X SYSTEMS LTD

SOUTHPORT U.K. Tel.01704-225866
LONDON OFFICE Tel.020 7377 1777

APPLICATION NO. 8094

Name of appellant:
S Peters

Site address:
69 Redhatch Dve

Proposal:Proposed 2 storey side & rear extensions to dwelling plus single storey front extension

Case Officer:LS

Appeal Decision

Site visit made on 30 June 2003

by Jean Russell MA MRTPI

an Inspector appointed by the First Secretary of State

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

Date

6 AUG 2003

Appeal Ref: APP/X0360/A/03/1110721
69 Redhatch Drive, Earley, Reading, Berkshire, RG6 5QN

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a failure to give notice within the prescribed period of a decision on an application for planning permission.
- The appeal is made by Steven Peters against Wokingham District Council.
- The application ref: F/2002/8094, was dated 27 November 2002.
- The development proposed is a two storey side extension and a rear extension.

Summary of Decision: The appeal is dismissed and planning permission refused.

Procedural Matters

1. During the course of the application, the appellant submitted a revised site plan, S.Peters/3B. Since the appeal was lodged, the Council determined the planning application and refused to grant planning permission for the following reasons:

   1) The proposed development would restrict light to the two ground floor, bedroom windows in the side elevation of No. 71 Redhatch Drive, detrimental to the amenity of the occupiers. As such it is contrary to Policy LBE2 of the Loddon Area Local Plan and Policy WOS3 of the Wokingham District Local Plan (as proposed to be modified).

   2) The proposed development, by reason of its scale, mass and siting, would be overbearing and visually intrusive to the adjacent properties, to the detriment of their amenity. As such it is contrary to Policy EN1 of the Berkshire Structure Plan, Policy LBE2 of the Loddon Area Local Plan and Policy WOS3 of the Wokingham District Local Plan (as proposed to be modified).

   3) The design of the proposed development would be out of character with the surrounding street scene and detrimental to the visual amenity of the area. As such it is contrary to Policy EN1 of the Berkshire Structure Plan, Policies LBE1 and LBE2 of the Loddon Area Local Plan and Policies WBE1 and WOS3 of the Wokingham District Local Plan (as proposed to be modified).

Main Issues

2. I consider that the main issues are the effect of the proposed development on the living conditions of nearby occupiers, with respect to visual impact and the provision of sunlight and daylight, and the effect of the proposed development on the character and appearance of the surrounding residential area.

Planning Policy

3. The development plan includes the Berkshire Structure Plan 1991-2006 (1997) and the Loddon Area Local Plan (1995). Policies EN1 of the Structure Plan and LBE1 of the

Local Plan generally aim to ensure that development will protect and enhance the environment of built up areas. It should be appropriate to the character of the area and should embody a high standard of design, layout and landscaping. Local Plan Policy LBE2 continues that development which is inappropriate in terms of its relationship with adjoining sites and buildings will not normally be permitted.

4. The Wokingham District Local Plan is under review. The Deposit Draft Plan has been scrutinised at public inquiry and subsequently modified, which means it is at an advanced stage in the review process. Policy WBE1 states that new development should achieve high standards of design and layout, make efficient use of land and buildings, and take account of the wider locality. Policy WOS3 continues that development should be appropriate to the character of the area in which it would be located, and integrated into the local context without detriment to the amenities of adjoining land uses and occupiers. I consider that these policies are consistent with the adopted development plan and I shall afford significant weight to the Deposit Draft Plan, incorporating proposed modifications (2003).

Reasons

The Site and Its Surroundings

5. The appeal site includes a well-established, detached bungalow. There is a car port attached to the side of the house, which extends to the boundary with 71 Redhatch Drive and is open at the front. The proposed development would involve demolition of the car port, in order to construct a side extension. The bungalow would be altered to form a two storey chalet-type property and there would also be a rear extension. The site lies within a wholly residential area, and the street includes a mixture of detached and semi-detached houses and bungalows. When I visited the site, it appeared to me that although many single storey side garages have been erected, clear spaces have usually been retained between neighbouring houses, particularly at first floor level. The street has a spacious character. I also observed that whilst many of the bungalows which immediately surround the site have been extended into the loft or back to the rear, most have essentially retained the characteristic hipped roof and single gable façade to the front. In a few cases, a second front gable has been added, but I saw only two nearby bungalows, at 43 and 53 Redhatch Drive, which had been more wholly altered to form a two storey chalet-type bungalow.

Living Conditions

6. The neighbouring property at 71 Redhatch Drive has windows to habitable rooms, albeit recently installed, which face the appeal site. I agree with the appellant that the car port will affect the outlook and provision of daylight to no. 71, however, that does not mean that the proposed extension would only have the same effect. By contrast, although the proposed roof would be at a 25 degree angle and single storey at the eaves, the proposed first floor would extend over the integral garage for most of its width and be in close proximity to the building edge. This would introduce first floor accommodation near to 71 Redhatch Drive, reduce the spacing between the properties and render the appeal bungalow the dominant building. The proposed side elevation would also be a deeper and more solid structure than the car port at ground floor level, and would extend along most of the side to no. 71. In other words, a substantial building mass, comprising long brick or tile elevations, would be erected in front of, close to and rising above the next door facing windows.

WRITTEN REPRESENTATION APPEAL

CASE OFFICER: LS

APPLICATION NUMBER: 8094

APPELLANT: S Peters

SITE: 69 Redhatch Dve, Earley

APPEAL REF: APP/X0360/A/03/1110721

START DATE: 05/03/2003

DATE OF SITE VISIT 30/06/03

DISMISSED 06/08/03

Progress Record	Date Actioned	Initials
Appeal Logged:	06/03/03	
Entered on Access:	14/03/03	DG
Notification Letters Due:	**19/03/2003**	
Notification Letters Sent:	14/03/03	DG
Questionnaire Due:	**19/03/2003**	
Questionnaire Sent:	14/03/03	DG
Statement Due:	**16/04/2003**	
Statement Sent:	03/04/03	DG
Comments on Statement Due	07/05/03	
Comments on Statement Sent	/	
Decision letter circulated:	07/08/03	DG
Decision entered on Access:	07/08/03	DG

7. I therefore consider the outlook of residents at no. 71 would be adversely affected by the proposed development. I also consider that the height, scale and proximity of the side elevation at first floor level would severely reduce the provision of daylight to these windows. I accept that the privacy of adjoining occupiers could be protected by imposing a planning condition in relation to windows in the proposed extension, and that the development would not be orientated so as to create a significant shadow. In my opinion, however, the loss of outlook and daylight would cause unacceptable harm to the living conditions of occupiers at 71 Redhatch Drive.

8. The proposed extension would be about 3.2m away from the side boundary with 67 Redhatch Drive. This house is itself set away from the boundary, and has been extended at the rear. The proposed extension would therefore not project unduly beyond the neighbouring building line and would not be so close as to have an overbearing effect. The pergola at 67 Redhatch Drive is well screened by an existing boundary fence, and I consider that no loss of outlook would be experienced by occupiers using that space. Nonetheless, this is not sufficient to overcome the harm that would be caused to residents of 71 Redhatch Drive. I conclude that the proposed development, by reason of its size and proximity, would cause unacceptable harm to the living conditions of those occupiers and would conflict with relevant policies of the adopted and emerging development plan.

Character and Appearance

9. When I visited the site, it appeared to me that the existing dimensions of the bungalow and the gabled façade render it quite characteristic of the street scene. The proposed side extension, however, would enlarge the house to the extent that it would occupy most of the site, and the wide first floor would substantially increase the bulk and prominence of the building. In my view, such an enlargement would make the building appear over-large and obtrusive compared to nearby properties. By reducing the space that exists between the site and next door, not only would the development detract from the spacious character of the street, but it would also cause the appeal property to be wider even than the other chalet bungalows nearby. In this context, I consider that the proposed façade, although it would not be unique in the area, would serve to highlight the appeal building, exacerbate its obtrusiveness and detract from the gabled frontages nearby. A landscape scheme would not mitigate these impacts, in my view, because it would be unlikely to screen the proposed first floor. I appreciate that the proposed development would enable fuller use to be made of the appeal site, provide a modernised family home and improve access arrangements. It is my opinion that, however, that these points are not sufficient to render the proposed development acceptable. In my view, the proposed development would be over-large, obtrusive and out-of-keeping in the street scene. It would cause unacceptable harm to the character and appearance of the surrounding residential area and conflict with relevant policies from the adopted and emerging development plan.

Other Matters

10. The appellant has objected to various aspects of the handling of the planning application by the Council. These are procedural matters, however, which lie outside of my remit.

Conclusion

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

Formal Decision

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

Information

13. A separate note is attached setting out the circumstances in which the validity of this decision may be challenged by making an application to the High Court.

INSPECTOR

The Planning Inspectorate

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Temple Quay House
2 The Square
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Direct Line 0117-3726079
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Fax No 0117-3728624
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71812

COPIES TO:

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

Your Ref: F/2002/8094

Our Ref: APP/X0360/A/03/1110721

Date: 6 August 2003

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY MR S PETERS
SITE AT 69 REDHATCH DRIVE, EARLEY, READING, BERKSHIRE, RG6 5QN

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

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

Quality Assurance Unit
The Planning Inspectorate
4/09 Kite Wing
Temple Quay House
2 The Square, Temple Quay
Bristol BS1 6PN

Phone No. 0117 372 8252

Fax No. 0117 372 8139

E-mail: Complaints@pins.gsi.gov.uk

Yours faithfully

Mrs Margaret Pocock

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The Planning Inspectorate

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MAY 2003

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

Your Ref: F/2002/8094

Our Ref: APP/X0360/A/03/1110721

Date: 9 May 2003

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY MR S PETERS
SITE AT 69 REDHATCH DRIVE, EARLEY, READING, BERKSHIRE, RG6 5QN

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

Yours faithfully

pp Mrs Margaret Pocock

217L(BPR)

8094 filing

The Planning Inspectorate

68779 DG

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http://www.planning-inspectorate.gov.uk

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06 MAY 2003

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

Your Ref: F/2002/8094

Our Ref: APP/X0360/A/03/1110721

Date: 2 May 2003

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY MR S PETERS
SITE AT 69 REDHATCH DRIVE, EARLEY, READING, BERKSHIRE, RG6 5QN

I enclose a copy of the appellants statement relating to the above appeal.

If you have any comments on the points raised, please send 2 copies to me no later than 16 May 03. You should comment solely on the representations enclosed with this letter.

You cannot introduce new material or put forward arguments that should have been included in your earlier statement. If you do, your comments will not be accepted and will be returned to you.

Comments submitted after 16 May 03 will not be seen by the Inspector unless there are extraordinary circumstances for the late submission.

Yours faithfully

P. Sale

pp Mrs Margaret Pocock

211AL(BPR)

69 Redhatch Drive
Earley
Reading
Berkshire
RG6 5QN
27th April 2003.

Appeal Ref: APP/XO360/A/03/1110721.

Planning Appeal: Wokingham District Council – Ref: F/2002/8094.

Reply to Third Parties Letter:

Further to the third parties correspondence I respond as follows:

I lodged the planning appeal form on the 11th February 2003 not the 14th February 2003 as quoted by the third party.

Comments relating to permission of entry to land: I am able to count the bricks and thus calculate from the distance of No 69. Window size can be obtained from the critial window that exists within my own property. Calculation can thus be obtained for the new window based on the opening size and information laid out above. Therefore entry to the third parties premises was not necessary or indeed required.

The existing boundary wall is only 1m from the neighbouring property; by setting the wall back a further 200/300mm it would give an enlarged breathing space of 1200/1300mm, which does not exist at the moment.

The front elevation will have no impact on the light to third parties property using either the 25-degree or 45-degree principle as the existing wall continues passed the neighbouring property in both directions.

I am very disappointed to the third parties response as my wife and I went to a considerable effort to inform the third party of developments at No 69. I called on Mr & Mrs Thomas to arrange a convenient time to discuss our plans with our neighbours while my wife waited in the car with our 2 year old son who was asleep. Mr & Mrs Thomas said that now was a convenient time and invited us both in for coffee. We are therefore saddened that this was interpreted as offensive. The guest referred to was infact Mrs Thomas's father who is a builder and was/has been performing the works at their property. We are also very upset as Mr & Mrs Thomas knows that we visit the property everyday not only to check it out but also to work in the garden. This provided numerous opportunities to discuss their concerns to us. I have never suggested trellis or climbing plants up my wall and nor would I as the damage they can do is irreversible.

It is not the LPA's policy to leave plans at neighbours properties or forward them to third parties.

Mr Thomas has seen me several times at the property and has passed comment until recently. No 69 has a letterbox like any other property of which I receive mail and collect mail each day. There is no reason why I cannot be contacted.

Yours faithfully,

Steven Peters.
BSc (Hons) QS MRICS,FCIOB,MCIM.

Jane Peters
BA (Hons) Msc.

CC Louise Smith (Miss) – Planning Officer – Wokingham District Council.

69 Redhatch Drive
Earley
Reading
Berkshire
RG6 5QN
27th April 2003.

Appeal Ref: APP/XO360/A/03/1110721.

Planning Appeal: Wokingham District Council – Ref: F/2002/8094.

Reply to LPA's Statement:

Further to Wokingham District Council statement and third party correspondence I respond as follows in that order:

LPA's Statement:

1.0 Location and Site Description:

1.01 There are also Chalet Bungalows within the street scene.

2.00 Relevant Planning History:

2.01 I assume within this statement that this remains the only bungalow unaltered within the street? If so then that is highly likely to be correct.

2.02 This history is a copy of my statement on the 11th February 2003 I see no further comment required.

2.03 I refute this statement for the following reasons:

No refusal notice had been issued as of the 11th February 2003 as I requested the folder and had copies made of the third parties letter that day. I enclose a receipt of the photocopying from Wokingham District Council as proof. The refusal notice is dated the 7th February however the envelope with which it was sent first class is franked the 13th February. I enclose a copy for your perusal as strict proof that it does not bear the true date of issue and thus not within the allotted time.

Stated in this Section:
1.
I do not believe that any light to the two ground floor bedroom windows to the east elevation of No 71 will have been unduly impaired by this development and believe that the new development satisfies all of the conditions laid out in WDC's appendix 2 policy WBE1 for the following reasons:

Design & New Development:

The proposed development makes efficient usage of the Land & Building offering a higher standard of design and layout than that originally afforded, omitting all flat roofs, upgrading the 'u' values of the building and thus offering better environmental issues. The design is more appropriate with the upgrading properties within the street scene and those been upgraded. The layout is more in keeping with modern day living of today and better suited to a family unit than already exists. As the majority of properties in the road are family occupied including those either side of 69; the proposed development will have its own identity afforded to all of the properties in the road, though still not deviating from the high calibre of properties developed or upgraded on the locality.

It will also account for:

A) Improved level of parking together with an increase in the number of vehicles than already can be catered for within the existing unit.
B) Improved accessibility of public transport by removing vehicles from the highway without affecting the landscaped scene from the road.
C) Not impair any safety or security issues to other residents in the locality.
D) Much improved space by repairing existing boundary walls, soft landscaping and improved drainage facilities not previously afforded to the existing unit.

1.11 & 1.112:

I believe that the new development will satisfy more adequately given the location, for schools, parks etc than that already exists. By encouraging the new development to become a family home in close proximity to schools, shops and bus routes it reduces the necessity of transport by car as all are in walking distance.

1.12A:

Landscaping was initially changed to prevent any adverse effect to the street scene, though encouraging and improving vehicle parking from the highway with ease of access. Soft landscaping, replanting existing shrubs and the addition of new will improve the appearance.

1.12B:

By improving the accessibility of the front of the property and access to the garage and driveway all of the issues are a vast improvement for those impaired than exists to-date. In the original design, the drive will not take a vehicle and pedestrian access together.

1.12C:

The usage of the building has not changed; it is and will be a private dwelling and therefore privy to the same conditions.

1.12D:

The development offers better vehicular access, increased hall space and access to rooms. It will still offer a ground floor bathroom facility together with a modern staircase conforming to all British Standard code of Practice. I believe this accommodation offers better access to everybody than even most new build houses of this size. I am confident of this as I have two disabled parents who will be visiting and thus need to be accounted for within my design requirements.

WOS3:

A) With the development of a large number of properties in the road, the existing design looked more out of place. The proposed development will be more in

keeping with those refurbished and thus more in character with the detached developments in which it will be located. It will without question improve the amenities of the adjoining land uses and occupiers.

B) The local visual amenity will be improved by the removal of all vehicular transport from the highway and the need to shuffle the transport around. With the transplanting of existing shrubs and the addition of new the visual aspect will be much improved.

C) The location of this new development will lend itself to a family house in close proximity to both schools, public transport, shops and other families, thus reducing the overall requirement of the private car.

D) With the removal of car shuffling and highway parking. The improved ability to turn vehicles within the safe area of the drive is a significant improvement to road safety and that of the existing unit.

E) The additional space both internally and externally has greatly improved the suitability of the property for those who are impaired.

F) The quality of design, the use of materials that match in type and colour to those existing and changes that were requested by a prior engagement with the LA, all mean that the new development will be in keeping with those developments in the road that have been refurbished or are in the process of being refurbished more than that of the existing structure.

1.13:
The amenities and infrastructure that exists both locally and services to the property will be adequate for the new development. No additional services will be required or requested than already exist.

Appendix 5:

Conditions 1 to 5 I have no objection to these conditions.

2.
I respond to the following points as listed under policy sections quoted and they are as follows:

EN1:
It is my firm belief that the new development offers a better development than exists. This has been borne out by only one objection to the development.

i) The development offers a greater design than that already existing, both in its visual aspect, it is more in keeping with the surrounding developments and also its living space more suited to modern day living. The property is located in a family area where families occupy the majority of the properties with children (Both neighbours bear this out with 2 plus children each.) Almost all the detached properties are of high specification and equally individual in design and character afforded to a modern not mass produced housing development. By not conforming to a typical type it is fitting in with the surrounding properties developed and will enhance the character of the street.

ii) It conforms in full to this section.

iii) No wildlife areas or habitats will be affected by this development.

iv) It conforms in full to this section.

The new development supports the optimum use of the land and buildings within the site and re-use of the vacant buildings and the redevelopment of derelict buildings on the grounds of the site.

6.3 The new development can support the increased density of the development as it re-uses an existing brown field site. It reduces the likely hood of congestion, by being in close proximity to schools, shops, public transport and other families in similar occupancy to that of the new development rather than that of the existing. It does not affect or indeed deteriorate the environmental matters relating to the local neighbourhood.
6.4 It does by its very nature regenerate an otherwise rundown property to that of a more suitable dwelling for the area. It does not in any way change the use of the dwelling from that of a private dwelling. There are no issues of contamination on the site.
6.5 The proposed development does not increase any nuisance values than those already existing to the neighbourhood.

LBE2:

The proposed development is not inappropriate in terms of its relationship to adjoining sites as it follows the existing external wall on the west elevation and on the east elevation does not exceed as far as the existing boundary wall and is set within 200/300mm of the existing boundary line already established. The height of which has already been established and is not proposed to exceed this in the new development.
The style/design will be more in character, scale, form and massing to those existing detached developments in the road, than already in the existing property. The material, colour or texture will not be any different than that already on the existing structure and surrounding structures.

1.4.04: The existing structure has no features that would warrant the term "Special features"

1.4.05: The area has developed over the years to the point where the existing development stands out as not in keeping with the surroundings. The proposed development helps to enhance the variety of architectural styles the street is known for.

1.4.06: The existing development will need rejuvenating and the new development will achieve this also by improving the visual affect of the street scene.

WOS3:

This has been covered previously within this documentation.

3.

The design of the new development fits more pleasingly to the landscape of the street scene than the existing development as the road has developed a variety of styles

organically over a period of many years. The stagnation of No 69 holds no architectural merit and infact has a detrimental affect to the visual aspect of the existing street scene.

EN1: This has been covered elsewhere within this reply to the LPA's statement.

LBE1:

It is my firm belief that the new development offers a high design that is more in keeping with the surrounding location than that given to the existing development.

A) It makes a positive setting and contribution to the area by bringing the existing property to a similar specification and external individual style to that of other properties in the road.
B) The new development creates a much more satisfactory and safer environment than that given to the existing development by preventing on street parking, car shuffling at busy traffic times of the day. Turning circles within the occupants own grounds prevents backing out onto a busy highway or reversing in. Fresh landscaping both hard and soft will improve the visual affect of the existing frontal approach of the development including the widening of the entrance giving better vehicular access too and from the development. (Both during and after construction.)
C) There are no natural features that are of importance on the site that have been listed by the LA that are required to be retained. The revised landscaping is compatible with good design. However if there is any modifications to the landscaping that can be proven to benefit the street scene I would be happy to incorporate them.

LBE2:

This has been covered elsewhere within this reply to the LPA's statement.

WBE1:

This has been covered elsewhere within this reply to the LPA's statement.

WOS3:

This has been covered elsewhere within this reply to the LPA's statement.

2.04: The refusal form was not submitted until after the submission of my planning appeal form. A copy of the letter franked The 13th February 2003, which enclosed the refusal notice, can verify this. (Copy Enclosed) Therefore by its late submission I request it cannot be the subject of the appeal submitted and thus is struck out. No written consent for an extension of time was issued by the LPA.

3.00 Policy Background.

3.01 The sections that has been included in the LPA's statement and only those cross referenced in the report have been commented on.

Wokingham District Local Plan: This was issued after the initial submission of the planning application.

3.02 These have been commented within the various applicable sections and I assume are only in the report as listings.

3.03 These have been commented within the various applicable sections and I assume are only in the report as listings.

3.04 These have been commented within the various applicable sections and I assume are only in the report as listings.

4.00 The Case For The Local Planning Authority.

4.01 As the wall would be set 200/300mm back from the existing boundary wall, the wall is proposed not to exceed the existing height of the boundary wall. The pitched roof is at 221/2-degrees. I fail to see by any logical point that even though the window has been increased in size the light can be reduced. Surely logic would say that it is increased. I am led to believe under planning guidelines that it is customary to allow a 45-degree angle.

4.02 I refer to my comment above as this refers to the same windows in item 4.01.

4.03 The window to this elevation has been considerably increased to that of the original I refer to my previous correspondence dated the 12th February 2003. However this does not protract from:

1) The wall is set back from the existing boundary wall 200/300mm.
2) It does not exceed the existing boundary wall height.
3) The roof is 221/2-degree pitch less than even the brandished figure of 25 degrees.

Calculation to verify the 25-degree angle, which is normally 45-degrees, has not been submitted yet though it is still being used as a major medium for their dispute. I still request stricked proof.
There is no loss of light only improved light to be achieved by this proposed development.

4.04 There has been no complaint from No67. Infact they have indorsed the development. The distance the development would project is approx 3.90m. The distance from wall to wall is 3.30m. This distance remains unaltered. The pergola is well screened and sitting in it would be very difficult to view No 69.
However it does not boundary to No 71 unless you're proposing to sell my house to No 71. It would have very little if any visual impact to No 67.

4.05 I believe this has been answered in the previous sections of this reply to the LPA's statement. There are a lot more properties that are in closer proximity than No 67. I do not believe this to be detrimental or overbearing to this neighbour.

4.06 It also has a Chalet bungalow, many of the properties in the road have changed their original façade, and most developments evolve over a period of

many years and incorporate a variety of architectural designs and styles. This can be seen especially in Reading and also in Redhatch Drive. I believe it is pre-historic behaviour to prevent change, especially when the design is suited to the area and there has been many of them and it satisfies the environment it is to be located in. I believe it will still provide a harmonious street scene.

4.07 There are a wide variety of developments in the street. No single unit is the same, all have evolved. To prevent development of No 69 would alginate the property. The existing property is entirely different to any in the street scene, as it remains the only one not evolved.

4.08 The existing property does not add value to Redhatch Drive. However the new development will bring it in keeping with other properties in the street.
I refer to my notes previously.
I believe the style and design is very much part of the character of Redhatch Drive and will be a positive contribution and certainly more attractive development than that existing to date. The new development does not defy any of the points raised in EN1, LBE2, WBE1 or WOS3 and does provide character and more of a balance to the street scene.

5.00 Comments on the Appellants Statement.

5.01 Points were raised at which amendments were made fulfilling all of these. I return with face-to-face appointment with Miss L. Smith development control officer. She agreed that all points had been addressed. She had checked with her section leader Mrs B Polnik who lives in Redhatch Drive and drives past No 69 on her way to work. (It is unlikely not to take an active interest in the development.) And the revised plans were acceptable. I said I would check with the neighbours before submitting. This I did.

5.02 The discussions that took place are very important to the appeal as they set the basis on which the current drawings were based and thus submitted.

6.00 Conclusion.

6.01 The proposed development at No 69 is in keeping with the street scene far more than the existing property as all the other properties in the road have evolved where No 69 Redhatch Drive has stood still. It is a more acceptable unit than that which exists for the neighbours.

6.02 We believe that the proposed development be approved.

Yours faithfully,

Steven Peters.
BSc (Hons) QS MRICS,FCIOB,MCIM.

CC Louise Smith (Miss) – Planning Officer – Wokingham District Council.

8094 filing

The Planning Inspectorate

68355

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PINS
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DC
CS
22 APR 2003
CO

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

Your Ref: F/2002/8094

Our Ref: APP/X0360/A/03/1110721

Date: 16 April 2003

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY MR S PETERS
SITE AT 69 REDHATCH DRIVE, EARLEY, READING, BERKSHIRE, RG6 5QN

I enclose third party correspondence relating to the above appeal.

07/05/03

If you have any comments on the points raised, please send 2 copies to me no later than 9 weeks from the starting date. You should comment solely on the representations enclosed with this letter.

You cannot introduce new material or put forward arguments that should have been included in your earlier statement. If you do, your comments will not be accepted and will be returned to you.

Comments submitted after the 9-week deadline will not be seen by the Inspector unless there are extraordinary circumstances for the late submission.

Yours faithfully

pp

Mrs Margaret Pocock

211AL(BPR)

71, Redhatch Drive,
Earley,
Reading,
Berks
RG6 5QN

2nd April 2003

APPLICATION NO. : F/2002/8094
APPEAL BY : Mr S Peters
SITE : 69 Redhatch Drive, Earley, Reading
PROPOSAL : Proposed 2 storey side and rear extensions to dwelling plus single storey front extension.

Dear Mrs Pocock,

Your Ref. : APP/X0360/A/03/1110721

We have been informed by Wokingham Unitary of the appeal lodged by Mr S. Peters, under the above planning application number.

As you will see from the paperwork forwarded to yourself by the council we voiced a number of concerns regarding the redevelopment Mr Peters has proposed for the property. Since receiving the Notice of Appeal from Wokingham Unitary we have viewed a copy of the Notification of Refusal of Permission (dated 07/02/03) and also the Planning Appeal Form lodged by Mr Peters (dated 14/02/03).

In his letter included in the appeal under section H – "Grounds of Appeal", Mr Peters has made two statements against which we would like to raise further comment. The first is with regard to point 4 under his heading 'Discussions at the meeting on the 20th November 2002 :', where he states various dimensions relating to our property. Our concerns are these :-

(1) How Mr Peters can have stated these dimensions when we have not granted him permission to enter our land in order to take measurements of any nature ;
(2) The point Mr Peters fails to make with regard to the footpath is that it is on our land, not his, and when added to the "200/300 mm" that he states the proposed new house side elevation would be set back from the boundary line, means that a distance of approx. only 1 metre would exist between the two buildings. The current distance is approx. in excess of 3 metres ;
(3) The distance of the window in question (which was in fact one of two, with the second being set some 1.5m further back) from our front

elevation is not the important point. The distance of said window from his proposed extended front elevation together with the additional mass of the proposed second storey, no matter how "set well back" (no measurements supplied by Mr Peters) he claimed, were to us the critical issues when determining how our light would be detrimentally affected.

The second statement that has caused us further concern is in his concluding paragraph where Mr Peters stated that an "appointment" was made with us, during which time we "voiced our approvals to the scheme". We would like to state that neither of these statements could be further from the truth. Mr Peters' interpretation of an appointment would appear to consist of himself and his wife arriving at our front door one Sunday afternoon, with no prior notice to ourselves. Despite having guests for the day we showed them the courtesy of inviting them in as he explained that he wished to show us their proposals, and weren't sure when they would next be visiting their property. The four of us then spent some 15-20 minutes looking over their proposed drawings for the redevelopment. At that time we voiced our reservations about their intention to build forward of the existing front elevation, and to build out to the boundary line between our properties. Mr Peters suggested we could erect a trellis and climbing plants against the brickwork in an effort to disguise it. At no time during this short exchange did we "voice our approvals". Having only seen the drawings for such a short time we felt we could give neither a positive nor a negative opinion.

It was only when we received notification from Wokingham Unitary that the application had been submitted that we then obtained copies of the plans and were able to spend time looking at all aspects of the proposal to rebuild. We would quite happily have discussed our resultant concerns with Mr & Mrs Peters at this point, however as they do not live at the property an occasion never presented itself.

We would welcome the opportunity to discuss our concerns with yourself when you undertake the site visit, in order to demonstrate to you our concerns regarding the proposal . We would also wish to be notified of the appeal decision.

Yours sincerely,

B. Thomas (Mr)

T.J. Thomas (Mrs)

69 Redhatch Drive
Earley
Reading
Berkshire
RG6 5QN
24th March 2003.

Appeal Ref: APP/XO360/A/03/1110721.

Planning Appeal: Wokingham District Council – Ref: F/2002/8094.

Reply to Questionnaire:

Further to Wokingham District Council reply to the questionnaire I respond as follows:

Questions 1 to 14: I have no additional information relating to these points at this time.

Question 15:

A to g: I have no additional information relating to these points at this time.

H: There are no other matters pending.

I to k: I have no additional information relating to these points at this time.

Question 16a: I have no additional information relating to these points at this time.

Question 16b:

i) I have:
- List of persons circulated with notice of appeal not dated.
- Letter from Wokingham Unitary to 72 Redhatch Drive dated 14th March.
- Letter to Earley Town Council dated the 13th February.
- Letter from myself dated the 12th February.
- Letter from Earley Town Council dated the 5th December.
- Letter from 71 Redhatch Drive dated 18th December.
- Letter from 71 Redhatch Drive dated 4th February.
- Berkshire Structure Plan dated 1991 to 2006.
- Loddon Area Local Plan dated 5th May 1995.
- Wokingham District Local Plan Deposit Draft dated January 2003.

ii) I have no additional information relating to these points at this time.

iii) I have no additional information relating to these points at this time.

Question 17: Await statement.

Response to Information Submitted to date:

List of persons circulated with notice of appeal not dated:

I have no further comment on this item at this time.

Letter from Wokingham Unitary to 72 Redhatch Drive dated 14th March:

I have no further comment on this item at this time.

Letter to Earley Town Council dated the 13th February:

There is no objection by the Town Council for this extension I Quote "Councillors remained of the view that they could not see any strong reason on which this application should be refused"

Letter from myself dated the 12th February:

I have no further comment on this item at this time.

Letter from Earley Town Council dated the 5th December:

There is only two words from the Town Council for this extension I Quote "No Objection"

Letter from 71 Redhatch Drive dated 18th December:

With reference to the above letter we respond to the points raised as follows:

Design, Appearance & Layout:

All the bungalows along the road without exception have had extensions. All without exception have converted the roof space into living accommodation. The houses, bungalows are individual and not one of the properties is the same. The present bungalow is not similar in layout or scale to number 71. This will be confirmed at a site inspection.
The apex of the roof will remain central to the structure. The extension to the side elevation is not to exceed the original height of the enclosed carport walls and the roof has been designed to not exceed 221/2-degree pitch. The boundary wall has been set back 300mm. The loss of light referred to will actually increase from that presently enjoyed by the neighbouring property. However I note that the window size has increased from 600 x 1000mm with one top hung opening light to a window with three opening lights since this application. I refer to my letter dated the 12th February.
The hanging wall tiles were a recommendation by the unitary authority I have no objection if this was to change to another wall covering.

The design of the proposed development is to copy a design not more than eight properties up the road. There are numerous bungalows that have converted and changed the roof design of the original within the same street.

Loss of Light:

Approval has been granted for extending the front line of the property some two doors up the road. The porch has planning already on number 69 and was obtained in the 1970's. The light to both bedrooms will either be improved or remain unchanged. If this can be proven not to be the case I wish lighting calculations to be forwarded to disprove this. The enclosed carport had planning in the 1970's and has remained unchanged. The bedroom in question has existed since number 71's new owners arrived some 18 months ago and erected an extension. The window has only existed in its new form in the last month. The tunnel effect already exists and has existed since the 1970's and will have no affect on the light to that room other than increase it.
There is no second storey to the proposed development. The first storey is set along the existing building line. The proposed development is not exceeding the existing carport wall and the roof is racked back 221/2 degrees. The new wall is set back from the existing carport boundary wall therefore increasing the light to number 71's new windows in the lounge. I fail to see how this is compromised; however as lighting calculation must have been completed to justify the comments I wish them to be forwarded so I may comment further.

Overshadowing/Overlooking:

I do not believe a window on the front elevation is an issue. However it would appear that overlooking couldn't be an issue as number 71 reducing their privacy has now removed trees between the two properties.

The windows to the rear of the property provide's no less privacy than those of the neighbouring properties at first floor level. However this has dramatically increased to number 71 by their own removal of all the existing boundaries trees.

NOTE:

Permission has already been granted to properties in the street. On this matter raised by number 71.

Letter from 71 Redhatch Drive dated 4th February:

With reference to the above letter we respond to the points raised as follows:

Alleged statements by myself:

I have proposed to build near the boundary facilitating a 300mm gap before the existing boundary. Therefore this statement raised by number 71 is incorrect. I have never requested access to number 71 and certainly feel it is premature and unprofessional in any event until planning permission was granted. Again this statement is factually incorrect.

Alleged Loss of Light:

I refer to my comments made in their letter dated the 18th December under the heading Loss of Light.

Utility Room:

There is direct regulation by the gas authority relating to this statement and I do not wish to comment further as it is irrelevant. However it is important to note the existing space is taken with a carport with two additional opening lights installed by number 71's present occupiers. This opens directly into a carport with diesel fumes.

Berkshire Structure Plan dated 1991 to 2006:

I await Wokingham Unitary Authority to highlight the exact area with which I am to comment on and what it relates to.

Loddon Area Local Plan dated 5th May 1995:

I await Wokingham Unitary Authority to highlight the exact area with which I am to comment on and what it relates to.

Wokingham District Local Plan Deposit Draft dated January 2003:

I fail to see the relevance of this section for a private house extension as it comments on: Natural surveillance, car parking levels, accessibility to public transport, cycle and walkways, landfill sites, highways and traffic generation etc As this has no relevance to the development of a private house extension in the a suburb of Reading. I am keen to note the section highlighted by the Unitary authority that they are referring to or see relevant to the development.

Yours faithfully,

Steven Peters.
BSc (Hons) QS MRICS,FCIOB,MCIM.

CC Denise Gumbrell (Mrs) – Appeals Assistant – Wokingham District Council.

Tel: (0118) 974 6448 (Direct Line)
Email: Denise.Gumbrell@wokingham.gov.uk
Date: 14 March 2003
My ref: **F/2002/8094**

WOKINGHAM UNITARY
Aiming for Excellence

The Owner / Occupier
72
REDHATCH DRIVE
EARLEY
READING
RG6 5QR

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

Dear Sir/Madam

APPLICATION No: F/2002/8094
APPEAL BY: Mr S Peters
SITE: 69 Redhatch Drive Earley Reading
PROPOSAL: Proposed 2 storey side and rear extensions to dwelling plus single storey front extension.

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

Comments already made, following the original application for planning permission, will be forwarded to the Planning Inspectorate.

If you wish to make further representations, you should, if possible, send three copies to Mrs M Pocock, The Planning Inspectorate, Room 3/03, Kite Wing, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN. Please quote reference **APP/X0360/A/03/1110721**. Comments received after **16/04/2003** will not normally be seen by the Inspector & will be returned.

The application, and the appellant's grounds of appeal may be inspected in the Environmental Services Department (Planning) at the Civic Offices, Shute End, Wokingham, Berkshire during office hours (08:30- 17:00 Monday to Thursday, & 08:30-16:00 Friday).

A free booklet, "Guide to taking part in planning appeals" is available from this office.

If you would like a copy of the Appeal decision, please request one from Mrs Pocock at the Inspectorate.

Yours faithfully

Denise Gumbrell

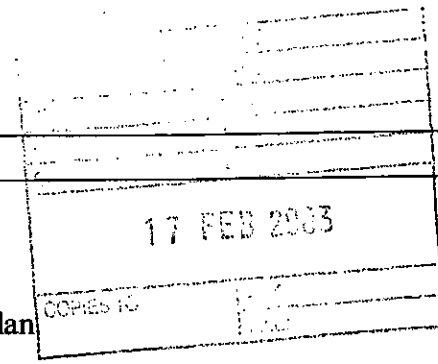
Appeals Assistant

filing

DELEGATED

FROM: Louise Smith

DATE: 13 February 2003



EARLEY TOWN CONSULTATION SHEET

Application Number: F/2002/8094

Proposal: New plans showing corrected site plan

Site Address: 69 Redhatch Drive

Applicant:

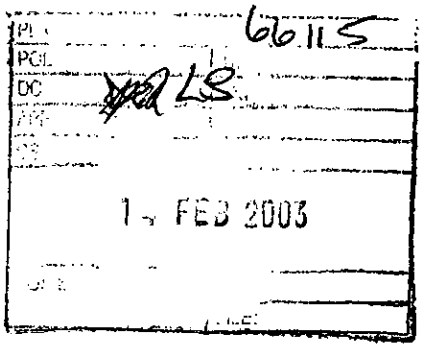
Your observations are required in respect of this application **by 06/02.04**

Councillors remained of the view that they could not see any strong reasons on which this application should be refused but the Planning Officer is requested to take into account the concerns of the adjoining neighbour.

SIGNED: _____ DATE: 13 FEB 2003

Clerk to Earley Parish/Town Council.

R



69 Redhatch Drive
Earley
Reading
Berkshire
RG6 5QN
12th February 2003.

Planning Appeal: Wokingham Unitary – Ref: F/2002/8094.

I have been away the weekend from my premises and on my return to the property I note that number 71 is adding additional window/door openings at ground floor to the elevation that I was restricted / placed condition at pre planning stage. There appears to be no enforcement to cover this. However I do find it bewildering that they will assume rights for a window/door that has just arrived with no curtsey to myself of notification.

My restriction from Wokingham Unitary Authority was for a window on the same elevation at first floor level looking onto a roof. Is this reasonable?

Yours faithfully,

Steven Peters.
BSc (Hons) QS MRICS,FCIOB,MCIM,FNEA.

FROM: Louise Smith

DATE: 05 December 2002

DELEGATED

EARLEY TOWN CONSULTATION SHEET

Application Number: F/2002/8094

Proposal: Proposed 2 storey side and rear extensions to dwelling plus single storey front extension..

Site Address: 69, Redhatch Drive, Earley, Reading.

Applicant: Mr S Peters .

PLANNING SERVICES RECEIVED
12 DEC 2002

Your observations are required in respect of this application **by 29/12/2002** .

NO OBJECTION

SIGNED: _____ DATE: 12 DEC 2002

Clerk To Earley Parish/Town Council.

PLANNING APPLICATION COMMENTS SHEET FOR F/2002/8094. (Case Officer:Louise Smith)

WOKINGHAM UNITARY
Aiming for Excellence

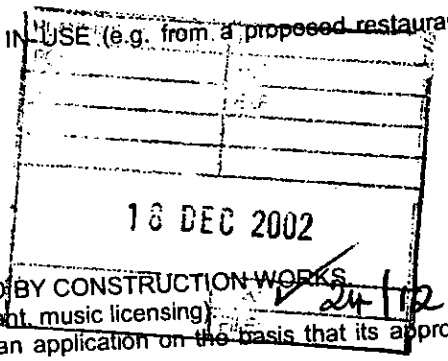
PLEASE NOTE THAT **ALL** COMMENTS SUBMITTED ARE OPEN TO PUBLIC VIEW, **THIS INCLUDES THE APPLICANT.**

THINGS WE **CAN** TAKE INTO CONSIDERATION WHEN DETERMINING A PLANNING APPLICATION;

- DESIGN, APPEARANCE AND LAYOUT.
- HIGHWAY SAFETY.
- RESIDENTIAL AMENITY (loss of attractive features within the locality; e.g. parks or woodland).
- LOSS OF LIGHT.
- OVERSHADOWING/OVERLOOKING (loss of privacy).
- NOISE, DISTURBANCE, SMELL etc ONCE THE DEVELOPMENT IS IN USE (e.g. from a proposed restaurant, takeaway, public house or industrial unit).

THINGS WE **CAN'T** TAKE INTO CONSIDERATION WHEN DETERMINING A PLANNING APPLICATION;

- PRIVATE PROPERTY ISSUES, FOR EXAMPLE BOUNDARY AND ACCESS DISPUTES.
- LOSS OF VIEW OVER OTHER LAND.
- EFFECT ON PROPERTY VALUES.
- POTENTIAL INCONVENIENCE, NOISE AND DISTURBANCE CAUSED BY CONSTRUCTION WORKS.
- MATTERS COVERED BY OTHER LAWS (e.g. alcohol, betting, restaurant, music licensing).
- MATTERS SUBJECT TO MARKET COMPETITION (we can't refuse an application on the basis that its approval would harm other commercial activity of a similar nature in the area).
- THE SPECULATIVE USE OF A DEVELOPMENT AFTER IT HAS BEEN BUILT.
- RADIO OR TELEVISION INTERFERENCE CAUSED BY A DEVELOPMENT.
- SUBSIDENCE TO NEIGHBOURING PROPERTIES.



COMMENTS ON APPLICATION: F/2002/8094

YOUR NAME: Mr & Mrs B. Thomas

YOUR ADDRESS: (if these details are incorrect please amend)
71 REDHATCH DRIVE
EARLEY
READING
RG6 5QN

PLEASE RETURN YOUR COMPLETED FORM TO:

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

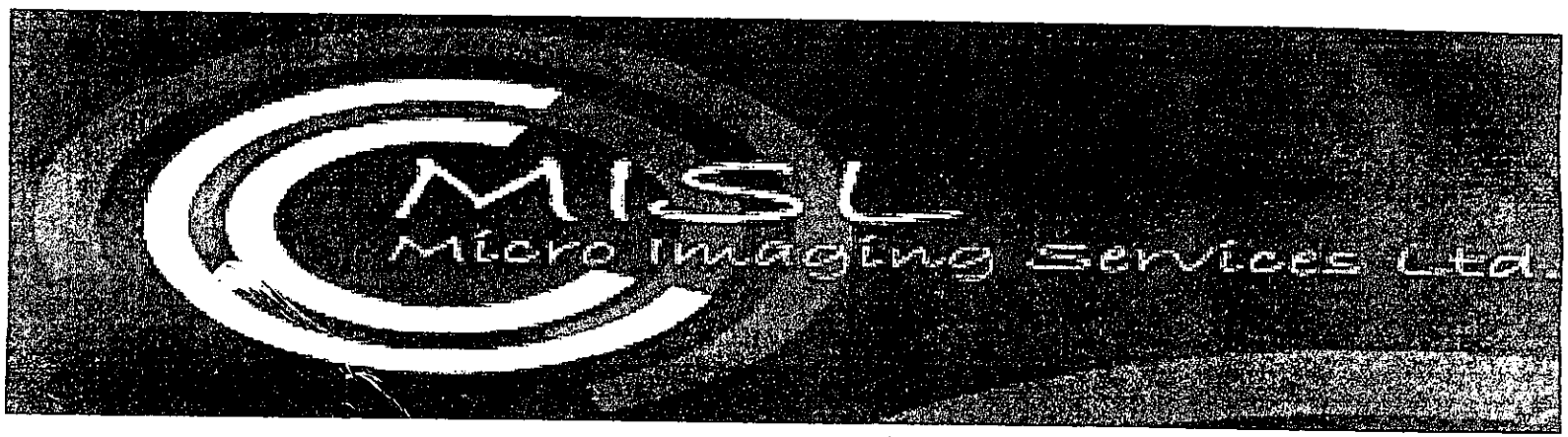
I WISH TO (tick relevant box); OBJECT TO THE APPLICATION ☑
SUPPORT THE APPLICATION ☐ COMMENT ON THE APPLICATION ☑

Comments:

Please see attached sheets.

Continue over the page if more room required

THE FOLLOWING SCANNED IMAGES ARE DOCUMENTS OF BAD QUALITY OR ARE PHOTOCOPIES.



FOR THIS REASON THEY MAY APPEAR UNREADABLE ON SCREEN

Comments on Application : F/2002/8094

Design, Appearance & Layout

We feel that the proposed design of the property means changing the appearance from a bungalow, similar in scale and layout (re the frontage) to our property, to a house. By moving the apex of the roof closer to our boundary and dramatically increasing the volume of roof space (and appearance of roof re the hanging wall tiles), together with the increase in physical size of the property which will be biased toward ours, we feel we will suffer a severe loss of light (see comments under heading Loss of Light).
We feel the design will set a new planning precedent in the street ; our property is currently the last in a row of bungalows with low and similar rooflines, with a chalet bungalow with a higher pitched roof on our east elevation. If the design for 69, Redhatch Drive is approved we will become in effect a bungalow between two houses due to the size, pitch and volume of their roofs. This has not occurred anywhere else in Redhatch Drive. The design is radically different to any existing property, especially bungalows, in the immediate vicinity and also the remainder of the (long) street.

Loss of Light

According to the site plan the proposal is to extend beyond the line of the existing (wooden) porch, which itself extends to a few feet forward of the bungalow building line. It will also be built right up to the boundary between our two properties (as per a conversation we had with Mr S. Peters). This will have an immediate dramatic impact on 2 bedrooms in our property, both of which have only 1 source each of natural light (which is already low). The first bedroom to be effected is at the front of our property, and so will be compromised by the building of a solid brick wall which will be some 6-7 feet nearer and potentially 8 feet further forward than existing. The second bedroom is situated behind the first and currently looks out onto the boundary between our properties (currently consisting of a 3-4 feet path on our side and a driveway and carport on 69, Redhatch). This room especially will be severely compromised by the proposal to build up to the boundary and forward of the existing building line, as a 'tunnel' effect will be created. The erection of a second storey, and the addition to roof height and volume that that entails, will be a further loss of light to that room in particular, and will also have a detrimental effect on a high-level window in our lounge which is situated behind that bedroom.

Overshadowing/Overlooking

We feel we that the proposal will cause us to be overshadowed as detailed above in "Loss of Light". We also feel that due to the addition of windows at the front of the property on the first floor there will be an amount of overlooking, not just for ours but for other surrounding properties in the immediate vicinity. The proposed two long-length upstairs windows in the rear of the property will overlook our patio area and garden, which is currently not overlooked at all from the westerly elevation. The fact that our rear garden was so 'private' was one of our primary considerations when we purchased our property.

NOTE

When we contacted the planning department in late 1999 re our own application to extend we were advised, without even having enquired as to the possibility, not to put in a proposal to build forward of the current (permanent brick-built) building line as it would be automatically refused. We had never intended to build forward, and so did not feel inconvenienced at all by this advice. We cannot stress strongly enough that we feel it would dramatically alter the appearance of the road were such permission to now be granted, to any house in the street.

P. J. Thomas

B Thomas

Mr & Mrs B. Thomas

71 Redhatch Drive, Earley

WOKINGHAM DISTRICT COUNCIL

TOWN AND COUNTRY PLANNING ACT 1990

APPEAL BY: S Peters
SITE: 69 Redhatch Dve, Earley
APPLICATION NO.: 8094
PROPOSAL: Proposed 2 storey side & rear extensions to dwelling plus single storey front extension

LIST OF PERSONS CIRCULATED WITH NOTICE OF APPEAL

District Councillor(s) for Redhatch

Mr D Hare

Mrs F Rolls

Mr A Spratling

Clerk(s) of Parish / Town Council of Earley

Mr R Raymond, Council Office, Radstock Lane, Earley, Reading RG6 5UL

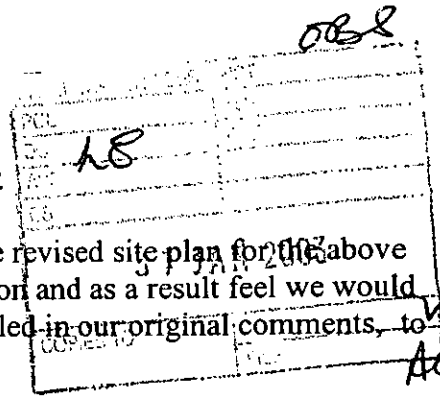
The Owner / Occupiers:

67- 72 & 74 Redhatch Drive, Earley

86,88 & 90 Reeds Avenue, Earley

OBS

LB



Comments on Revised Application : F/2002/8094

Further to your letter dated 20th January 2003, concerning the revised site plan for the above application, please note we have viewed the (minimal) revision and as a result feel we would like to reiterate in the strongest terms our objections, as detailed in our original comments, to the proposed application.

4/2/03 Already letted

As I mentioned in those comments Mr Peters has advised us that he intends to build right up to the boundary between our two properties, a fact that we feel is not highlighted on his application. He advised us that he would be seeking our permission for access to our property in order to erect scaffolding and to enable the building of the brickwork to be carried out. I understand that he should have served us with an Encroachment Notice for this purpose which he has failed to do. We will be denying permission if and when notice is served upon us.

One of our primary objections to this application is the loss of light we feel we will suffer as a direct consequence of the proposal to build not only significantly forward of the existing building line but also the intention to rebuild the property, taking it from a bungalow to a house, with the raised roofline and span that that will entail. These concerns remain a considerable worry for us, as we feel that our property will suffer a significant loss of light as a direct consequence of the proposed property being built. All other concerns voiced in our original comments are as valid now as at the time we noted them to yourselves.

Another issue we have considered since lodging our initial comments is that the plans contain details of a proposed utility room which will be situated opposite a bedroom in our property. Our concern is that should Mr Peters wish to install gas central heating then the exhaust flue will most probably be situated to vent out of the utility room, directly in front of the bedroom window. This bedroom will be occupied by a newborn baby as from April 2003.

Once again, we would like to reiterate in the strongest terms that we consider this application to be prejudicial to our property. If the application is approved in it's current form then we believe it will be setting a precedent for site overdevelopment in the area. We would also stipulate again that we believe the application lodged with yourselves does not accurately detail the proposal as voiced to us by Mr Peters. We would welcome the opportunity to speak to any member of the Planning Department regarding this issue should you consider it necessary.

A.J. Thomas (Mrs)

B. Thomas (Mr)

71 Redhatch Drive

THE FOLLOWING SCANNED IMAGES ARE DOCUMENTS OF BAD QUALITY OR ARE PHOTOCOPIES.



FOR THIS REASON THEY MAY APPEAR UNREADABLE ON SCREEN

The Planning Inspectorate

For offical use only Date received

QUESTIONNAIRE

PLANNING, LISTED BUILDING CONSENT OR CONSERVATION AREA CONSENT

APPEAL REF: APP/X0360/A/03/1110724 **GRID REF:** _____

APPEAL BY: Mr S Peters

SITE: 69 Redhatch Drive, Earley

You must ensure that a copy of a completed questionnaire, together with any enclosures, is received by us and the appellant, within 2 weeks from the 'starting date' given in our letter. **You must include details of the statutory development plan, even if you intend to rely more heavily on some other emerging plan.** Please send our copy to the case officer. Their address is shown on our letter.

If notification or consultation under an Act, Order or Departmental Circular would have been necessary before granting permission and has not yet taken place, please inform the appropriate bodies of the appeal now and ask for any comments to be sent direct to us within 6 weeks of the 'starting date'.

1.	Do you agree to the written representations procedure?			YES / ~~NO~~
OR	Do you wish to be heard by an Inspector at:	a.	a local inquiry?	~~YES~~ / NO
	or	b.	a hearing?	~~YES~~ / NO
2.	If the written procedure is agreed, could the Inspector make an unaccompanied site visit? ***(It is our policy that Inspectors make an unaccompanied site visit whenever practicable e.g. the site can be seen clearly from a road or other public land. You must only indicate the need for an accompanied visit when it is necessary to enter the site e.g. to view or measure dimensions from within it.)***			~~YES~~ / NO
3.	Does the appeal relate to an application for approval of reserved matters?			~~YES~~ / NO
4.	Was an Article 7 (Regulation 6 for listed building or conservation area consent) certificate submitted with the application?			~~YES / NO~~ / NA
5.	Was it necessary to advertise the proposals under Article 8 of the GDPO 1995 and/or Section 73 of the Planning (Listed Buildings and Conservation Areas) Act 1990?			~~YES~~ / NO

6. Is the appeal site within an approved Green Belt or AONB? Please specify which	YES / NO
7. Is there a known surface or underground mineral interest at or within 400 metres of the appeal site which is likely to be a material consideration in determining the appeal? (If YES, please attach details.)	YES / NO
8. a. Are there any other appeals or matters relating to the same site or area still being considered by us or the Secretary of State? If YES, please attach details and, where necessary, give our reference numbers.	YES / NO
b. Would the development require the stopping up or diverting of a public right of way? If YES, please provide an extract from the Definitive Map and Statement for the area, and any other details.	YES / NO
9. Is the site within a Conservation Area? If YES, please attach a plan of the Conservation Area. (If NO, go to Q11.)	YES / NO
10. Does the appeal relate to an application for conservation area consent?	YES / NO
11.a. Does the proposed development involve the demolition, alteration or extension of a Grade I / II* / II listed building?	YES / NO Grade I / II* / II
b. Would the proposed development affect the setting of a listed building?	YES / NO
If the answer to question 11a or b is YES, please attach a copy of the relevant listing description from the List of Buildings of Special Architectural or Historic Interest. (If NO, go to Q13.)	
12. Has a grant been made under Sections 3A or 4 of the Historic Buildings and Ancient Monuments Act 1953?	YES / NO
13.a. Would the proposals affect an Ancient Monument (whether scheduled or not)?	YES / NO
b. If YES, was English Heritage consulted? Please attach a copy of any comments.	YES / NO
14.a. Is the appeal site in or adjacent to or likely to affect an SSSI? If YES, please attach the comments of English Nature.	YES / NO
b. Are any protected species likely to be affected by the proposals? If YES, please give details.	YES / NO

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

a	Is the development in Schedule 1 or column one of Schedule 2 of the Town & Country Planning (Environmental Impact Assessment) (England & Wales) Regulations 1999? If YES, please indicate which Schedule.	~~YES~~ / NO Sch1 Sch 2 col 1
b.	Is the development within a 'sensitive area' as defined by regulation 2 of the Town & Country Planning (Environmental Impact Assessment) (England & Wales) Regulations 1999?	~~YES~~ / NO
c.	Has a screening opinion been placed on Part 1 of the planning register? If YES, please send a copy to us.	~~YES~~ / NO

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

16. a. What is the date you told those you notified about the appeal that we must receive any further comments by?	16/04/03
b. Copies of the following documents must, if appropriate, be enclosed with this questionnaire.	Number of Documents Enclosed: N/A
i) representations received from interested parties about the original application	5
ii) the planning officer's report to committee	✓
iii) any relevant committee minute	✓
17. FOR APPEALS DEALT WITH BY WRITTEN REPRESENTATIONS ONLY	
Do you intend to send another statement about this appeal? If NO, please send the following information:-	YES / ~~NO~~
a. In non-determination cases:	
i) what the decision notice would have said;	
ii) how the relevant development plan policies relate to the issues of this appeal.	
b. In all cases:	
i) the relevant planning history;	
ii) any supplementary reasons for the decision on the application;	
iii) matters which you want our Inspector to note at the site visit.	
18. THE MAYOR OF LONDON CASES ONLY	
a. Was it necessary to notify the Mayor of London about the application? If YES, please attach a copy of that notification.	YES / NO
b. Did the Mayor of London issue a direction to refuse planning permission If YES, please attach a copy of that direction.	YES / NO

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

Signature: _____ on behalf of WOKINGHAM UNITARY ~~Council~~

Date sent to us and the appellant 14.3.3 OUR Ref: F1200Z/8094

Please tell us of any changes to the information you have given on this form.

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Her Majesty's Stationery Office
St Clements House
2-16 Colgate
Norwich NR3 1BQ

Tel. (0118) 974 6448 (Direct Line)
Date: April 3, 2003
My ref: F/2002/8094
Your ref: APP/X0360/A/03/1110721

Mrs M Pocock
The Planning Inspectorate
Room 3/03 Kite Wing
Temple Quay House
2 The Square
Temple Quay
BRISTOL
BS1 6PN

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

Dear Mrs Pocock

APPEAL BY: Mr S Peters
SITE: 69 Redhatch Drive, Earley

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

Yours sincerely

Denise Gumbrell (Mrs)
Appeals Assistant

Enc

Tel. (0118) 974 6448 (Direct Line)
Date: March 14, 2003
My ref: F/2002/8094
Your ref: APP/X0360/A/03/1110721

Mrs M Pocock
The Planning Inspectorate
Room 3/03 Kite Wing
Temple Quay House
2 The Square
Temple Quay
BRISTOL
BS1 6PN

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

APPEAL BY: Mr S Peters
SITE: 69 Redhatch Dve, Earley

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

Yours sincerely

Denise Gumbrell (Mrs)
Appeals Assistant

Enc

Tel. (0118) 974 6448 (Direct Line)
Date. March 14, 2003
My ref: F/2002/8094
Your ref:

Mr S Peters
69 Redhatch Dve
Earley
Reading
RG6 5QN

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

APPEAL BY: Yourself
SITE: 69 Redhatch Dve

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

I have also sent copies to The Planning Inspectorate.

Yours faithfully

Denise Gumbrell (Mrs)
Appeals Assistant

Enc

The Planning Inspectorate

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

Direct Line 0117-3726079
Switchboard 0117-3728000
Fax No 0117-3728624

GTN 1371-6079

PLANNING SERVICES | PRT 66810
06 MAR 2003
COPIES TO | FILE.

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

Your Ref: F/2002/8094

Our Ref: APP/X0360/A/03/1110721

Date: 5 March 2003

19/3

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY MR S PETERS
SITE AT 69 REDHATCH DRIVE, EARLEY, READING, BERKSHIRE, RG6 5QN

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

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

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

The following documents must be **submitted** within this timetable:

Within 2 weeks from the starting date -

You must notify any statutory parties and any other interested persons who made representations to you about the application, that the appeal has been made. You should tell them that:-

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

You must submit a copy of a completed appeal questionnaire with copies of all necessary supporting documents, to the appellant and me. It is essential that details of all the relevant development plan policies are included with it at this early stage.

Within 6 weeks from the starting date -

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

Within 9 weeks from the starting date -

You and the appellant must submit 2 copies of any final comments on each other's statement and on any comments on any representations from interested parties to me. Your final comments must not be submitted in place of, or to add to, your 6 week statement and no new evidence is allowed. I will forward the appellant's final comments to you at the appropriate time.

Site visit arrangements

We will arrange for our Inspector to visit the appeal site and we will send you the details. Our aim is to arrange the visit within 12 weeks of the **starting date**, but from time to time it may take us a little longer.

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

Planning obligations - Section 106 agreements

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

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

Yours faithfully

Mrs M Pocock

102(BPR)

66111

POL
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For official use only
Date received
14 FEB 2003

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FILE

The Planning Inspectorate

Further information about us and the planning appeal system is available on our website www.planning-inspectorate.gov.uk

PLANNING APPEAL FORM

If you need this document in large print, on audio tape, in Braille or in another language, please contact our helpline on 0117 372 6372.

Please use a separate form for each appeal

Your appeal and essential supporting documents must reach the Inspectorate within 6 months of the date shown on the Local Planning Authority's decision notice (or, for 'failure' appeals, within 6 months of the date by which they should have decided the application).

Before completing this form, please read our booklet 'Making your planning appeal' which was sent to you with this form.

WARNING: If any of the 'Essential supporting documents' listed in Section J are not received by us within the 6 month period, the appeal will not be accepted.

A. APPELLANT DETAILS

The name of the person(s) making the appeal must be the same as on the planning application form.

Name STEVEN PETERS

Address 69 REDMATCH DRIVE
EARLEY, READING - BERKS.

Postcode RG6 5QN.

Daytime phone no 0118 9626148

Fax no 0118 9677851

E-mail address STM_Peters@Hotmail.com

B. AGENT DETAILS FOR THE APPEAL (if any)

Name

Address

Postcode

Your reference

Daytime phone no

Fax no

E-mail address

C. LOCAL PLANNING AUTHORITY (LPA) DETAILS

Name of the LPA WOKINGHAM UNITARY

Date of the planning application 5th December '02

LPA's application reference no F/2002/8094

Date of LPA's decision notice (if issued) Not issued.

D. APPEAL SITE ADDRESS

Address 69 REDHATCH DRIVE, EARLEY, READING BERKSHIRE.

Postcode RG6 5QN.

If the whole site can be seen from a road or other public land and there is no need for the Inspector to enter the site e.g. to take measurements or to enter a building, please tick the box. ☐

E. DESCRIPTION OF THE DEVELOPMENT

(This must be the same as on the application sent to the LPA, unless minor amendments were agreed with the LPA)

Proposed 2 Storey Side and rear extensions to dwelling plus single storey front extension.

Size of the whole appeal site (in hectares): 0.10

Area of floor space of proposed development (in square metres): 235 Sqm.

F. REASON FOR THE APPEAL

This appeal is against the decision of the LPA to:

*Please tick **one** box only* ✔

1. Refuse planning permission for the development described in Section E. ☐
2. Grant planning permission for the development subject to conditions to which you object. ☐
3. Refuse approval of details required by a previous outline planning permission. ☐
4. Grant approval of details required by a previous outline planning permission subject to conditions to which you object. ☐
5. Refuse to approve any matter required by a condition on a previous planning permission (other than those in 3 or 4 above). ☐

or

6. The failure of the LPA to give notice of its decision within the appropriate period (usually 8 weeks) of an application for permission or approval. ☑

G. CHOICE OF PROCEDURE

CHOOSE ONE PROCEDURE ONLY

Appeals dealt with by written representations are usually decided more quickly than by the hearing or inquiry methods. It is important that you read our booklet 'Making your planning appeal' about the various procedures used to determine planning appeals.

Please note that when we decide how the appeal will proceed, we take into account the LPA's views

*Please tick **one** box only* ✔

1. WRITTEN REPRESENTATIONS ☑

The written procedure involves an exchange of written statements followed by a site visit by the Inspector. The grounds of appeal should make up your full case.

2. HEARING ☐

A hearing is a discussion of the appeal proposals. The Inspector leads the discussion. Hearings give everyone concerned the chance to give their views in a more relaxed and informal atmosphere than at a public inquiry. Hearings have many advantages, but they are not suitable for appeals that:

- are complicated or controversial;
- have caused a lot of local interest;
- involve cross-examination (questioning) of witnesses.

Although you may prefer a hearing, the Inspectorate must consider your appeal suitable for this procedure. Hearings are open to the public.

3. INQUIRY ☐

This is the most formal of the procedures, because it usually involves larger or more complicated appeals. These are often cases where expert evidence is presented, and witnesses are cross-examined. An inquiry may last for several days, or even weeks. It is not a court of law, but the proceedings will often seem to be quite similar and the appellant and LPA usually have legal representatives. Inquiries are open to members of the public.

An inquiry is held if you or the LPA decide that you cannot rely on the written procedure and a site visit, and we have decided that a hearing is unsuitable. Sometimes we decide that an inquiry is necessary. If we do, you will be given reasons for our decision.

Please turn over

H. GROUNDS OF APPEAL

If you have requested the written procedure, your **FULL** grounds of appeal must be made, otherwise we will return the appeal form.

If you have requested a hearing or an inquiry, please provide a brief outline of your grounds.

Refer to our booklet 'Making your planning appeal' for help.

Please continue on a separate sheet if necessary.

See attached sheets

H. GROUNDS OF APPEAL (continued)

Please turn over

I. APPEAL SITE OWNERSHIP DETAILS

We need to know who owns the appeal site. If you do not own the appeal site or if you own only a part of it, we need to know the name(s) of the owner(s) or part owner(s). We also need to be sure that any other owner knows that you have made an appeal. YOU MUST TICK WHICH OF THE CERTIFICATES APPLIES. Please read the enclosed *Guidance Notes* if in doubt.

If you are the sole owner of the whole appeal site, Certificate A will apply: *Please tick **one** box only* ✔

CERTIFICATE A ☑

I certify that, on the day 21 days before the date of this appeal, nobody, except the appellant, was the owner (see Note (i) of the *Guidance Notes* for a definition) of any part of the land to which the appeal relates;

OR

CERTIFICATE B ☐

I certify that the appellant (or the agent) has given the requisite notice to everyone else who, on the day 21 days before the date of this appeal, was the owner (see Note (i) of the *Guidance Notes* for a definition) of any part of the land to which the appeal relates, as listed below:

Owner's name	Address at which the notice was served	Date the notice was served

CERTIFICATES C and D ☐

If you do not know who owns all or part of the appeal site, complete either Certificate C or Certificate D enclosed with the accompanying *Guidance Notes* and attach it to the appeal form.

AGRICULTURAL HOLDINGS CERTIFICATE (This has to be completed for all appeals)

We also need to know whether the appeal site forms part of an agricultural holding. Please tick either (a) or (b) **If the appellant is the sole agricultural tenant, (b) should be ticked and 'not applicable' should be written under 'Tenant's name'.**

✔

(a) None of the land to which the appeal relates is, or is part of, an agricultural holding; ☐

OR

(b) The appeal site is, or is part of, an agricultural holding and the appellant (or the agent) has given the requisite notice to every person (other than the appellant) who, on the day 21 days before the date of the appeal, was a tenant of an agricultural holding on all or part of the land to which the appeal relates, as listed below: ☐

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

J. ESSENTIAL SUPPORTING DOCUMENTS

The documents listed in 1–6 below, must be sent with your appeal form; 7–10 must also be sent if appropriate. If we do not receive all your appeal documents by the end of the 6 month appeal period, we will not deal with it. Please tick the boxes to show which documents you are enclosing.

✔

1. A copy of the original **planning application** sent to the LPA. ☑
2. A copy of the **site ownership certificate and ownership details** submitted to the LPA at application stage (this is usually part of the LPA's planning application form). ☐
3. A copy of the **LPA's decision notice** (if issued). ☐
4. A **plan showing the site outlined in red**, including two roads clearly named (preferably on a copy of a 1:10,000 Ordnance Survey map). ☑
5. A list and copies of all **plans, drawings and documents** sent to the LPA as part of the application. ☑
6. A list and copies of any **additional plans, drawings and documents** sent to the LPA but which did not form part of the original application (eg drawings for illustrative purposes). ☐

Copies of the following must also be sent, if appropriate:

7. **Additional plans or drawings** relating to the application but not previously seen by the LPA. Please number them clearly and list the numbers here: ☐

_____

_____

8. Any relevant **correspondence** with the LPA. ☑
9. If the appeal is against the LPA's refusal or failure to grant permission for 'details' imposed on a grant of outline permission, please enclose:
   (a) the relevant outline application; ☐
   (b) all plans sent at outline application stage; ☐
   (c) the original outline planning permission. ☐
10. If the appeal is against the LPA's refusal or failure to decide an application which relates to a **condition**, we must have a copy of the original permission with the condition attached. ☐
11. A copy of any Environmental Statement plus certificates and notices relating to publicity (if one was sent with the application, or required by the LPA). ☐
12. If you have sent other appeals for this or nearby sites to us and these have not been decided, please give details and our reference numbers. ☐

_____

_____

_____

PLEASE TURN OVER AND SIGN THE FORM – UNSIGNED FORMS WILL BE RETURNED

K. PLEASE SIGN BELOW

(Signed forms together with all supporting documents must be received by us within the 6 month time limit)

1. I confirm that I have sent a copy of this appeal form and relevant documents to the LPA *(if you do not, your appeal will not normally be accepted).*
2. I confirm that all sections have been fully completed and that the details of the ownership (section I) are correct to the best of my knowledge.

Signature _____ (on behalf of) _____

Name (in capitals) STEVEN PETERS. Date _____

The gathering and subsequent processing of the personal data supplied by you in this form, is in accordance with the terms of our registration (Reg No: E311018) under the Data Protection Act 1998. Further information about our Data Protection policy can be found on our Website under "Privacy Statement" and in the booklet accompanying this appeal form.

NOW SEND:

- **1 COPY to us at:**
  The Planning Inspectorate
  Customer Support Unit
  Temple Quay House
  2 The Square
  Temple Quay
  BRISTOL
  BS1 6PN

  We do not currently accept appeals by e-mail or fax.

- **1 COPY to the LPA**
  Send a copy of the appeal form to the address from which the decision notice was sent (or to the address shown on any letters received from the LPA). There is no need to send them all the documents again, send them any supporting documents not previously sent as part of the application. If you do not send them a copy of this form and documents, we may not accept your appeal.

- **1 COPY for you to keep**

When we receive your appeal form, we will:

1) Tell you if it is valid and who is dealing with it.
2) Tell you and the LPA the procedure for your appeal.
3) Tell you the timetable for sending further information or representations.

   YOU MUST KEEP TO THE TIMETABLE
   If information or representations are sent late we may disregard them. They will not be seen by the Inspector but will be sent back to you.

4) Tell you about the arrangements for the site visit, hearing or inquiry.

At the end of the appeal process, the Inspector will give the decision, and the reasons for it, in writing.

Published by the Planning Inspectorate April 2002

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

69 Redhatch Drive
Earley
Reading
Berkshire
RG6 5QN
11th February 2003.

Planning Appeal: Wokingham Unitary – Ref: F/2002/8094.

Location & Site Description:

The above application is based on the drawing number S. Peters 1 Rev: A, 2 Rev: A dated the 20th November 2002 and S. Peters 3 Rev: B dated 9th January 2003.

The site is a residential area. The site consists of a bungalow fronting Redhatch Drive with a driveway to the east side of the property. Extending into the rear garden is a detached garage and carport located along the east side and rear of the property.

Planning History:

The previous applications submitted are:

Mr. R. Peake for the Bungalow Ref. 436/52 dated the 9th September 1952.

Mr. E.F. Newland for the garage Ref. PD/541/58 dated the 13th January 1959.

Mr. R. Peake for the Carport Ref. 836/71 dated the 2nd September 1971.

Mr. R. Peake for the Porch Ref. 1903/72 dated the 21st December 1972.

Grounds of Appeal:

The grounds I wish to appeal on are as follows:

Issue Notice:

The issue notice was due to be released on the 23rd January 2003. It has not been processed to date. I have made repeated phone calls to the authority and they have not returned my calls, it is now that I seek address through the planning inspectorate.

History of Planning Application:

It is important to note that there have been a number of meetings prior to the planning application submission where discussions with the case officer took place.

A proposed set of drawings showing a development was submitted prior to the application for the case officer to peruse and comment. Comments were raised within a letter from the Wokingham Unitary Authority on the 11th October. A discussion on

the phone with the case officer resulted in a number of amendments being made. An appointment was further made with case officer at the Wokingham Unitary Authorities offices on the 20th November. The results of the discussions were amendments shown on the drawing dated the 20th November 2002. The case officer assured me that I had satisfied their concerns and if any amendments were necessary they would be of a minor nature, which they would discuss before the application, was finalised. I have only received one phone call prior to the 23rd January asking me to amend a drawing of the site plan, which was duly carried out.

Discussions at the meeting on the 20th November 2002:

1. To note on the drawing and show that no brickwork to the front and side elevations were to exceed first floor level. This was complied with by agreeing to vertical hung tiles.
2. To omit windows to side elevations to the bedrooms and include obscure glass to the bathroom windows. This was carried out as instructed.
3. To reduce the area of the drive to the front garden and show landscaping. This was complied with.
4. To not exceed the existing boundary wall height of the carport and illustrate that the 25-degree angle to the neighbours side window was not impaired further. The neighbour's window in question is set 3650mm from their front elevation and is approximately 560mm wide x 1200mm high. There is a footpath 880mm wide from the existing carport wall.

   The result was the new house wall would be set back from the boundary some 200/300mm and would not exceed the existing height of the carport wall. To satisfy the 25-degree angle the extension would be at ground floor level with the roof constructed of pan tiles not exceeding a 22-degree pitch. The first floor wall consisting of vertical hung tiles would then commence set well back thus having no additional affect on the light to the window of the neighbouring property.

Conclusion:

I left the meeting having satisfied all the criteria the case officer had requested and confirmed that now the design had been firmed up as much as it could I would approach the neighbours and if no objections proceeded I would submitted this design.

Appointments were made with both neighbours and at the time they voiced their approvals to the scheme. I then submitted the planning application by hand on the 27th November 2002. It was acknowledged by receipt and further acknowledged by letter on the 5th December 2002.

Yours faithfully,

Steven Peters.
BSc (Hons) QS MRICS,FCIOB,MCIM,FNEA.

TOWN AND COUNTRY PLANNING ACT 1990

SECTION 78 APPEAL

APPELLANT :	**MR S PETERS**
APPEAL SITE :	**69 REDHATCH DRIVE, EARLEY**
REASON FOR APPEAL :	**REFUSAL OF PROPOSED 2 STOREY SIDE AND REAR EXTENSIONS TO DWELLING PLUS SINGLE STOREY FRONT EXTENSION**

LOCAL PLANNING AUTHORITY REFERENCE : F/2002/8094

DEPARTMENT OF THE ENVIRONMENT, TRANSPORT AND THE REGIONS REFERENCE : APP/X0360/A/03/1110721

1.00 LOCATION AND SITE DESCRIPTION

1.01 The site is a detached bungalow situated in a long narrow plot, within the identified settlement boundary of Earley. The street scene is characterised by two storey detached and semi-detached dwellings and detached bungalows (see Appendix 1).

2.00 RELEVANT PLANNING HISTORY

2.01 The application dwelling has not been significantly extended and retains much of its original character, which is unique to the bungalows in the surrounding street scene.

2.02 In January 1959 a garage was erected to the rear of the bungalow under permitted development rights (PD/541/58). In September 1971 planning permission (836/71) was granted for a car port to the east elevation of the bungalow, in front of the aforementioned garage. Later in December 1972, planning permission (1903/72) was granted for a front porch extension.

2.03 In February 2003, planning permission (F/2002/8094) for two storey side and rear extensions and single storey front extension was refused under delegated powers for the following reasons:

1. The proposed development would restrict light to the two ground floor, bedroom windows in the side elevation of No. 71 Redhatch Drive, detrimental to the amenity of the occupiers. As such it is contrary to Policy LBE2 of the Loddon Area Local Plan and Policy WOS3 of the Wokingham District Local Plan (as proposed to be modified).

2. The proposed development, by reason of its scale, mass and siting would be overbearing and visually intrusive to the adjacent properties, to the detriment of their amenity. As such it is contrary to Policy EN1 of the Berkshire Structure Plan, Policy LBE2 of the Loddon Area Local Plan and Policy WOS3 of the Wokingham District Local Plan (as proposed to be modified).

3. The design of the proposed development would be out of character with the surrounding street scene and detrimental to the visual amenity of the area. As such it is contrary to Policy EN1 of the Berkshire Structure Plan, Policies LBE1 and LBE2 of the Loddon Area Local Plan and Policies WBE1 and WOS3 of the Wokingham District Local Plan (as proposed to be modified).

2.04 The above refusal forms the subject of this appeal.

3.00 POLICY BACKGROUND

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

Berkshire Structure Plan

The Berkshire Structure Plan (1996-2006) was adopted on 4th November 1995 and is the statutory Structure Plan for the area.

Loddon Area Local Plan (Adopted 5th May 1995)

The Loddon Area Local Plan forms the statutory basis for the operation of the planning policy in this part of the District.

Wokingham District Local Plan (Deposit Draft 1997)

Material consideration must also be given to the emerging Wokingham District Local Plan. This plan has been the subject of inquiry. The Council has now considered the Inspector's reports and has agreed modifications. These will be placed on deposit in Spring 2003. The Council's Executive agreed on 4th December 2002 that the Deposit Plan as agreed to be modified be implemented as the policy of the District Council for development control purposes with immediate effect.

3.02 The relevant Berkshire Structure Plan Policy is (see Appendix 2):

EN1 - Protection and Enhancement of the Environment of Built-Up Areas

3.03 The relevant Loddon Area Local Plan Policies are (see Appendix 3):

LBE1 - Design of New Development
LBE2 - Inappropriate Design

3.04 The relevant Wokingham District Local Plan (Deposit Draft) Policies are (see Appendix 4):

WOS3 - Development Control Principles
WBE1 - Development in its Local Context

4.00 THE CASE FOR THE LOCAL PLANNING AUTHORITY

4.01 No. 71, the adjacent bungalow to the east of the application dwelling, has two ground floor, bedroom windows in the flank wall facing No. 69. These windows act as the only light sources into this habitable room. The proposed 2 storey side extension at No. 69 would significantly breach daylighting angles with regard to this neighbour's windows. This is based on a 25° measurement on the verticle axis taken from the mid-point of the windows concerned (in line with Building Research Establishment guidelines).

4.02 A small area of the existing outline of No. 69 would breach the 25° angle, however the proposed extension would exaggerate the situation by adding a considerable amount of building mass in close proximity and in direct obstruction of these windows. The proposed development would result in a material loss of light to these west facing windows and would therefore be detrimental to the residential amenity of the occupiers of No. 71.

4.03 Policy LBE2 of the Loddon Area Local Plan stipulates that development proposals having inappropriate relationships with adjoining sites, in terms of siting, scale, form and massing, will not be permitted. Policy WOS3 of the Wokingham District Local Plan reiterates this point, explaining that new development should not be detrimental to the amenities of adjoining land users/occupiers. The proposed development at No. 69 Redhatch Drive, by virtue of its scale, massing and proximity to No. 71, would result in a substantial material loss of

light to the ground floor, bedroom windows of this neighbouring dwelling, thus detrimental to the amenity of the occupiers.

4.04 No. 67 Redhatch Drive is the adjacent bungalow to the west of the application dwelling. No. 69, as proposed to be extended, would project a distance of 4.1m to the rear of No. 67, at a distance of 3.2m from the flank wall of this neighbouring dwelling. Given the design and siting of the extension, with 2 storey wall in the rear elevation, relative to this neighbouring dwelling, it is considered that the proposal would be overbearing and visually intrusive when viewed from No. 67. This neighbouring site has pergola area adjacent to the party boundary with No. 71 and has no outbuildings to add massing along the boundary and soften the impact of the development. The proposed development would create a poor outlook that would be detrimental to the amenity of the adjacent occupiers.

4.05 Policy EN1 of the Berkshire Structure Plan cites that the quality of the environment should be protected and that development must be appropriate in scale, form, impact and siting to its location. Policies LBE1 and LBE2 of the Loddon Area Local Plan explain that new development should be integrated into its situation with regard to siting, scale, form and massing, without detriment to the amenities of adjacent land users. Policy WOS3 reiterates these points, emphasising the importance of the amenities of adjoining land users and occupiers. As discussed, the proposed development at No. 69, by reason of its siting, scale, form and massing, would be overbearing and detrimental to the amenity of the occupants at No. 67.

4.06 Redhatch Drive is characterised by two storey detached and semi-detached dwellings and detached bungalows. The application bungalow is set admidst a collection of identically designed bungalows. Many of these bungalows have been extended to the rear, yet the majority of the original facades have been maintained. Some properties have extended the ridge height slightly to facilitate loft accommodation or added a single storey front gable, however this has not compromised the overall character of the bungalow. The uniformity of these bungalows creates a harmonious street scene.

4.07 The proposed extended dwelling at No. 69, with new façade, would be out of character with the neighbouring dwellings and wider street scene. The design, width and roof pitches would alienate the dwelling from the surrounding street scene and form an incongruous development. It is noted that there is another predominate style of bungalow in the street scene, yet this includes a gable façade and is again of different character to that proposed at No. 69.

4.08 Policy EN1 of the Berkshire Structure Plan states that the character and quality of the environment will be protected and enhanced. The proposed extended dwelling at No. 69 would neither maintain or add value to the indigenous character of Redhatch Drive. Policies LBE1 and LBE2 of the Loddon Area Local Plan reiterate the importance of high quality design that is appropriate to the character of the area, emphasising terms such as 'positive contribution' and 'attractive environment'. Policy LBE2 refers specifically to the siting, scale, form of a development with respect to its relationship with adjoining buildings. As discussed, the proposed development at No. 69 would be incongruous with adjacent buildings and the street scene more generally. Policy WBE1 of the Wokingham District Local Plan asserts that development proposals should achieve high standards of design and take account of the surrounding townscape. Policy WOS3 emphasises the importance of integration into the local context as a development control principle. Clearly, the proposed extended dwelling at No. 69 which would be out of character with the balanced surrounding street scene would be contrary to Local Policy.

5.00 COMMENTS ON THE APPELLANTS STATEMENT

5.01 Pre-application discussions were engaged in prior to the submission for planning permission and prior to any site visit. Advice was given without prejudice to any future decision of the Council. The application, as formally submitted, was deemed not to be acceptable.

5.02 The content of discussions sited by the appellant on the 20th November 2002 is debated by the Local Planning Authority. However, this does not form the subject of discussion for this appeal.

6.00 CONCLUSION

6.01 The proposed development at No. 69 Redhatch Drive would be detrimental to the residential amenity of adjacent sites, harmful to the character of the street scene and hence contrary to Local Policy.

6.02 It is therefore respectfully requested that this present appeal be dismissed.

7.00 CONDITIONS IN THE EVENT OF PLANNING PERMISSION BEING GRANTED

7.01 See Appendix 5.

Louise Smith
Planning Officer

APPENDICES

1. Site Location Plan.

2. Policy EN1 of the Berkshire Structure Plan.

3. Policies LBE1 and LBE2 of the Loddon Area Local Plan.

4. Policies WBE1 and WOS3 of the Wokingham District Local Plan.

5. Conditions in the event of planning permission being granted.

Appendices

Appendix B

Appendix 2

THE FOLLOWING SCANNED IMAGES ARE DOCUMENTS OF BAD QUALITY OR ARE PHOTOCOPIES.



FOR THIS REASON THEY MAY APPEAR UNREADABLE ON SCREEN



BERKSHIRE STRUCTURE PLAN 1991-2006

Incorporating Alterations adopted in August 1997





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6 ENVIRONMENT AND CONSERVATION

MAINTAINING ENVIRONMENTAL QUALITY

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

The Environment of the Built-up Areas

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

Protection and Enhancement of the Environment of Built-Up Areas

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

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

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

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

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

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

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

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

Environmental Nuisance

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

Protection from Environmental Nuisance

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

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

Flooding

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

Appendix B

THE FOLLOWING SCANNED IMAGES ARE DOCUMENTS OF BAD QUALITY OR ARE PHOTOCOPIES.



FOR THIS REASON THEY MAY APPEAR UNREADABLE ON SCREEN

LODDON AREA LOCAL PLAN

Adopted 5 May 1995



Published by: Wokingham District Council
Planning Department
Shute End
Wokingham
Berkshire
RG40 1WR

1.4 QUALITY AND CONSERVATION OF THE BUILT ENVIRONMENT



NEW DEVELOPMENT, REDEVELOPMENT AND REFURBISHMENT

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

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

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

❖ *LBE1 DESIGN OF NEW DEVELOPMENT*

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

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

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

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

❖ LBE2 INAPPROPRIATE DESIGN

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

ENVIRONMENTAL IMPROVEMENT

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

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

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

❖ LBE3 REFURBISHMENT AND REDEVELOPMENT

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

❖ LBE4 ENVIRONMENTAL ENHANCEMENT SCHEMES

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

SUNLIGHT, DAYLIGHT AND NOISE

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

❖ LBE5 SUNLIGHT AND DAYLIGHT

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

Appendix 4



WOKINGHAM UNITARY
Aiming for Excellence

WOKINGHAM DISTRICT LOCAL PLAN
DEPOSIT DRAFT

WITH PROPOSED MODIFICATIONS HIGHLIGHTED

January 2003

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 seeks to achieve better quality in the design of individual developments and this should reinforce local identity and result in improvement of the wider built environment. The emphasis of Policy WBE1 is on good design.**

4.9A **This policy should ensure that local distinctiveness is not diluted and internationalisation of style is avoided within the district. The provision of safe and secure environments which deter crime in both public and private spaces are a prime objective of the Council. This issue will be addressed through good layout and building design as well as a mixture of land uses, which together will promote good natural surveillance.** (M/4/6)

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~~

~~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.~~

DESIGN AND NEW DEVELOPMENT

NEW DEVELOPMENT WILL BE EXPECTED TO ACHIEVE HIGH STANDARDS OF DESIGN AND LAYOUT, WHICH MAKES EFFICIENT USE OF LAND AND BUILDINGS. A SCHEME SHOULD CREATE ITS OWN IDENTITY, WHILST TAKING ACCOUNT OF THE WIDER LOCALITY, INCLUDING THE SURROUNDING TOWNSCAPE AND LANDSCAPE. IN ADDITION,

DEVELOPMENT PROPOSALS WILL BE EXPECTED TO HAVE REGARD TO THE FOLLOWING PRINCIPLES:

A) A REDUCTION IN THE LEVEL OF CAR PARKING BELOW MAXIMUM STANDARDS WHEREVER POSSIBLE IN ORDER TO PROMOTE SUSTAINABLE TRANSPORT CHOICES;

B) ENCOURAGEMENT OF MEASURES THAT PROMOTE ACCESSIBILITY TO SERVICES AND FACILITIES BY PUBLIC TRANSPORT, CYCLING AND WALKING;

C) INCORPORATION OF FEATURES THAT MAXIMISE THE SAFETY AND SECURITY OF PEOPLE LIVING IN OR USING THE DEVELOPMENT;

D) CREATION OF EASILY ACCESSIBLE AND ATTRACTIVE OPEN SPACES. (M/4/7)

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.~~ (M/4/8)

~~**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.~~ (M/4/9)

~~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.~~ (M/4/10)

~~**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 SINGLE PHASE. APPLICATIONS FOR SUBSEQUENT STAGES AND/OR REVISIONS TO STAGES THAT HAVE ALREADY RECEIVED PLANNING PERMISSION WILL ONLY BE CONSIDERED FAVOURABLY IF THEY ARE~~

C) **LASTLY, DEVELOPMENT PROPOSALS FOR LAND AND BUILDINGS IN CATEGORY B SETTLEMENTS WILL ONLY CONSIST OF VERY LIMITED INFILLING AND SMALL WINDFALL DEVELOPMENT.**

~~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).~~ (M/1/16)

Implementation: Through the development control process.

Monitoring: Planning applications determined.

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

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

1.12A Landscaping schemes should be comprised predominantly, if not wholly, of locally native species. (M/1/17)

1.12B People with disabilities are a diverse population and may include individuals with visual, hearing or cognitive impairments, ambulant disabled, the elderly, or wheelchair users. Many of these groups may be denied access to development by ill-considered design solutions.

1.12C PPG1 states that "When a new building is proposed, or when planning permission is required for the alteration or change of use of an existing building, the developer and local planning authority should consider the needs of people with disabilities at an early stage in the design process. They should be flexible and imaginative in seeking solutions, taking account of the particular circumstances of each case."

1.12D Policy WOS3 seeks to ensure appropriate facilities are provided for disabled people in all developments to ensure equal access for everybody. (M/1/18)

POLICY WOS3: DEVELOPMENT CONTROL PRINCIPLES

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

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

B) ~~RETAIN~~ **HAVE NO SIGNIFICANT DETRIMENTAL IMPACT UPON** 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 (M/1/19)

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 **SUITABLE FOR**~~CAPABLE OF~~ USE BY PEOPLE WHO HAVE MOBILITY OR SENSORY IMPAIRMENT (M/1/20)

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 could include infrastructure required to provide necessary statutory services.** This is a material consideration in considering planning applications (as set out in Circular 1/97, *Planning Obligations* **and PPG12 paragraph 6.16**). 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. (M/1/21)

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

APPENDIX 5 – CONDITIONS IN THE EVENT OF PLANNING PERMISSION BEING GRANTED

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. All new works and works of making good to the retained fabric shall be finished to match in size, colour, texture and profile those of the existing building unless otherwise agreed in writing by the Local Planning Authority.

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

3. The velux windows proposed at first floor level in the side elevations of the extended dwelling shall be of high level type having a cill level of not less than 1.8 metres above internal floor level, and shall be permanently so retained thereafter.

   REASON To help prevent overlooking of and loss of privacy to the occupiers of neighbouring sites.

4. Notwithstanding the provisions of the Town and Country Planning, (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification) no additional windows or similar openings shall be constructed in the first floor level or above in the side elevations of the extension hereby permitted except for any which may be shown on the approved drawing(s).

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

5. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development Order 1995 (or any Order revoking and re-enacting that Order with or without modification) the garage accommodation on the site shall be kept available for the parking of vehicles ancillary to the residential use of the site at all times. It shall not be used for any business nor as habitable space.

   REASON To ensure that adequate parking space is available on the site, and reduce the likelihood of roadside parking.

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

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

~~(iii) be physically and socially cohesive.~~

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

~~ARBORFIELD CROSS~~
~~BARKHAM HILL~~
~~CHARVIL~~
~~EARLEY/SONNING/WOODLEY~~
~~FINCHAMPSTEAD~~
~~FINCHAMPSTEAD NORTH~~
~~HURST~~
~~PINEWOOD~~
~~RISELEY~~
~~SHINFIELD~~
~~SINDLESHAM~~
~~SPENCERS WOOD~~
~~SWALLOWFIELD~~
~~THREE MILE CROSS~~
~~TWYFORD~~
~~WARGRAVE~~
~~WINNERSH~~
~~WOKINGHAM.~~ (M/1/11)

1.9A For the avoidance of doubt, the sites listed in Policies WH2, WH2A, WH2B and WH2C should be under development before any other site on the edge of a Category A settlement (and outside the settlement boundary) can be considered for release under this policy. (M/1/12)

1.9B Small windfall sites within Category B settlements would typically comprise sites of less than 1 hectare. Proposals for sites of less than one hectare will be assessed having regard to other policies contained within this Plan. Sites of over 1 hectare are unlikely to gain permission. For the purposes of this Policy, very limited infill has the same definition as "limited infill" in paragraph 2.23A of this Plan. (M/1/13)

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. **For the sake of clarity, Arborfield Garrison does not possess the essential qualities of an identified settlement and is included in areas designated as countryside.** (M/1/14)

POLICY WOS2: HOUSING~~GENERAL~~ DEVELOPMENT PRINCIPLES (M/1/15)

WHEN DETERMINING NEW HOUSING DEVELOPMENT PROPOSALS A SEQUENTIAL APPROACH WILL BE APPLIED WHEREBY:

A) PREVIOUSLY DEVELOPED LAND AND BUILDINGS WITHIN THE BOUNDARIES OF CATEGORY A SETTLEMENTS WILL BE DEVELOPED FIRST;

B) SECONDLY, LAND AND BUILDINGS ON THE EDGE OF CATEGORY A SETTLEMENTS THAT ARE SERVED BY GOOD PUBLIC TRANSPORT CORRIDORS WILL BE CONSIDERED;

considerations, particularly pedestrian safety, be allowed access to areas where other traffic is banned or restricted including areas otherwise limited to pedestrians.

10.31A **The current levels of overall accessibility to town centres particularly by environmentally friendly modes of transport, will be enhanced in order to support the local economy and to maintain the viability and vitality of the centres.**

10.31B **Pedestrian access plans will be developed for the centres of Wokingham, Woodley, Earley and Twyford.** (M/10/16)

~~**POLICY WT 5: ACCESS TO TOWN CENTRES**~~

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

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

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

~~Implementation: Through the annual capital programme of transport investment.~~

~~Monitoring: Through *Travel in Berkshire*, other transport statistics and surveys.~~ (M/10/17)

Parking

10.32 ~~In applying~~ The parking standards, set out at Appendix 7, **take account of PPG3 (March 2000) and PPG13 (March 2001). The standards are maximum standards. The application of these standards will be based on the accessibility of the development site by public transport. For this purpose the District has been split into three zones based on an assessment of accessibility by public transport.** ~~the District Council will have regard to whether a public transport alternative is available, and if so, its quality in terms of frequency and range of destinations served. In some cases, rather than to make provision on site, e.g. where it would lead to a multiplicity of crossings over heavily used footways or where it could only be used for a single purpose such as staff parking in connection with offices, it would be better to make communal provision. Thus in the centres of Wokingham, Woodley, Earley and Twyford, as defined on the inset maps, parking will be provided in communal areas and on-site parking will be restricted to that required for operational purposes only~~. (M/10/18)

10.33 ~~The provision of parking is seen as an important way to control the growth in the use of the private car. Therefore parking standards will treated as maxima and provision in excess of the standard will not be permitted~~. (M/10/19)

10.34 ~~There is already concern about on-street parking, particularly as an impediment to the movement of emergency vehicles. Control of on-street parking is needed in congested areas and in particular in residential areas close to town centres. Also,~~

~~the space used for on-street parking could be used to increase the width of pavements and other pedestrian areas. However, the policies do not restrict the availability of on-street parking where this is appropriate, for example, for casual visitors to residential properties or for short term parking in shopping areas.~~ (M/10/20)

10.35 In making suitable provision for parking, the needs of disabled people **are provided for in the standards** ~~require special consideration~~. (M/10/21)

10.36 The quality of car parking is as much a matter of concern as the quantity. If car parking is to be used and thus meet the purpose of the standard, the spaces must be appropriately located. Studies have shown that there is a lack of communal parking close to dwellings for visitors even when quantitative standards have been met. There is also an under use of garages and hardstandings due to poor layout and dwelling design. Within residential areas **as part of the overall provision consideration will be given to the needs of** ~~proper provision will be sought for~~ visitors. ~~Thus some of the parking to meet the standard can be provided by means of communal spaces rather than exclusively within the curtilage. This will be by means of designated spaces rather than simple on-street provision~~. (M/10/22)

10.37 As well as cars, it is essential that proper provision is made for cycles, motorcycles and lorries. Cycle parking facilities should be well related to cycle tracks. The provision of such facilities will prevent obstruction of footways and assist security. Such facilities should be provided in connection with all ~~retail, business, leisure and educational~~ development. (M/10/23)

POLICY WT6: PARKING PROVISION

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

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

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

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

Implementation: Through development control and the annual capital programme of transport investment and environmental improvement **and the local transport plan programme**.

Monitoring: ~~Through surveys of need including problems caused by vehicles parked on-street, restricting access particularly by the emergency services, and problems of cycle parking on the pavement and obstruction~~. **Through the Local Transport Plan Process.** (M/10/24)

Safety

10.38 The Council considers it important to meet the government's targets in relation to safety and the reduction in accidents. ~~Measures to improve safety will have a high priority, particularly in the vicinity of schools. In recent years many improvements for road safety reasons have been implemented.~~ **The development control process gives the Council the opportunity to consider the road safety aspects of all new developments. All measures designed to improve safety must be carried out in an environmentally sensitive manner.**

10.39 ~~For safety and for environmental reasons a number of traffic calming schemes have been implemented in the District. Traffic calming measures aimed at reducing the speed and penetration of traffic, particularly in residential areas, combined with environmental improvements can improve road safety and make the streets a more pleasant place in which to be. There is, however, concern about the detail of some of the traffic calming schemes that have been implemented. Speed humps have been opposed by the emergency services who consider that they increase response times; they are a problem for patients in ambulances. The bus operators have also opposed speed humps for reasons of passenger comfort and safety. Concern has been expressed about the effect of traffic calming measures on roads that are used as an alternative to avoid such measures, particularly road humps, and the lack of alternative approaches to traffic calming. Offset parking areas, for example can reduce the speed of traffic. Other approaches include footway widening, width restrictions and variation in surface treatments. Traffic calming schemes, however modest, do incur a cost. In view of this, and the fact that schemes can arouse opposition, they will only be undertaken where clearly justified.~~ **The control and design of proper vehicular access to the public highway can have an important effect on safety. The Council wishes to ensure that all new accesses are designed to a good standard incorporating adequate visibility for vehicles and pedestrians, pedestrian facilities and signing where appropriate. On primary, secondary and other busy routes it is important to ensure that accesses are designed to permit vehicles to turn round on site, thereby avoiding the need for reversing on to the highway, which is a particularly dangerous activity. In considering the location of accesses for new development, decisions will be taken having regard to the proximity to other road junctions, traffic signals, pedestrian crossings, other highway features and the access arrangements for adjoining properties.**

10.40 ~~Although there has been opposition to traffic calming, the issue of excessive speed is a matter of great public concern, although generally resolution of the problem is outside the scope of land use planning. Speed is a major influence on the severity of accidents.~~ **The formation of certain vehicular cross-overs requires planning consent. In determining applications for cross-overs, the Council will pay particular attention to their implications for the safe flow of traffic and pedestrian safety. All schemes will be expected to provide adequate visibility.**

10.41A **The Council will seek to ensure that all new developments incorporating local or access roads are designed, in particular, to minimise speed and create safe conditions on the highway as well as an attractive environment. In the majority of cases this should be achieved by layouts and careful design, avoiding where possible the need to introduce superimposed features such as humps.** (M/10/25)

POLICY WT7: ROAD SAFETY

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

~~a)MONITORING OF ACCIDENT STATISTICS TO IDENTIFY BLACKSPOTS~~

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

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

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

~~e)~~**a)** ~~THE IMPLEMENTATION OF TRAFFIC CALMING SCHEMES WHERE JUSTIFIED.~~

IN ORDER TO PROMOTE ROAD SAFETY FOR ALL ROAD USERS, THE ROAD SAFETY IMPLICATIONS OF ALL PROPOSALS WILL BE EXAMINED AND SAFETY MEASURES IMPLEMENTED WHERE IT IS JUSTIFIED BY A NEW DEVELOPMENT PROPOSAL.

Implementation: Through ~~the annual capital programme of transport investment and environmental improvement.~~ **development control.** (M/10/26)

Monitoring: Through road safety and accident monitoring and the *Road Safety Plan.*

Street Lighting

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

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

~~**POLICY WT8: STREET LIGHTING**~~

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

~~a)THE VOLUME OF PEDESTRIAN AND VEHICULAR FLOWS~~

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

THE FOLLOWING SCANNED IMAGES ARE DOCUMENTS OF BAD QUALITY OR ARE PHOTOCOPIES.



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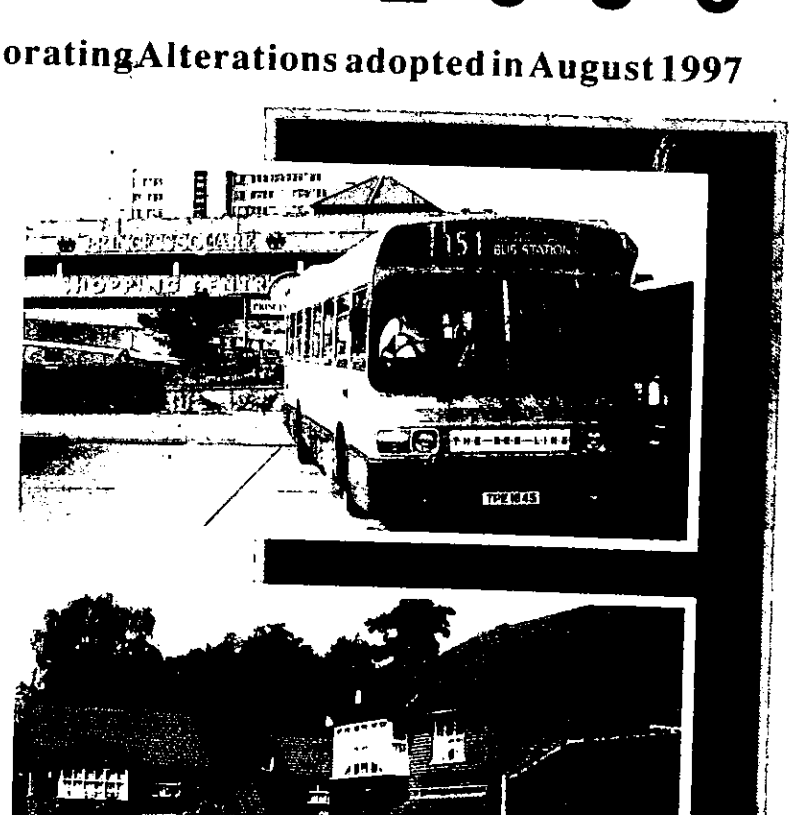
BERKSHIRE STRUCTURE PLAN 1991-2006

Incorporating Alterations adopted in August 1997



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6 ENVIRONMENT AND CONSERVATION

MAINTAINING ENVIRONMENTAL QUALITY

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

The Environment of the Built-up Areas

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

Protection and Enhancement of the Environment of Built-Up Areas

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

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

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

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

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

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

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

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

Environmental Nuisance

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

Protection from Environmental Nuisance

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

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

Flooding

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

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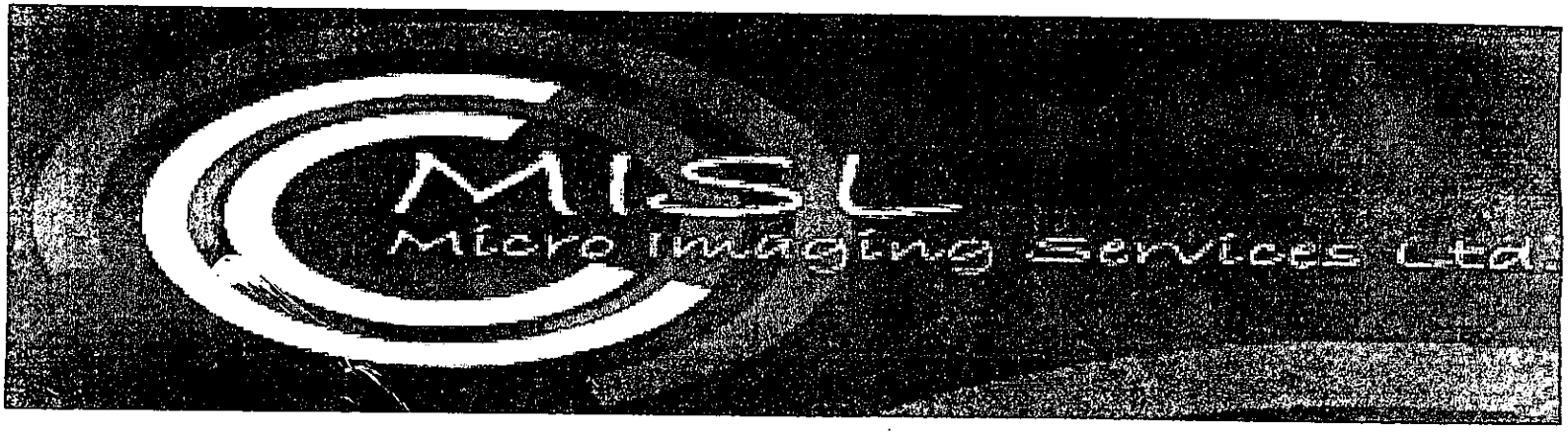


FOR THIS REASON THEY MAY APPEAR UNREADABLE ON SCREEN

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

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

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

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

(iii) be physically and socially cohesive.

On this basis the following policy is put forward.

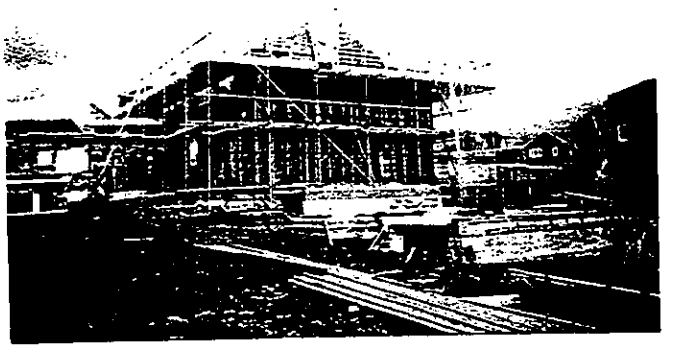
❖ LTV1 'IDENTIFIED SETTLEMENTS'

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

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

LIMITING THE SPREAD OF DEVELOPMENT

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



❖ LTV2 DEVELOPMENT IN RURAL AREAS

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

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

THE FOLLOWING MAY BE SUBJECT TO IMPROVEMENT WORKS:

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

❖ LT5 ROAD SAFETY

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

A) MONITORING OF ACCIDENT STATISTICS TO IDENTIFY BLACKSPOTS;

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

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

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

CAR AND MOTORCYCLE PARKING

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



❖ LT6 PARKING PROVISION

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

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

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

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

❖ LT7 MOTORCYCLE PARKING

THE DISTRICT COUNCIL WILL SEEK APPROPRIATELY LOCATED MOTORCYCLE PARKING FACILITIES.

PEDESTRIANS

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

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

❖ LT8 PEDESTRIAN ROUTES

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

CYCLING

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

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

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

APPENDIX I - VEHICLE PARKING STANDARDS

VEHICLE PARKING STANDARDS

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

INTRODUCTION

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

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

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

GENERAL INFORMATION

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

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

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

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

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

2.6 MINIMUM SIZE OF PARKING SPACES

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

2.7 LAYOUT OF PARKING SPACES

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

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

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

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

THE FOLLOWING SCANNED IMAGES ARE DOCUMENTS OF BAD QUALITY OR ARE PHOTOCOPIES.



FOR THIS REASON THEY MAY APPEAR UNREADABLE ON SCREEN

TABLE 1 RESIDENTIAL

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

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

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

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

TABLE 2 (CONTINUED)

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

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

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

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

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

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

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

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

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

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

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

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

DISABLED PARKING PROVISION

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

1. Employment - Generating Developments with no normal Public Access

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

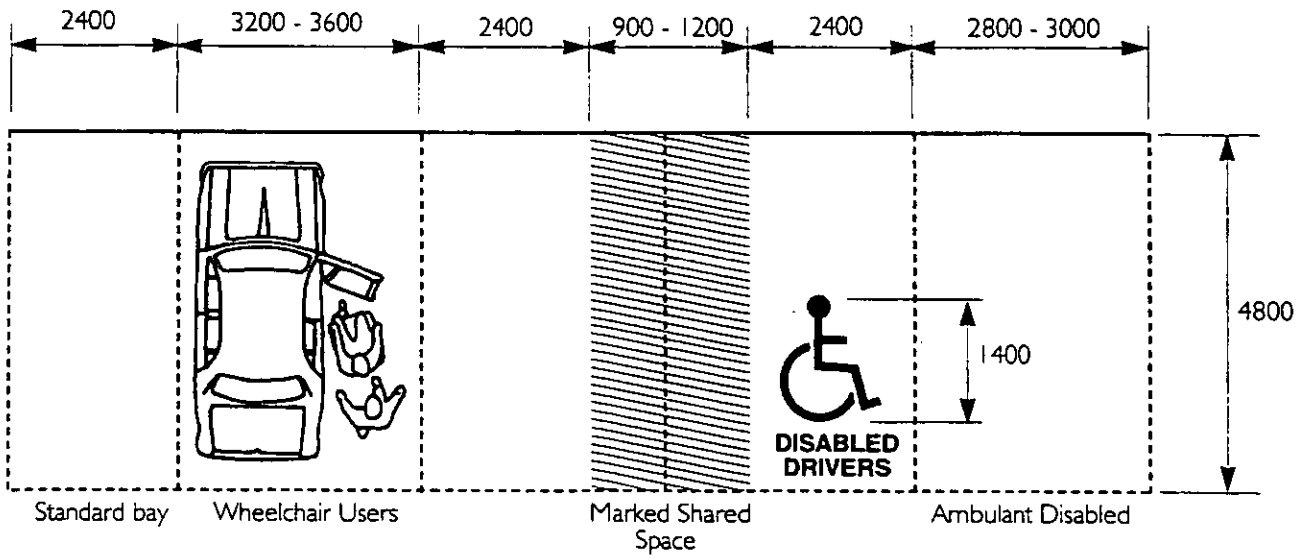
(NB. For developments requiring less than 25 car spaces provision shall be considered on the merits of a particular proposal, but consideration should be given to always providing at least one space wide enough for a disabled user).

2. Developments intended for normal Public Access

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

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

Car Parking (measurements in mm)



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

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

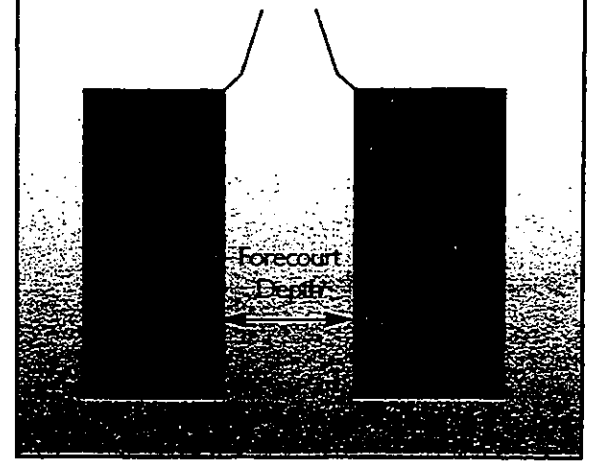
EXAMPLES OF GARAGE COURTS

Double-sided access

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

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

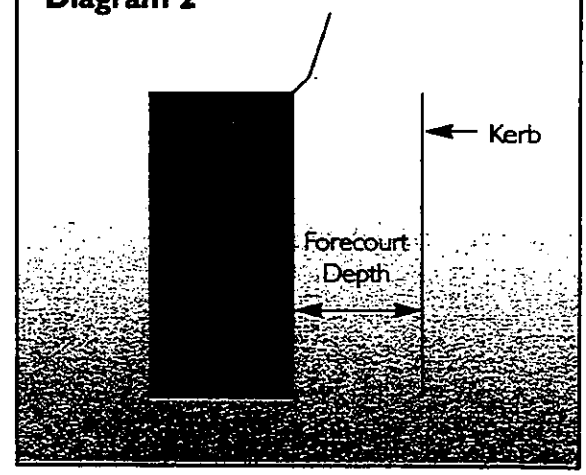
Diagram 1



Single-sided access

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

Diagram 2



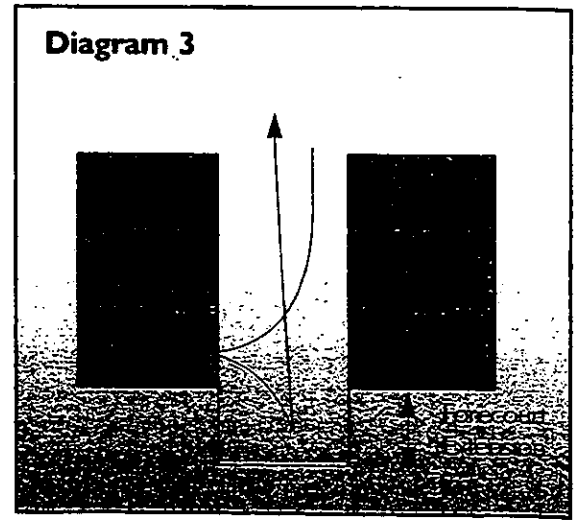
End conditions

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

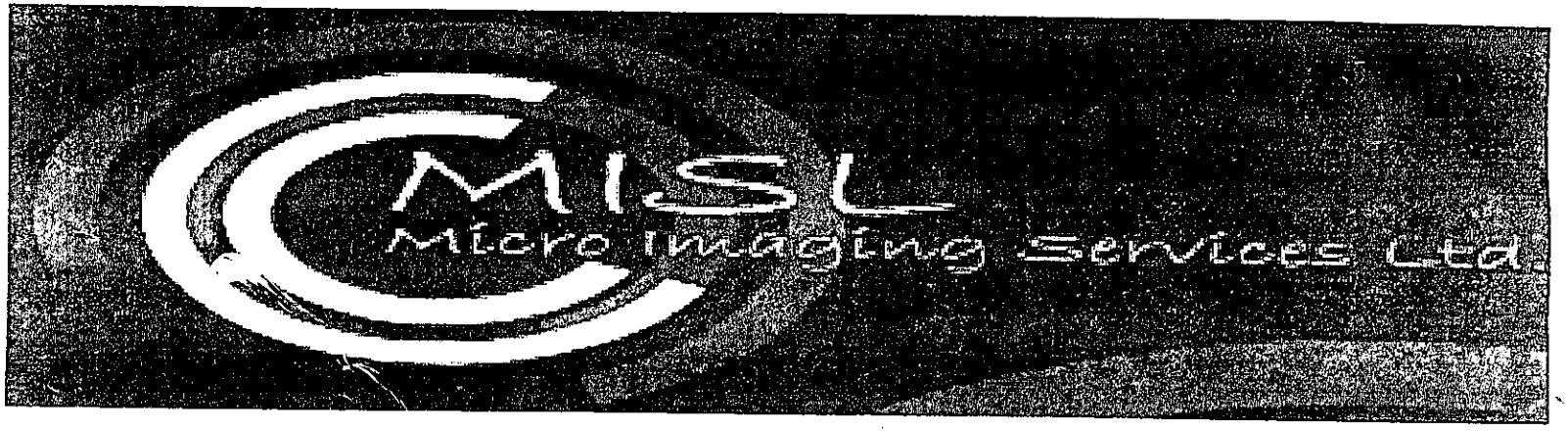
NOTE

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

Diagram 3



THE FOLLOWING SCANNED IMAGES ARE DOCUMENTS OF BAD QUALITY OR ARE PHOTOCOPIES.



FOR THIS REASON THEY MAY APPEAR UNREADABLE ON SCREEN

EXAMPLES OF HARDSTANDING COURTS

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

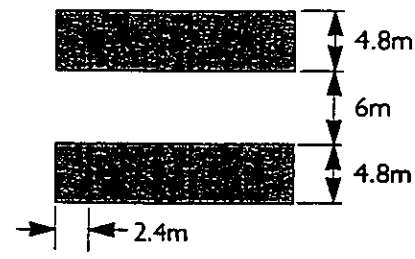
Where parking angles are less than 90 degrees, further reductions can be made to the forecourt's depth at the expense of increasing its length but it should be appreciated that unless one-way traffic systems are provided, a turning space will be required at the end of the court.

Alternative arrangements are shown in Diagrams 4 to 7.

90 degrees parking

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

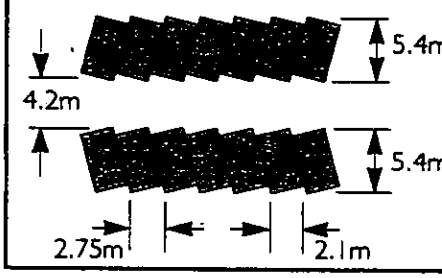
Diagram 4



60 degrees parking

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

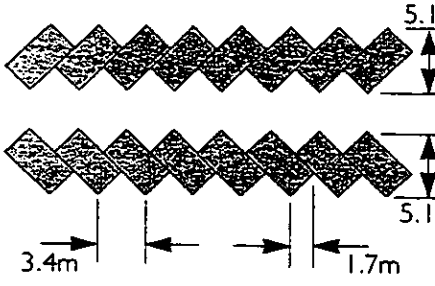
Diagram 5



45 degrees parking

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

Diagram 6



0 degree parking

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

Diagram 7

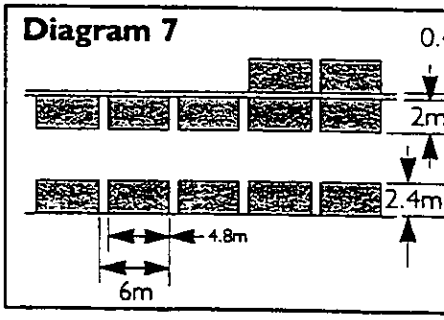


Diagram 8: Minimum Dimensions for Car Turning Area

