**

The Planning Inspectorate

Room 1202W
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COPIES TO
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FILE:

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

Your Ref: F/2000/0304

Our Ref: APP/X0360/A/00/1047142

Date: 13 September 2000

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY MR R SAUNDERS
SITE AT 397 WOKINGHAM ROAD, EARLEY, WOKINGHAM

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

Mr M A Hillyer BSc MSc CEng MICE FCIWEM

With reference to the above appeal the Secretary of State has arranged for the inspector to visit the appeal site at 13:30 on Tuesday 3/10/2000 and you are requested to arrange for the inspector to be met at the site at 13:30 to enable the inspection to be made.

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

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

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

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

Yours faithfully



Miss N Powell

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

209D

CHANCELLORS
Chartered Town Planning Consultants
45 High Street, Odiham, Hook, Hants. RG29 1LF
Tel: 01256 703090
Fax: 01256 703142
E-mail: chancellors.planning@dial.pipex.com

Our Ref:MC/jmc/c/1824/00
Your Ref: APP/X0360/A/00/1047142

24th August 2000

The Planning Inspectorate
Room 1004
Tollgate House
Houlton Street
Bristol
BS2 9DJ

For the attention of Miss A Bibi

Dear Sirs

TOWN AND COUNTRY PLANNING ACT 1990
APPEAL BY MR R SAUNDERS
SITE AT 397 WOKINGHAM ROAD, EARLEY.

I am in receipt of the Local Authority's statement sent under cover of the letter dated 23rd August, and would make the following comments.

Paragraph 4.2 — The proposed window referred to is a secondary window serving the bedroom. If necessary this could be obscure glazed. However, given the distances involved, I do not believe that loss of privacy is a significant issue. Flank elevation windows such as this are commonplace in urban situations.

Paragraph 4.3 — First and foremost it must be noted that the window referred to is proposed to be inserted in the existing building, not the extension, and therefore does not require planning permission. In other words, this development could take place, irrespective of the extension. In any event, a distance of 11 metres between bedroom windows in an urban situation like this is more than adequate. If necessary the landing window could be obscure glazed, although bearing in mind the distance involved and particular the location and purpose of the window, loss of privacy is not a significant issue.

J. C. Woolf MA DipTP MRTPI D. C. B. Bond BA MRTPI
M. Chrystal DipTP MRTPI
Consultant: T. W. Edwards FRICS FCIArb
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Registered Office: 3 Worcester Street, Oxford OX1 2PZ.
Registered in England No. 2114427.

No. 395 extends further back into its plot than the appeal property. Although the appeal proposal would project development beyond the rear wall of 395, the distance involved is not significant, and account has to be taken of the existing natural screening along the boundary. There are many examples in Wokingham Road of houses set back further into their plots than the neighbouring dwelling.

Paragraph 4.4 — No reference was made in the reasons for refusal to the issue of noise and disturbance from additional traffic. A new objection is therefore being introduced. Given the natural screening and relationship of the appeal property to adjoining development, I do not agree that use of the car park would cause detriment.

Paragraphs 4.5-4.7 — These matters will be addressed by Bellamy Roberts in a separate statement on highway issues.

Paragraph 4.8 — The proposal is not contrary to the stated policies for the reasons set out in my statement, and in this letter.

Appendix 7 — Conditions

Condition No. 5 is queried. If the aim of this to restrict to further windows over and above those proposed, then that should be stated.

Condition No. 7 is noted and this would overcome any concerns the Inspector may have in terms of loss of privacy.

I would be grateful if this letter could be sent to the Inspector. I confirm that a copy has been sent to Wokingham District Council today.

Yours faithfully

Murray Chrystal

Murray Chrystal Dip. TP MRTPI

c.c. ~~Mr R Saunders~~
Planning Department, Wokingham DC.

The Planning Inspectorate

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

Your Ref: F/2000/0304

Our Ref: APP/X0360/A/00/1047142

Date: 30 August 2000

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY MR R SAUNDERS
SITE AT 397 WOKINGHAM ROAD, EARLEY, WOKINGHAM

I have received 2 correspondence dated 23 & 24 August 2000 from the appellant's agent. If this has not been copied to you already, please contact the appellant's agent and ask for a copy.

If you wish to comment on the correspondence please ensure that your reply is received in this office no later than 7 days from the date of this letter. Remember to send a copy to the appellant's agent.

Yours faithfully

Miss A Bibi

211AL

CHANCELLORS
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Our Ref:MC/jmc/C/1824/00
Your Ref:APP/X0360/A/00/1047142

22nd August 2000

The Planning Inspectorate
Room 1004
Tollgate House
Houlton Street
Bristol
BS2 9DJ

For the attention of Miss A Bibi

Dear Sir

APPEAL BY MR R SAUNDERS
LAND AT 397 WOKINGHAM ROAD, EARLEY, WOKINGHAM

I refer to the above appeal and in particular to the statement submitted on behalf of Mr Saunders, in which I highlighted the need for bed and breakfast establishments in the area.

I understand that the need, in this respect, by the Housing Department at Wokingham District Council is so acute that currently it is proving necessary to secure appropriate accommodation outside the area in Slough Borough.

I would be grateful if this letter, which has been copied to the Local Planning Authority, could be sent to the Inspector.

Yours faithfully

Murray Chrystal

Murray Chrystal Dip. TP MRTPI

c.c. Mr R Saunders.
Wokingham District Council Planning Department.

J. C. Woolf MA DipTP MRTPI D. C. B. Bond BA MRTPI
M. Chrystal DipTP MRTPI
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Ms D Gumbrell (Planning Department)
Wokingham District Council
Po Box 157
Wokingham
Berkshire
RG41 1BN

Your Ref: F/2000/0304

Our Ref: APP/X0360/A/00/1047142

Date: 23 August 2000

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY MR R SAUNDERS
SITE AT 397 WOKINGHAM ROAD, EARLEY, WOKINGHAM

I have received the correspondence dated 22 August 2000 from the appellant's agent. If this has not been copied to you already, please contact the appellant's agent and ask for a copy.

If you wish to comment on the correspondence please ensure that your reply is received in this office no later than 7 days from the date of this letter. Remember to send a copy to the appellant's agent.

Yours faithfully

Miss A Bibi

211AL

The Planning Inspectorate

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Wokingham District Council
Po Box 157
Wokingham
Berkshire
RG41 1BN

Your Ref: F/2000/0304

Our Ref: APP/X0360/A/00/1047142

Date: 22 August 2000

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY MR R SAUNDERS
SITE AT 397 WOKINGHAM ROAD, EARLEY, WOKINGHAM

I enclose a copy of correspondence from Mr G Fadden.

Please do not comment on the correspondence unless you think it raises new points. If you wish to comment, please ensure that your reply is received in this office no later than 7 days from the date of this letter. Remember to send a copy to the appellant's agent.

Yours faithfully

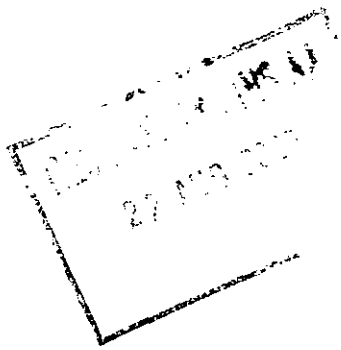
Azmat Bibi

Miss A Bibi

211AL

399 Wokingham Road
Earley
Reading
RG6 7EH

21st August 2000



Miss A Bibi
The Planning Inspectorate
Room 1004 Tollgate House
Houlton Street
Bristol
BS2 9DJ

Dear Madam,

Town & Country Planning Act 1990
Ref. APP/X0360/A/00/1047142
397 Wokingham Road, Earley, Reading

I refer to the proposed development at the above address, rejected by Wokingham Council.

Information has recently come to my notice, further supporting the Councils decision to reject this application.

Planning appeal.

Section. 4.5. I understand from Wokingham Council that a minimum of 7 car parking spaces are required for this proposal. 1 space for each of the 5 additional bedrooms, plus 2 parking spaces for the 3 remaining bedrooms. This amounts to 7 spaces. The project plans for 6 spaces, which in this garden will prove impossible to manage, as there will be no turning space, resulting in cars forced to reverse into the busy Wokingham Road. The maximum manageable space would accommodate 4 cars.

Section 5.4 As stated by the council, the design of the proposed extension, bears no relationship to the said property or any surrounding properties. With a tiled front projection from the peak of the roof to the ground floor ceiling level. All buildings in this part of Wokingham Road, favour the Black &White country style, with Wood trim.

Section 2.4 & 5.7 The claimed natural screening is as a result of total neglect on the part of the owner. Should the new Government proposal be adopted, regarding Councils enforcing reasonable boundary hedge heights, this so called screen would need to be reduced by 50%.
It has also been overlooked that before building can be commenced, a large section of this boundary hedge will need to be removed, to allow foundations to be dug. Thereby removing the screening to the building and exposing the poor design.

Summary Conclusion 6.4 This site for a guest house is far from satisfactory, due to the high volume of traffic using this road all day. The location of the drive, just after a bend in the road, causes a blind spot which will force cars to break suddenly, as cars looking for the entrance slow down to turn. As states earlier the site is well hedged, which obliterates the said drive, making it difficult to find.

Additional Information.

A recent survey carried out by local residents, recorded over 500 cars entering Wokingham Road from Meadow Road and Mill lane during 07.30 hrs – 08.30hrs on two days running in July. These vehicles cause the whole traffic flow to stop, to allow them to enter the flow of traffic. Meadow Road is within 30meters of the property.

There is also a traffic island positioned out side 397/ 399 across which a large number of school children cross from South to North for Bulmershe Secondary school every morning returning every afternoon. Mothers and young children also cross at this point, from North to South, attending the local primary & infants school in Hillside Road, returning later in the day.

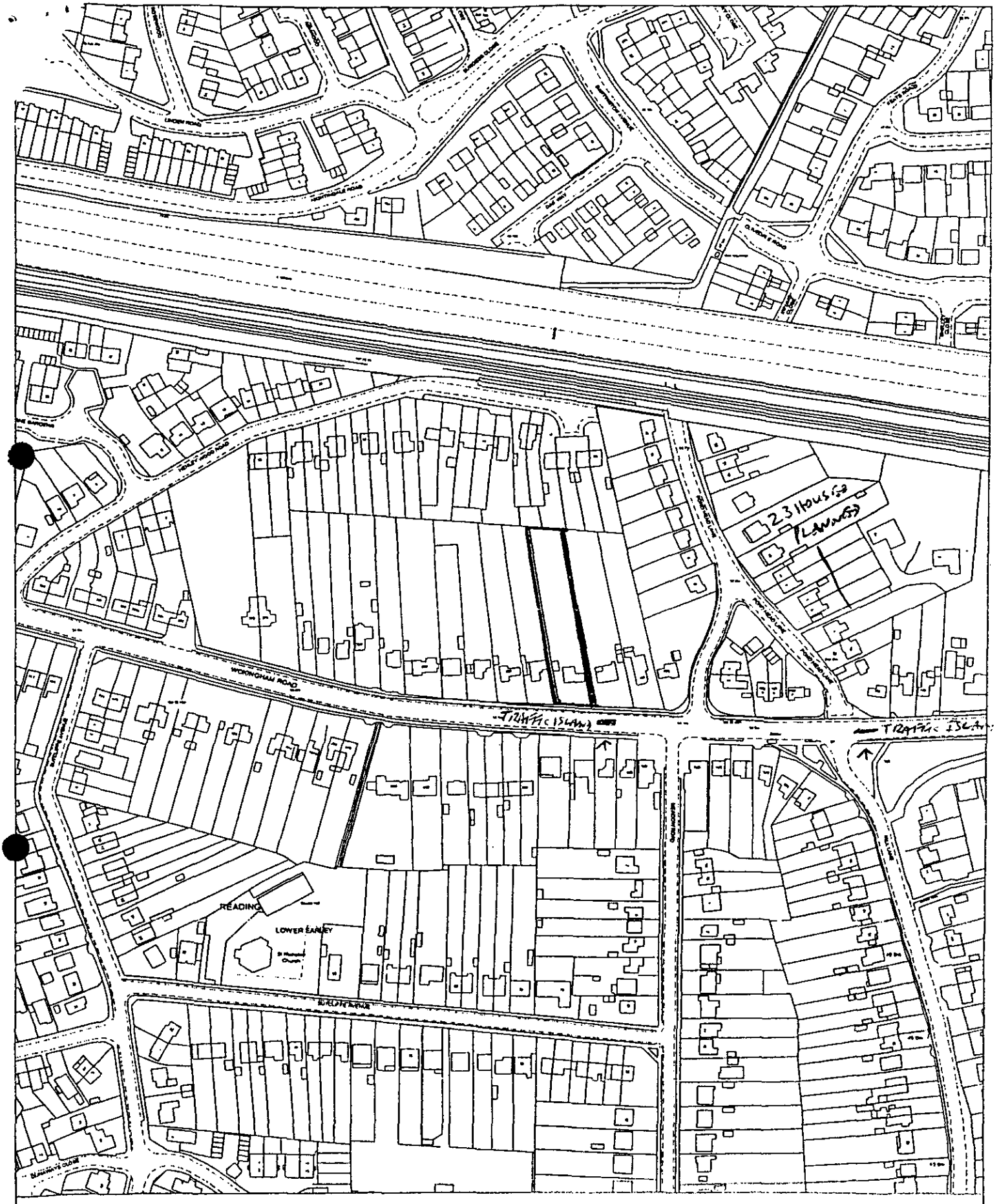
Further local development proposal.
Planning permission has been submitted by a builder to develop the area marked on the attached street plan Planning number F/2000/1513. Additional 23 houses to be accessed through Pond Head Lane opposite Meadow Road. Should this proposal be allowed a further 23 + cars will be added to this already busy junction.

I trust that from this additional information, you will up-hold the councils decision to turn down this application, based on its un-suitability as a guest house site.

Yours sincerely,

Graham Fadden

Please advise outcome of this appeal.



Site Plan, Scale: 1 to 2500

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Date: 1 August 2000

N
W E
S

Tel. (0118) 974 6448 (Direct Line)
Date. August 1, 2000
My ref. F/2000/0304

Environmantal Services Dept.
Engineers

02 AUG 2000

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: Mr & Mrs Saunders
SITE: 397 Wokingham Road, Earley

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

As your interests might be affected, you can give your views on the appeal in writing by sending them, within 28 days of this letter to Miss A Bibi, The Planning Inspectorate, Room 1004, Tollgate House, Houlton Street, Bristol, BS2 9DJ quoting reference APP/X0360/A/00/1047142.

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

The application, decision notice, and the appellant's grounds of appeal can 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, 4.00pm on Fridays).

The Planning Inspectorate will send the decision on this appeal only to those persons who ask to be notified.

Yours faithfully

Denise Gumbrell
Appeals Assistant



Site Plan, Scale: 1 to 2500

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Date: 1 August 2000

N
W E
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WOKINGHAM DISTRICT COUNCIL

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSED 2-STOREY REAR EXTENSION TO DWELLING TO PROVIDE ROOMS FOR BED & BREAKFAST ACCOMMODATION

397 WOKINGHAM ROAD, EARLEY

PLANNING APPLICATION No. F/2000/0304

STATEMENT BY THE HIGHWAY AUTHORITY

1 The appeal site is located on the north side of Wokingham Road, Earley, approximately 60 metres west of the junction of Wokingham Road with Pond Head Lane.

2 Wokingham Road forms part of the Primary Distributor Road network as defined in the Berkshire Design Guide and a 'road of more than local importance' in the Berkshire Structure Plan. It is subject to a 40 mph speed limit.

3 The average daily traffic flow along this length of Wokingham Road is 19,000 vehicles (Dec 1999 figures) and the 85th percentile speed of this traffic is 39 mph in both directions.

4 At this location Wokingham Road has an overall width of 15.3 metres, comprising a 9.3 metre carriageway with a 2.4 metre footway on the south side, and a 2.2 metre footway on the north side (with a 1.4 metre verge to the rear).

5 DETR publication 'Places, Streets and Movements' a companion guide to Design Bulletin 32 (CGDB32) sets out criteria with respect to visibility splays. In view of the speed of vehicles travelling along Wokingham Road (39 mph) Table B indicates that a 'y' dimension (major road distance) of 120 metres is required to allow a vehicle to slow down and stop if necessary, in this instance with an 'x' dimension of 4.5 metres for less busy minor roads and busy private access points.

6 There is provision within the guidance for reducing the 'x' distance to 2.4 metres 'to enable a driver who has stopped at a junction to see down the major road without encroaching into it'. In this instance I feel that this distance is more appropriate.

7 On site measurements have indicated that visibility available from the access from a 2.4 metre set back is only 95 metres to the west (looking right). Visibility to the east (looking left) is adequate.

8 In the westerly direction the required distance of 120 metres cannot be provided over land in the applicant's control, or highway land and this would not be in the interest of highway safety as, from CGDB32 'Sight lines should never be reduced to a level where danger is likely to be caused'.

9 The proposal to provide bed and breakfast accommodation will necessarily involve an increased number of turning movements into and out of the access during peak times (especially a.m. peak).

10 These turning movements will be taking place in close proximity to the junction of Pond Head Lane (60 metres distant) and Meadow Road (50 metres distant) with Wokingham Road and could cause confusion to other road users.

11 The slowing of vehicles, especially those turning right who may have to stop and wait for a gap in the oncoming traffic, would impair the safety and free flow of traffic on this Primary Distributor Road.

12 There have been 3 recorded personal injury accidents in the past 3 years on Wokingham Road in the vicinity of the appeal site. Details of these accidents are included in the Appendix.

CONCLUSION

13 In view of the inability to be able to provide the required visibility and the increased turning movements slowing traffic, especially at times of peak flow, the Inspector is respectfully requested dismiss this appeal.

SNA/F/2000/0304
17th August 2000

APPENDIX

Area L/A Number Severity Day Date Time Link/Node Grid Ref. Street
-- 475 W0140197 Slight TUE 07/01/1997 1810 0 475890/171600 090/

WOKINGHAM RD 250M E JNC SUTCLIFFE AVE WOKINGHAM 1st Rd: A329 2nd Rd:
Speed C'way Jct Det'l/Ctrl Light Weather Rdsurf PedXHuman PedXPhy Spec'l Hazard
40mph Single2L Priv Unct Dark+L . Dry . .

Cas/ Class/Sex/Age Ped'n Sch
Veh+Art Man'vre VehLocRD+RS Jctn Skd Hit LeftRd Dvr Veh Sev/Pass Loc Dir Mov P School
1V 1 Dr M46. No ?

C2 TRNG RT FROM W TO S HIT BY MC1 TRAV W WITHOUT LIGHTS

User Information: ID C/Factors:

-- 475 W2481298 Slight FRI 18/12/1998 0716 0 475930/171580 090/

WOKINGHAM RD ENT WELCOME STORES (E JNC WITH MEADOW RD) WOKINGHAM 1st Rd: A329 2nd Rd:
Speed C'way Jct Det'l/Ctrl Light Weather Rdsurf PedXHuman PedXPhy Spec'l Hazard
40mph Single2L Priv Unct Dark+L . Dry . .

Cas/ Class/Sex/Age Ped'n Sch
Veh+Art Man'vre VehLocRD+RS Jctn Skd Hit LeftRd Dvr Veh Sev/Pass Loc Dir Mov P School
1V 1 Pe M55. NoFOOT ? Bck

C1 TRNG LT FRM S TO W FRM SHOP FRONT HIT PED WALKING ON FPATH FRM OSIDE E TO W

User Information: PL C/Factors: 03 41

-- 475 W1020797 Slight SAT 26/07/1997 2015 0 475930/171590 090/

WOKINGHAM RD JNC MEADOW RD WOKINGHAM 1st Rd: A329 2nd Rd: D7504
Speed C'way Jct Det'l/Ctrl Light Weather Rdsurf PedXHuman PedXPhy Spec'l Hazard
40mph Single2L T/Stag Give . . Dry . .

Cas/ Class/Sex/Age Ped'n Sch
Veh+Art Man'vre VehLocRD+RS Jctn Skd Hit LeftRd Dvr Veh Sev/Pass Loc Dir Mov P School
1V 1 Dr F73. No ?

C1 TRND RT FROM S TO E & WAS HIT BY C2 TRAV W

User Information: RD C/Factors: 21

-- 475 W1350998 Slight SAT 05/09/1998 1500 0 475940/171600 090/

A329 WOKINGHAM RD JNC MEADOW RD WOKINGHAM 1st Rd: A329 2nd Rd: D7504
Speed C'way Jct Det'l/Ctrl Light Weather Rdsurf PedXHuman PedXPhy Spec'l Hazard
40mph Single2L T/Stag Give . Rain Wet . .

Cas/ Class/Sex/Age Ped'n Sch
Veh+Art Man'vre VehLocRD+RS Jctn Skd Hit LeftRd Dvr Veh Sev/Pass Loc Dir Mov P School
1V 2 Pa F47. F No ?

C2 TRAV FRM E SLOWED TO TRN LT TO S & WAS HIT IN REAR BY C1

User Information: EB C/Factors: 41 21

-- W0401199 Unknown *BA / / 0/ 0/

Speed C'way Jct Det'l/Ctrl Light Weather Rdsurf PedXHuman PedXPhy Spec'l Hazard
0mph Unknown NotJCT NotJ ? ? ? . .

Cas/ Class/Sex/Age Ped'n Sch
Veh+Art Man'vre VehLocRD+RS Jctn Skd Hit LeftRd Dvr Veh Sev/Pass Loc Dir Mov P School

User Information: C/Factors:

Area L/A Number Severity Day Date Time Link/Node Grid Ref. Street
-- 475 W0380397 Slight TUE 18/03/1997 1145 0 476010/171590 090/

WOKINGHAM RD JNC MILL LN WOKINGHAM 1st Rd: A329 2nd Rd: N35

Speed	C'way	Jct Det'l/Ctrl	Light	Weather	Rdsurf	PedXHuman	PedXPhy	Spec'l Hazard
40mph	Single2L	T/Stag	Give	.	.	Dry	.	.

Veh+Art	Man'vre	VehLocRD+RS	Jctn	Skd	Hit	LeftRd	Dvr	Cas/ Veh	Class/Sex/Age Sev/Pass	Loc	Ped'n Dir	Mov	P	Sch School
								1V	2 Pa M 2. F	No	?			

C1 TRND RT FROM S TO E & WAS HIT BY C2 TRAV W - C2 SIGNALLING TO TRN LT BUT TRAV AHEAD

User Information: RD C/Factors:

Accident Report: W04011999 *Friday 11 August 2000 11:47:22*

Local/A	Severity	Date	Day	Time	Link/Node	Area: Grid Reference	
475	Slight	05 November 1999	Fri	1315		476000 -	171600

Speed	C'way	Junction/Control	Light	Weather	R/Surf.	Ped'n X'	Special	Hazard
60	Single2L	T/Stag Give	.	R+W	Wet		.	.

Location: *A329 WOKINGHAM ROAD JW MILL LANE, EARLEY.*

Descrip'n: *C1 TRNG RT FRM S TO E HIT BY LGV2 TRAV W*

Vehicle						Casualty			
No. Veh	Man' Dir	Loc'n	Juct'n	L/C	Hit Obj's	Drv B't	No. In Cl	S/A/S	Pass	Ped'n	Pupil
1	Car R-t S E	EnteringOnMainMid				M73.	1	V 1 Pa F72.	F		
2	HG< AhedE W	On Main OnMainMid			S	M27.					

Severity Codes: . (dot) - slight, X - serious, F - fatal

S/A/S - Casualy Sex/Age/Severity

THE
BELLAMY
ROBERTS
PARTNERSHIP

GDB/00/2333

September 2000

MR & MRS R SAUNDERS
397 WOKINGHAM ROAD
EARLEY, WOKINGHAM

STATEMENT ON HIGHWAY & TRAFFIC ISSUES

Appeal Ref: APP/X0360/A/00/1047142

Turnpike House
16 Church Road, Fleet, Hampshire GU13 9RJ
Tel: 01252 613465 Fax: 01252 626737
e-mail: brp@dial.pipex.com
Highways and Transportation
GD Bellamy BSc CEng MICE IT Roberts MIHT
Associate: GA Frostick B.TP Dip Env.P. MRTPI MIHT

This Statement has been prepared by Graham David Bellamy whose details are set out below.

I am a Chartered Engineer, a Member of the Institution of Civil Engineers, a Member of the Association of Municipal Engineers, with a degree of Bachelor of Science in Civil Engineering from the University of Leeds.

I am a Partner in The Bellamy Roberts Partnership and I have over 30 years experience in traffic, transportation and highway engineering with consultants and in local government. The majority of my experience has been in the traffic and transportation fields, specialising in development implications, traffic management, public transport priority schemes, traffic calming, network and junction improvements. I have appeared as a witness at many public inquiries connected with development proposals, road improvement schemes, compulsory purchase orders etc.

The Bellamy Roberts Partnership specialises in the traffic and transportation area, with particular emphasis on development related matters, and the practice operates throughout Great Britain and Northern Ireland, with clients from major public and private sector organisations.

CONTENTS

Section		Page No.
1.	Introduction	1
2.	Description of the Highway Network	1
3.	Data	2
4.	Appraisal	3
5.	Conclusions	7

Appendices

Appendix 1 Extract from Department of Transport Advice Note, TA43/84,

Appendix 2 Calculation of Visibility Stopping Distances

1.0 INTRODUCTION

1.1 This Statement deals with the highway and traffic issues which arise from the proposed development. A full description of the proposals and of the site and its location is contained in other evidence on behalf of the appellant, prepared by Messrs Chancellors.

1.2 This Statement deals specifically with the second and third reasons for refusal set out in the Decision Notice issued by Wokingham District Council.

2.0 DESCRIPTION OF THE HIGHWAY NETWORK

2.1 The appeal site is located on the north side of Wokingham Road, Earley, which is classified as A329 and acts as a primary distributor road in the local highway network.

2.2 Wokingham Road is subject to a 40 mph speed limit and has high quality street lighting. In the vicinity of the appeal site there is a carriageway width of 9.3m, with a 2.5m wide footway on the south side and a 2.2m footway and 1.5m wide verge on the north side, along the site frontage.

2.3 This section of Wokingham Road has been subject to a number of traffic calming measures. There is a speed camera located approximately 150m west of the site, there are a number of pedestrian refuge islands including one opposite the adjoining property (No.399 Wokingham Road) to the east of the site, and SLOW markings have been added to the carriageway, one such marking for eastbound traffic being located approximately 50m west of the site access.

2.4 Wokingham Road has continuous residential frontages throughout its length, each property having its own individual vehicular access.

2.5 Visibility from the appeal site access is 2m x 97m to the right (i.e. the west) and in excess of 150m to the left (east). The Council has measured the visibility as 2.4m x 95m to the right and that measurement is consistent with our own figures. The Council accepts that visibility to the left is adequate.

3.0 DATA

3.1 The District Council has provided figures showing that Wokingham Road has a two-way average daily flow of 19,000 vehicles. This indicates that the road is relatively heavily trafficked but that it operates within its link capacity.

3.2 In order to establish the visibility splay requirements, we have carried out a radar speed survey on Wokingham Road. This was conducted when the road surface was wet and gave an eastbound 85th percentile speed of 36.2 mph (58 kph). Traffic speeds westbound were not measured as visibility in that direction is not in question.

3.3 The Council has quoted 85th percentile speeds of 39 mph (62 kph) in both directions. It is not stated whether these are wet or dry weather speeds. Reference to Para.3 of Annex D to PPG13 (which deals with visibility standards) states that it is the 85th percentile wet weather speed which is used for determining the design of visibility requirements. The Department of Transport Guidance upon which that is based (TA22/81) indicates that 2.5mph (4 kph) should be subtracted from dry weather speed measurements to obtain wet weather values. If indeed the Council's measurements are dry

weather speeds they are then entirely consistent with our own measured wet weather speed. The implications of these speed measurements are dealt with in the subsequent appraisal section of this evidence.

4.0 APPRAISAL

4.1 The District Council raises two principal concerns with regard to highway and traffic matters, on the grounds that the development will intensify traffic movements to and from the site. Those concerns are:

(a) There is inadequate visibility to the right for drivers emerging from the access.

(b) Turning traffic into the access will impede the free flow and safety of traffic along Wokingham Road.

Visibility

4.2 As set out in Section 2 of this evidence, the available visibility to the right from the site access is 97m when measured from an *x*-distance of 2m, in accordance with the advice of PPG13. This reduced *x*-distance is appropriate as PPG13 indicates that it is acceptable for developments of up to half a dozen dwellings and the appeal proposals are clearly not likely to generate more traffic than a development of that nature. The Council has measured the visibility splay as 2.4m x 95m which is generally consistent with our own measurement, although the *x*-distance of 2.4m is not one which is referred to in PPG13. The visibility *y*-distance along the main road is related to traffic speeds on the main road. Table A of Annex D to PPG13 sets out *y*-distances for various major road speed values, and on the basis of our wet weather speed survey with an 85th percentile figure of 58 kph, the

appropriate visibility *y*-distance in this case is 90m. That is available from the site access (i.e. the visibility is 2m x 97m).

4.3 The District Council's speed survey gives an 85th percentile value of 39 mph or 62 kph. If that is a dry weather measurement then the appropriate correction to give the wet weather design value reduces the speed to 58 kph (as our own survey) and the available visibility therefore achieves the relevant distant set out in Table A of PPG13.

4.4 If, on the other hand, the Council's speed survey results are wet weather values, then a rigid application of Table A from PPG13 would cause the measured 62 kph speed to be rounded up to 70 kph, giving a visibility splay requirement of 120m. The Council argues that 120m is the appropriate visibility distance, although they do not define the nature of their speed measurements, and that the development is therefore unacceptable because the available visibility does not achieve this dimension.

4.5 This argument is based on a rigid application of Table A. Visibility for drivers emerging from an access is required to allow that driver to ensure that the road is clear of approaching traffic for a sufficient distance to enable him to pull out in safety, and it is also designed to ensure that a driver on the main road can stop comfortably if an emerging driver should pull out of the access just at the limit of the visibility splay. Both of these objectives clearly depend upon visibility distances which are related to the actual speed of approaching traffic on the main road, and the latter requirement (i.e. for the main road driver being able to stop) also incorporates assumptions regarding the driver's reaction time and braking force.

4.6 Table A from PPG13 is a series of incremental steps, but in reality this has been derived from a series of speed/distance curves. **Appendix 1** to this

Statement is an extract from a Department of Transport Advice Note, TA43/84, which provided background advice on highway link design. Although this document has now been superseded, Figure 6 from it which is included in the appendix hereto, shows very clearly how the incremental step values in PPG13 Table A have been derived (with due allowance for the subsequent rounding).

4.7 The visibility distances are seen to be calculated on the basis of a 2 second driver reaction time and 0.25g braking force. Reading across on the chart at Appendix 1 it can be seen that the 0.25g braking force curve gives rise to the 90m (89.9m actual) stopping distance requirement for a 60 kph speed as set out in PPG13.

4.8 Using exactly those same assumptions, **Appendix 2** contains calculations for the respective measured speeds of 58 kph and 62 kph in this case.

4.9 At a 58 kph speed, as we have measured in the wet, the calculated visibility distance required is 85.13m. If the Council's speed measurement of 62 kph is in fact a wet weather value then the required visibility distance is shown to be 94.89m. Both of these values are less than the available 97m from an *x*-distance of 2m and are in fact greater than the 95m available from the Council's preferred *x*-distance of 2.4m.

4.10 In other words, even if the Council's 85th percentile speed measurement of 39 mph (62 kph) is a wet weather value, detailed calculations show that the available visibility is sufficient to maintain precisely the same level of safety margin as is achieved at the incremental step speed values in PPG13 Table A.

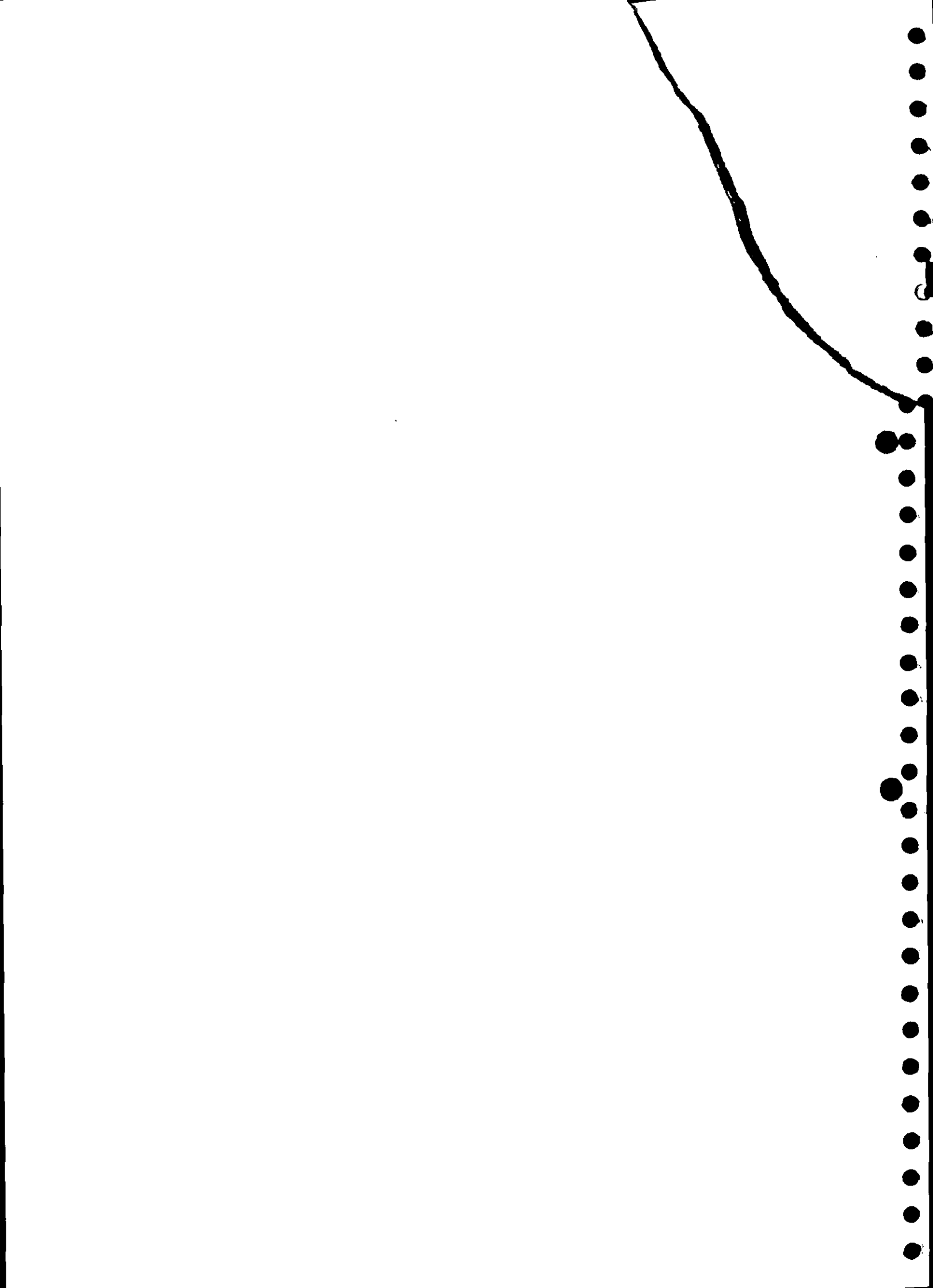
4.11 It is not reasonable to allege, therefore, as the Council seeks to do, that the visibility to the west will give rise to safety problems. Because the appropriate visibility safety margins are achieved, there will be no adverse safety conquences.

4.12 The Council's second reason for refusal refers to vehicular speed being high and visibility being severely restricted. Even their own speed measurement of 39 mph is entirely consistent with the 40 mph limit, and as shown above, visibility is not actually restricted below that which is required to maintain safety margins, let alone being severely restricted. The wording of this reason for refusal can fairly be described as exaggerated.

Turning Traffic

4.13 Wokingham Road has continuous residential frontages, all of which have individual accesses. Drivers should, therefore, reasonably anticipate turning movements along the length of this road. Although the proposed development may well increase the number of turning movements at the site access compared with its use as an individual house, it is necessary to consider whether or not this will give rise to actual problems.

4.14 The carriageway width is 9.3m in this location which is ample width for a car wishing to turn right to wait in the centre of the road without obstructing through traffic in either direction. Furthermore, the presence of the pedestrian refuge island to the east of the site access (outside No.399) provides a hatched area for such drivers to pull into, and the island itself offers protection from following traffic by pushing that traffic to the left and by preventing overtaking. There is no reason, therefore, why right turning movements should obstruct either the free flow or the safety of through traffic.



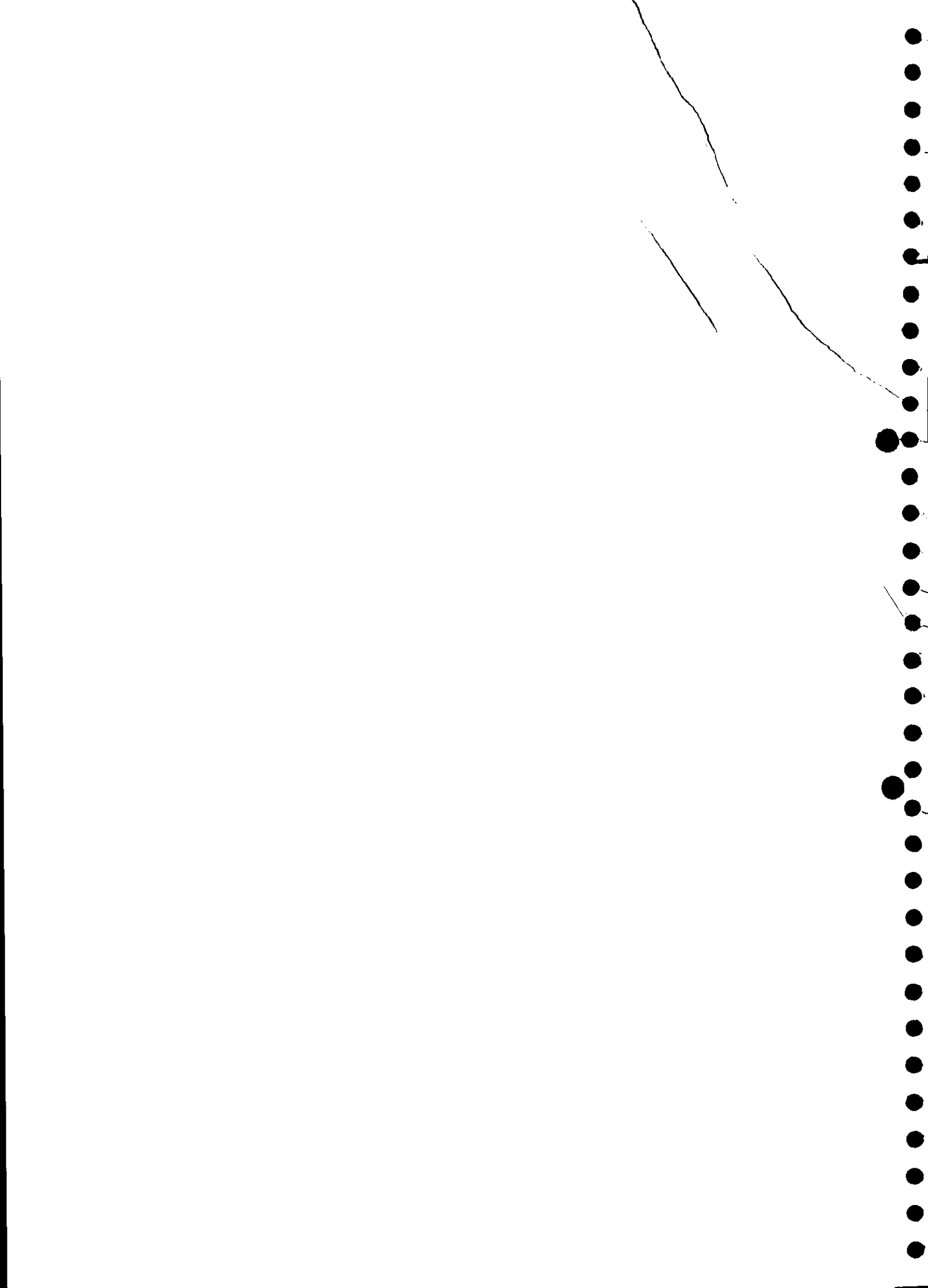
4.15 The only potential problem regarding left turning movements is that of possible confusion due to the junction of Pond Head Lane which is some 60m east of the site. That is a reasonable separation in practice and it is necessary to bear in mind that there are other existing residential accesses with associated turning movements between the appeal site and that junction. Drivers must therefore be cautious as to others' intentions in any event.

5.0 CONCULSIONS

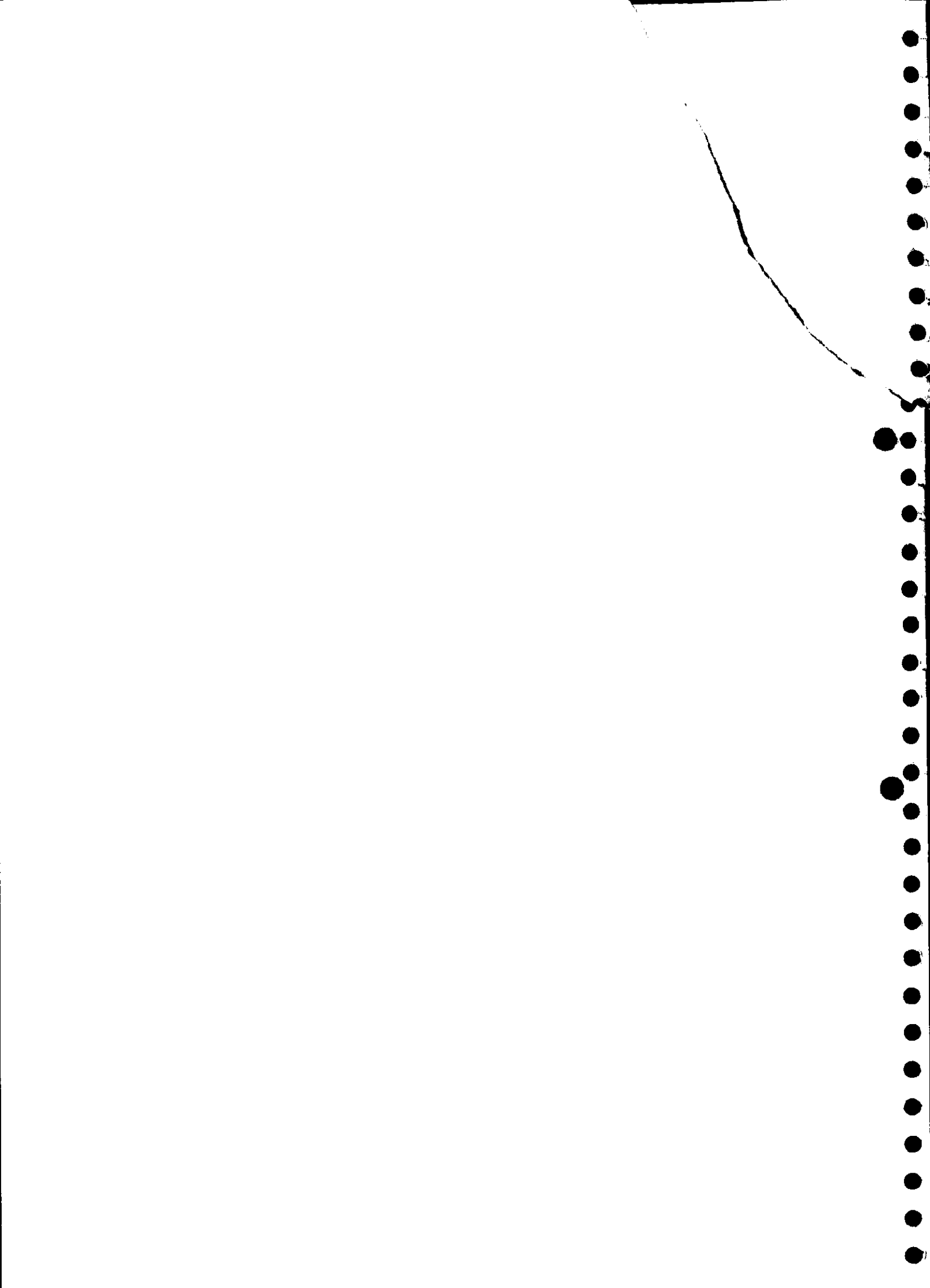
5.1 The wording of the Council's second reason for refusal is exaggerated in its references to traffic speeds and visibility restrictions. In practice, speeds are within the 40 mph limit and the available visibility is shown to be entirely consistent with, and within, the safety margins inherent in the guidance contained in Table A of PPG13.

5.2 There is no reasonable basis for anticipating problems for traffic flow or safety on Wokingham Road due to the vehicle turning movements at the appeal site access, having regard to the road layout at this point, and the presence of other accesses throughout this length of Wokingham Road.

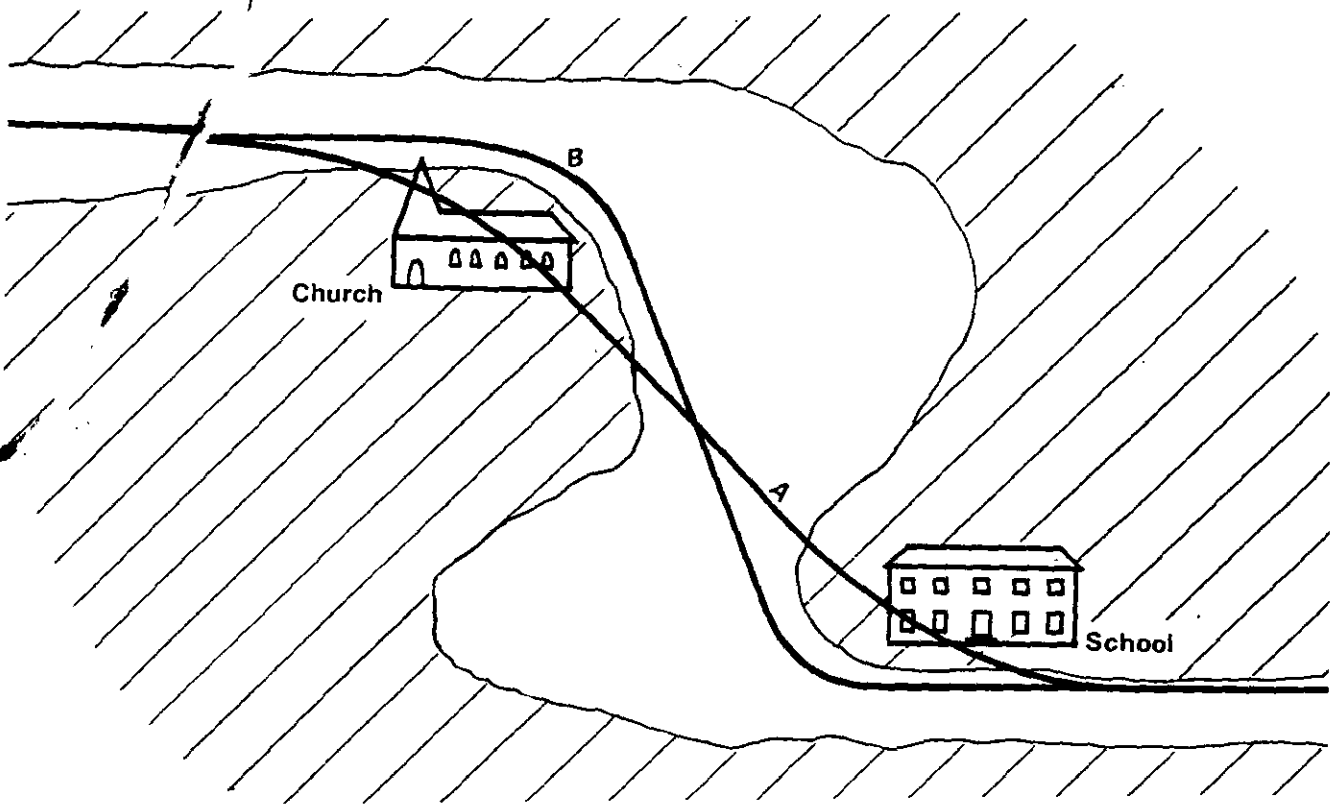
5.3 It is therefore concluded overall that the development is acceptable from a highway and traffic stand point and that the Council's second and third reasons for refusal are not supportable.



APPENDICES

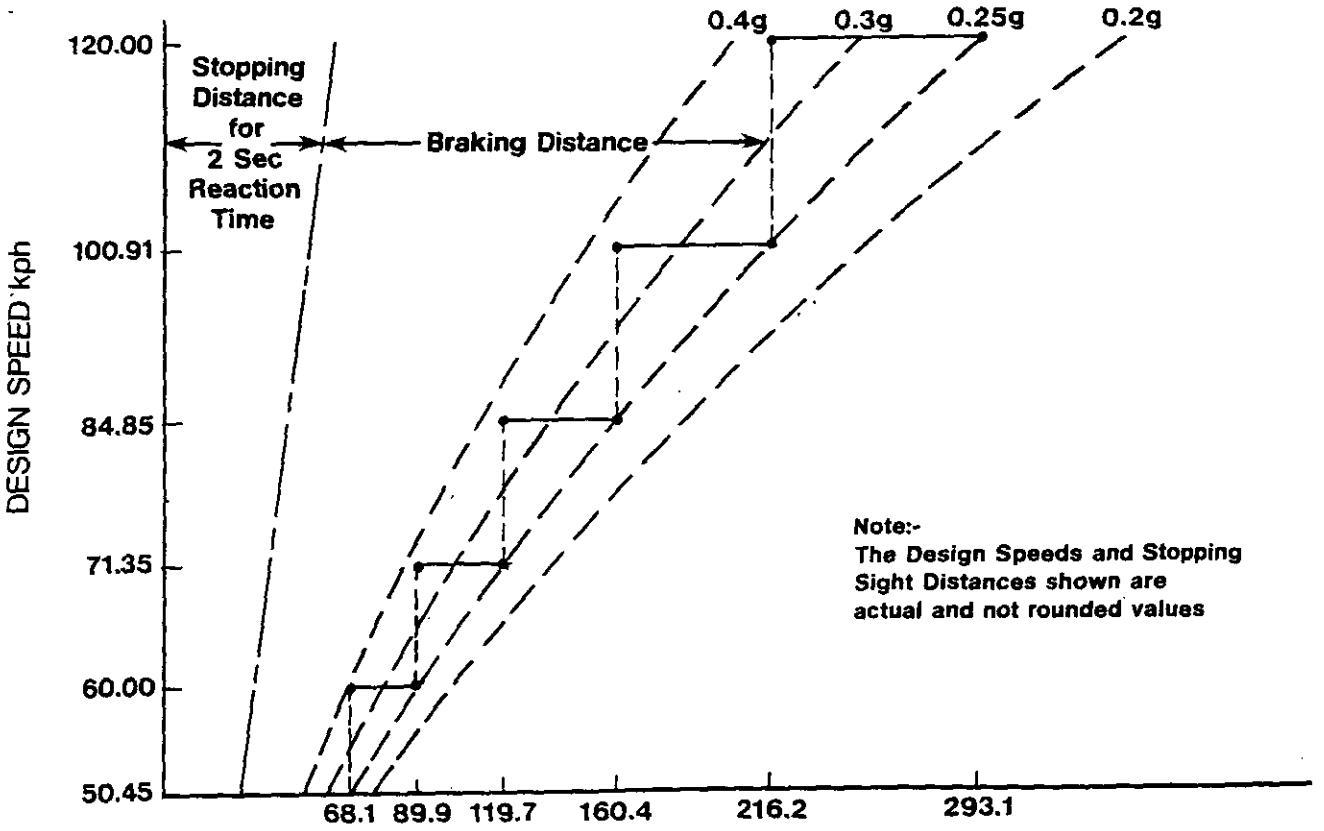


APPENDIX 1



(See Paragraph B.1.3.5)

Fig. 5 Horizontal Radii and Departures from Standards



(See Paragraph B.2.1.7)

Fig.6 Stopping Sight Distance v Design Speed

APPENDIX 2

CALCULATION OF VISIBILITY
STOPPING DISTANCES

Based upon TA43/84;

Driver reaction time	= 2 seconds
Driver braking force	-= 0.25g

For 58 kph

Speed	= 16.11m per second
2 second reaction time	= 32.22m
Braking distance	$= \frac{(\text{speed})^2}{2 \times \text{braking force}}$
	$= \frac{16.11 \times 16.11}{2 \times 0.25 \times 9.81}$
	= 52.91m
Total stopping distance	= (32.22 x 52.91) **85.13m**

For 62 kph

Speed	= 17.22m per second
2 second reaction time	= 34.44m
Braking distance	$= \frac{17.22 \times 17.22}{2 \times 0.25 \times 9.81}$
	= 60.45m
Total stopping distance	= (34.44 + 60.45) **94.89m**

Tel. (0118) 974 6448 (Direct Line)
Date: August 1, 2000
My ref: F/2000/0304
Your ref: APP/X0360/A/00

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

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

Dear Miss Bibi

APPEAL BY: Mr & Mrs R Saunders
SITE: 397 Wokingham Road, Earley

With reference to this appeal, I enclose a copy of the completed questionnaire with requested documents.

I have also sent a copy to the appellant/ agent.

Yours sincerely

Zoe

~~Denise Gumbrell (Mrs)~~
Appeals Assistant

Enc

Tel. (0118) 974 6448 (Direct Line)
Date. August 1, 2000
My ref: F/2000/0304

Environmental Services Department
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Chancellors
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RG29 1LF

Dear Sirs

APPEAL BY: **Mr & Mrs R Saunders**
SITE: **397 Wokingham Road, Earley**

With reference to this appeal, I enclose a copy of the completed questionnaire with enclosures.

I have also sent a copy to The Planning Inspectorate.

Yours faithfully

Zoe
~~Denise Gumbrell (Mrs)~~
Appeals Assistant

Enc

The Planning Inspectorate

Room 1004
Tollgate House
Houlton Street
Bristol BS2 9DJ

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

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

Your Ref:
F/2000/0304

Our Ref:
APP/X0360/A/00/1047142

ACK:
FILE:

25 July 2000

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY MR R SAUNDERS
SITE AT 397 WOKINGHAM ROAD, EARLEY, WOKINGHAM

I have received an appeal form and accompanying documents for this site. I am the case officer. I am checking the papers and if I need further information, or if for legal reasons the appeal is not acceptable, I will write again.

The appellant has chosen the written procedure. The date of this letter is the starting date for the appeal. Unless you tell me otherwise, I will assume that you do not wish to exercise your right to be heard.

As you know, if you agree to the written procedure, you are required to:

- **Within 5 working days** - notify interested persons who were required to be consulted on the original planning application, and all those who made representations at application stage, that an appeal has been made. You should tell interested persons that any comments they have on the appeal should be made in writing and sent directly to me within the next 28 days. **Please also tell them that if they wish to receive a copy of the appeal decision letter, they must write to me asking for one.**

- **Within the next 14 days** - send the appellant and me, a completed appeal questionnaire together with all the necessary enclosures.

- **Within the next 28 days** - send the appellant and me, any further statement you wish to make, if the questionnaire and supporting documents do not comprise your case. Please keep the statement concise as recommended in Appendix 1 of DOE circular 15/96.

We will arrange for our inspector to visit the appeal site and will send you details.

You should keep to the timetable set out above. Inspectors will not accept representations at the site visit, nor will they wait for representations. Having drawn your attention to the timetable, I will not send reminders to you or the appellant.

Please send any further correspondence to me, giving the full appeal reference number. If you have any questions, please contact me.

Yours faithfully

pp Miss A Bibi
102

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 made under section 106 and your appeal is being dealt with by written representations, we must receive a completed, signed and dated copy before the date of the site visit.

If your appeal is being dealt with by a hearing or inquiry, we must receive a final draft of the obligation 5 working days before the hearing or inquiry opens. Obligations should be completed by the close of the hearing or inquiry.

An Inspector will not normally delay the issue of a decision to wait for the completion of an obligation.

CHANCELLORS
Chartered Town Planning Consultants
45 High Street, Odiham, Hook, Hants. RG29 1LF
Tel: 01256 703090
Fax: 01256 703142
E-mail: chancellors.planning@dial.pipex.com

PLANNING SERVICES	HPT 32153
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	FILE

Our Ref:MC/jmc/c/1824/00

21st July 2000

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

Dear Sir

APPEAL BY MR AND MRS R SAUNDERS
LAND AT 397 WOKINGHAM ROAD, EARLEY.

Please find enclosed the above appeal and I confirm that a copy has been sent to Wokingham District Council today.

Yours faithfully

Murray Chrystal

Murray Chrystal Dip.TP MRTPI

c.c. Mr and Mrs R Saunders
Planning Department, Wokingham DC.

J. C. Woolf MA DipTP MRTPI D. C. B. Bond BA MRTPI
M. Chrystal DipTP MRTPI
Consultant: T. W. Edwards FRICS FCIArb
Chancellors is a trading name of Chancellors Associates.
Registered Office: 3 Worcester Street, Oxford OX1 2PZ.
Registered in England No. 2114427.

The Planning Inspectorate

FOR OFFICIAL USE ONLY
Date received

PLANNING APPEAL

The appeal must reach the Inspectorate within 6 months of the date of the notice of the Local Planning Authority's decision, or within 6 months of the date by which they should have decided the application.

A. INFORMATION ABOUT THE APPELLANT(S)

Full Name: MR & MRS R SAUNDERS

Address: THE COUNTY ARMS,
WATLINGTON STREET, READING

Postcode: RG1 4RT Reference:
Failure to provide the postcode may cause delay in processing your appeal.

Daytime Telephone No: Fax No:

Agent's Name (if appropriate): CHANCELLORS CHARTERED TOWN PLANNING CONSULTLANTS - MR. M. CHRYSTAL

Agent's Address: 45, HIGH STREET,
ODIHAM, HOOK, HAMPSHIRE

Postcode: RG29 1LF Reference: C/1824/00
Failure to provide the postcode may cause delay in processing your appeal.

Daytime Telephone No: 01256 703090 Fax No: 01256 703142

B. DETAILS OF THE APPEAL

Name of the Local Planning Authority (LPA): WOKINGHAM DISTRICT COUNCCIL

Description of the Development:

PROPOSED TWO STOREY REAR EXTENSION TO DWELLING TO PROVIDE ROOMS FOR BED AND BREAKFAST ACCOMMODATION

Address of the Site:	National Grid Reference (see key on OS map for Instructions). Grid Letters: Grid Numbers eg TQ:298407
397, WOKINGHAM ROAD, EARLEY, READING Postcode: *Failure to provide the postcode may cause delay in processing your appeal*	
Date and LPA reference number of the application you made and which is now the subject of this appeal: 21/12/99 F/2000/0304	Date of LPA notice of decision (if any): 30/3/2000

Are there any outstanding appeals for this site eg Enforcement, Lawful Development Certificate etc? If so please give details and any Planning Inspectorate reference number here:

NO

C. REASON FOR THE APPEAL

THIS APPEAL IS AGAINST the decision of the LPA:- **(*Delete as appropriate)** **(✔)**

1. to *refuse/~~grant subject to conditions~~, planning permission for the development described in Section B. ☑

2. to *refuse/grant subject to conditions, approval of the matters reserved under an outline planning permission. ☐

3. to refuse to approve any matter (other than those mentioned in 2 above) required by a condition on a planning permission. ☐

Or the failure of the LPA:-

4. to give notice of its decision within the appropriate period on an application for permission or approval. ☐

D. CHOICE OF PROCEDURE

CHOOSE ONE OF THE FOLLOWING TYPES OF PROCEDURES - Appeals decided by written representations are normally decided much quicker than by the hearing/inquiry method. For further information see the booklet "Making your planning appeal" which accompanied this form.

1. WRITTEN REPRESENTATIONS ☑

If you have chosen the written representations procedure, please tick if the whole site can clearly be seen from a road or other public land. (An unaccompanied site visit will be arranged if the Inspector can adequately view the site from public land.) ☐

2. LOCAL INQUIRY Please give reasons why an inquiry is necessary ..... ☐

.....

3. HEARING Although you may prefer a hearing, the Inspectorate must consider your appeal suitable. ☐

E. ESSENTIAL SUPPORTING DOCUMENTS

A copy of each of the following should be enclosed with this form.

1. The application submitted to the LPA; ☑

2. The site ownership details (Article 7 certificate) submitted to the LPA at application stage; ☑

3. Plans, drawings and documents forming part of the application submitted to the LPA; ☑

4. The LPA's decision notice (if any); ☑

5. Other relevant correspondence with the LPA; please identify the correspondence by date or otherwise: ....LETTER FROM LPA 30/3/99..... ☑

6. A plan showing the site in red, in relation to two named roads (preferably on an extract from the relevant 1:10,000 OS map). **(Failure to submit this can delay your appeal).** ☑

Copies of the following should also be enclosed, if appropriate:

7. If the appeal concerns reserved matters, the relevant outline application, plans submitted and the permission; ☐

8. Any plans, drawings and documents sent to LPA but which do not form part of the submitted application (eg drawings for illustrative purposes); ☐

9. Additional plans or drawings relating to the application but not previously seen by the LPA. Please number them clearly and list the numbers here: ..... ☐

F. APPEAL SITE OWNERSHIP DETAILS

IMPORTANT: THE ACCOMPANYING NOTES SHOULD BE READ BEFORE THE APPROPRIATE CERTIFICATE IS COMPLETED. CERTIFICATES A AND B ARE GIVEN BELOW. IF NEEDED, CERTIFICATES C AND D ARE ATTACHED TO THE GUIDANCE NOTES

SITE OWNERSHIP CERTIFICATES

PLEASE DELETE INAPPROPRIATE WORDING WHERE INDICATED (*) AND STRIKE OUT INAPPLICABLE CERTIFICATE

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) of any part of the land to which the appeal relates.

OR

CERTIFICATE B

I certify that:

I have/the appellant 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) of any part of the land to which the appeal relates, as listed below.

Owner's Name	Address at which notice was served	Date on which notice was served

I further certify that:

AGRICULTURAL HOLDINGS CERTIFICATE (TO BE COMPLETED IN ALL CASES WHERE A, B, C OR D OWNERSHIP CERTIFICATE HAS BEEN COMPLETED)

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

OR

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

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

*** Delete as appropriate. If the appellant is the sole agricultural tenant the first alternative should be deleted and "not applicable" should be inserted below the second alternative.**

Signed Chancellors (on behalf of) MR & MRS. R. SAUNDERS

Name (in capitals) CHANCELLORS Date 21/7/2000

G. GROUNDS OF APPEAL If the written procedure is requested, the appellant's FULL STATEMENT OF CASE **MUST** be made - otherwise the appeal may be invalid. If the written procedure has not been requested, a brief outline of the appellant's case should be made here.

PLEASE REFER TO ATTACHED STATEMENT

PLEASE SIGN BELOW

I confirm that a copy of this appeal form and any supporting documents relating to the application not previously sent to the LPA has been sent to them. I undertake that any future documents submitted in connection with this appeal will also be copied to the local planning authority at the same time.

Signed Chancellors (on behalf of) MR & MRS R SAUNDERS

Name (in capitals) CHANCELLORS Date 21/7/2000

The Planning Inspectorate is registered under the Data Protection Act 1984, so that we may hold information supplied by you on our computer system for the purpose of processing this appeal.

CHECKLIST - Please check this list thoroughly to avoid delay in the processing of your appeal.

- This form signed and fully completed.
- Any relevant documents listed at Section E enclosed.
- Full grounds of appeal/outline of case set out at Section G.
- Relevant ownership certificate A, B, C or D completed and signed.
- Agricultural Holdings Certificate completed and signed.

♦ **1ST COPY: Send one copy of the appeal form** with all the supporting documents to

The Planning Inspectorate
Appeals Registry
Tollgate House
Houlton Street
BRISTOL
BS2 9DJ

♦ **2ND COPY: Send one copy to the LPA,** at the address from which the decision on the application (or any acknowledgments, etc) was received, enclosing any supporting documents not previously submitted to them as part of the application.

CHANCELLORS

Chartered Town Planning Consultants

45 High Street, Odiham, Hook, Hants. RG29 1LF
Tel: 01256 703090
Fax: 01256 703142
E-mail: chancellors.planning@dial.pipex.com

TOWN AND COUNTRY PLANNING ACT 1990

APPEAL BY MR AND MRS R SAUNDERS AGAINST THE REFUSAL OF WOKINGHAM DISTRICT COUNCIL TO PERMIT THE ERECTION OF A TWO STOREY REAR EXTENSION TO PROVIDE ROOMS FOR BED AND BREAKFAST ACCOMMODATION AT 397 WOKINGHAM ROAD, EARLEY.

WRITTEN REPRESENTATIONS

PREPARED BY:

CHANCELLORS,
CHARTERED TOWN PLANNING CONSULTANTS

LPA REF: F/2000/0304

CHANCELLORS REF: C/1824/00

JULY 2000

J. C. Woolf MA DipTP MRTPI D. C. B. Bond BA MRTPI
M. Chrystal DipTP MRTPI
Consultant: T. W. Edwards FRICS FCIArb
Chancellors is a trading name of Chancellors Associates.
Registered Office: 3 Worcester Street, Oxford OX1 2PZ.
Registered in England No. 2114427.

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DOCUMENTS

1. DECISION NOTICE.

2. LETTER TO MR SAUNDERS FROM WOKINGHAM DISTRICT COUNCIL OF 30TH MARCH 1999.

3. LODDON AREA LOCAL PLAN POLICIES.

4. WOKINGHAM DEPOSIT DRAFT LOCAL PLAN POLICIES.

1. INTRODUCTION

1.1. This appeal is lodged against the decision of Wokingham District Council to refuse planning permission, under reference No. F/2000/03/04, for a two-storey rear extension to No. 397 Wokingham Road, to provide rooms for bed and breakfast accommodation.

1.2. The application was refused on 30th March 2000 for the following reasons:

> **1. The proposal by virtue of its siting, scale, form, bulk and massing would unacceptably detract from the street scene, the character of the area and the amenity of neighbouring properties. The proposal is therefore contrary to Loddon Area Local Plan Policies LBE1 and LBE2 and the Wokingham District Local Plan Policies WOS3 and WBE1.**
>
> **2. The proposed development would generate additional traffic movements into and out of a primary distributor road on a section where vehicular speeds are high and at a point where visibility is severely restricted and the safety and the flow traffic would be adversely affected. The proposal is therefore contrary to Policy LD5 of the Berkshire Structure Plan.**
>
> **3. The proposed development would result in the increased use of a sub-standard access which would adversely affect road safety and the free flow of traffic. The proposal is therefore contrary to Policy LD5 of the Berkshire Structure Plan.**

1.3. The decision notice is attached as Document 1.

1.4. This statement will deal with the first reason for refusal of planning permission only. A statement addressing reasons nos. 2 and 3 will be submitted separately by Bellamy Roberts, Highway Engineers.

2. SITE AND SURROUNDINGS

2.1. The appeal site is situated in Earley a settlement lying to the east of and forming part of the wider urban area of Reading. No.397 Wokingham Road lies on the northern side of the road and is a two storey detached dwelling lying in a substantial plot, which is a characteristic of the area. There is a detached garage lying to the west of the dwelling, adjoining the boundary with No. 395.

2.2. The southern edge of the site (fronting Wokingham Road) is defined by a brick wall and a mature tree in the eastern corner. To a large extent this screens the building from the front. The eastern and western boundaries are lined with dense vegetation.

2.3. The surrounding area is predominantly characterised by residential properties. However, there are a number of commercial units in the immediate vicinity. These consist of a newsagent and funeral directors on the opposite side of Wokingham Road (immediately east of the appeal site), opposite to which there is a physiotherapy centre.

2.4. Overall this large residential site is well screened and there is clearly space to develop the property, and make more effective use of the land, without causing detriment to surroundings

3. BACKGROUND TO APPEAL

3.1. The application was submitted to Wokingham District Council by letter dated 21st December 1999. The relevant plans are as follows:

Drawing No. 9810/01	-	Survey of existing.
Drawing No. 9810/02	-	Proposed rear extension (including site location plan).

3.2. The application proposes the erection of a two-storey extension to the rear and part side of the existing property to provide 5 new bedrooms and a breakfast room. This would enable the appellant to operate a bed and breakfast business from the property. It can be seen from Drawing No. 9810/02 that the existing ground and first floor layouts would remain, with the extension providing 2 bedrooms and breakfast room on the ground floor and 3 bedroom on the first floor. Each bedroom would have an en-suite bathroom. The existing kitchen would serve both the house and bed and breakfast operation.

3.3. The existing access to the site from Wokingham Road would be widened to provide access and egress to and from the site. The garage (as noted would be demolished in order to accommodate the extension. As shown on Drawing No. 9810/02, 7 parking spaces would be created at the front of the dwelling.

3.4 Prior to the submission of the application, an informal view was sought by the appellant on proposals for a bed and breakfast extension. The Development Control Manager wrote to Mr. Saunders on 30th March 1999. The letter is attached as Document 2. From this it can be noted that a

planning officer had visited the site, prior to writing the letter, in which it is noted that the principle of the bed and breakfast use may be acceptable. The letter sets out the parking provision required and goes on to comment on issues relating to scale, design and the relationship with the adjoining dwelling, No. 395 Wokingham Road.

3.5 The application subsequently submitted took account of this letter.

4. PLANNING POLICIES

4.1. The Loddon Area Plan was adopted in 1995and is the current approved Local Plan for Wokingham. The first ever District wide Draft Local Plan was placed on Deposit in 1997 and Proposed Amendments were published for consultation in 1999. The Local Plan Inquiry is continuing.

4.2 In the reasons for refusal, the Local Planning Authority make reference to Policies LBE1 and LBE2 in the Adopted 1995 Loddon Area Local Plan (Document 3) and Policies WOS3 and WBE1 of the 1997 Deposit Draft Wokingham Local Plan (Document 4).

The Loddon Area Local Plan

4.3 Policy LBE1 states that new development shall be of a high standard of design appropriate to the character of the area in which it is to be situated.

4.4 Policy LBE2 notes that proposals for development that are inappropriate in terms of the relationship with adjoining sites and buildings will not normally be permitted. The Policy considers the impact of development proposals upon existing properties/sites with regard to siting, scale, form and massing.

4.5 Policy LR17 addresses proposals for bed and breakfast uses, albeit that the policy is concerned with change of use of existing buildings. The policy states that this type of use will generally be acceptable, provided it does not detract from the character of the area or amenity, and that acceptable car parking is provided.

Wokingham District Deposit Draft Local Plan

4.6 This Plan has less relevance to the appeal than the Adopted Plan.

4.7 Policy WOS3, cited in the Wokingham District Council's Refusal Notice as one of the reasons for refusal. The policy sets out various development control principles against which proposals are to be assessed, concerned with scale, layout, design, natural features, transport and locational issues.

4.8 Policy WBE1 concerns development in its local context. In considering planning applications the Local Authority is to have regard to 9 criteria, relating to visual impact, accessibility, layout, scale, massing and privacy and amenity.

4.9 The issues raised by these policies, as set out in reason for refusal No. 1 are considered in the next section of this statement.

4.10 Policy WR24 of the Plan notes that proposals for change of use of existing buildings to small scale visitor accommodation will be acceptable provided there is no adverse on impact on character and amenity. Paragraphs 9.49 to 9.52 of the Plan note the demand for visitor accommodation in the area.

5. ANALYSIS OF THE MAIN PLANNING ISSUES

5.1. The issue to be considered with regard to this appeal relates to the first reason for refusal as set out in paragraph 1.2 above. The issue is as follows:

> **"Whether the proposal by virtue of its siting, scale, form, bulk and massing would unacceptably detract from the street scene, the character of the area and the amenity of neighbouring properties."**

5.2 Firstly the impact on the character of the area and street scene is considered. The character of the area is predominantly residential interspersed with commercial activities. The street scene is generally characterised by properties set back in their plots, with substantial frontage screening. This is particularly the case with the appeal site.

5.3 The extent of front boundary screening, including the mature tree, together with the fact that the new development would be mainly to the rear of the existing building means that it would not be visible. The submitted elevations, whilst accurately showing the scale of the proposal, inevitably make it appear more dominant than would actually be the case. In reality the public perception of the new development set behind the existing house, some way back into the plot behind a well screened frontage would be limited, if not non existent.

5.4 For the reason set out above, it is not accepted that the proposed development would have any detrimental impact on the street scene of character of the area. Care has been taken with the design to ensure that the development would fit in with the existing property. The proposal is

therefore considered acceptable in relation to adopted Local Plan and emerging Local Plan policies.

5.5 Turning to the impact on neighbouring properties it should firstly be noted that the impact on No. 399 to the east would be negligible, given that the proposed development would be 5.8 to 6.2m from the common boundary. The main part of the existing property lies substantially closer to the boundary. In this respect, there can be no objection to massing close to the boundary and indeed there are other examples in the road of development extending back into plots in this way.

5.6 Two first floor windows are proposed in the extension, serving a bathroom and a secondary window for a bedroom. Both could be fitted with obscure glass, or indeed the bedroom window could be deleted, by way of an appropriate condition. One further first floor window is proposed to be inserted in the existing property, but this does not require planning permission and is therefore not part of the submission. In any event, it would serve a bathroom and would therefore be fitted with obscure glass.

5.7 As explained earlier in the statement, there is a good natural screen separating the appeal site and No. 395 Wokingham Road, to the west. .

5.8 Plan 9810/02 shows the relation of the subject site to neighbouring properties such that the proposed extension would run parallel to No. 395 and would replace the existing garage to be demolished as part of the development. The Site Plan on Drawing 9810/02 shows the extension located slightly in excess of 1m from the side boundary, with immediately beyond this, the garage serving No. 395 Wokingham Road.

5.9 Locating two storey development 1m from a common boundary is normally regarded as acceptable in urban areas, and indeed this form of layout can be found in this part of Wokingham Road.

5.10 The boundary is defined by a wooden fence lined with dense vegetation in the form of shrubs and trees. This boundary serves to screen the two properties from one another with the only break in the vegetated boundary being where the existing garage abuts the fence. In this respect, any impact of the built development would be softened by the existing screening.

5.11 Plan 9810/02 clearly shows that the development proposes two new windows on the western elevation of the building. The ground floor window would not affect the privacy/amenity of the adjacent property, given that it would look at the fence. The first floor window serves the landing of the proposed extension and would face onto the blank eastern façade of No. 395. If it was felt by the Inspector that this would be to the detriment of property No. 395, the appellant would be happy for a condition to be imposed requiring the window to be fitted with obscure glass.

5.12 Overall the proposed development would have little if any impact on the amenities of adjoining properties, when the characteristics of the site and proposal are taken into account. In refusing planning permission it would appear that the Local Authority has overlooked the role played by the existing vegetated boundary and mature tree in screening the site and hence the proposed development from either impacting on the character of this street scene and/or the amenities of neighbouring properties.

5.13 The proposed development of the property to provide a small bed and breakfast business would fulfil an apparent need for such facilities in the district, without causing demonstrable harm to any interests of

acknowledged interest. In this context, the location on a main route between the two urban areas of Wokingham and Reading is an important consideration.

6 SUMMARY AND CONCLUSIONS

6.1 The Statement can be summarised as follows:

1. The appeal site is an established residential area which also includes commercial uses.

2. The appeal site is characterised by well screened boundaries.

3. The proposed extension does not detract from the street scene, given that only part of the development would be visible from any vantage point from Wokingham Road. It would not therefore be out of character with surroundings.

4. The subject site is on a main road linking Reading with Wokingham. It is therefore a suitable location for a bed and breakfast use, thereby fulfilling an apparent need.

5. The siting, scale, form and massing of the proposed extension would not impact detrimentally upon the adjoining properties or surrounding area, given that it would be of a sympathetic design intrinsic with the existing building.

6. The proposal is entirely acceptable in local amenity terms.

6.2. For the reasons set out in this Statement the Inspector is requested to allow the appeal and grant planning permission.

****

WRITTEN REPRESENTATION APPEAL

CASE OFFICER: JKM

APPLICATION NUMBER: 0304

APPELLANT: Mr & Mrs Saunders

SITE: 397 Wokingham Road, Earley

APPEAL REF: APP/X0360/A/00/1047142

START DATE: 25/07/00

DATE OF SITE VISIT 3/10/00

Progress Record	Date Actioned	Initials	Time Hours : Mins.
Appeal Logged:	26/07/00	ZS	
Entered on Access:	01/08/00	ZS	
Notification Letters Due:	**01/08/00**		
Notification Letters Sent:	01/08/00	ZS	
Questionnaire Due:	**08/08/00**		
Questionnaire Sent:	01/08/00	ZS	
Venue Booked:	/		
File received by Officer:	/		
Statement Due:	**22/08/00**		
Checked by Team Leader:	/		
Statement Sent: **(Don't forget to inform Den)**	23/8/00	DG.	
Site Visit:	3/10/00.		
Decision letter circulated:	15/10/00 Dismissed	DG	
Decision entered on Access.	15/10/00		