Name of appellant:
L, G, & T Johnson

Site address:
Jovike, Lower Wokingham Rd, Finchampstead

Proposal:Outline application for the proposed erection of 3 dwellings & demolitiom of existing dwelling

Case Officer:AO

Dismissed
11/11/02

1160
DO

1/8

Den

Highways need to do a statement as well.

Thanks.

Angus

Advised 3/7 pg rec'd 25/07

Appeal Decision

Site visit made on 21 October 2002

by Antony Fussey BSc(Hons) DipTP 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

11 NOV 2002

Appeal Ref: APP/X0360/A/02/1092450
Jovike, Lower Wokingham Road, Wokingham, Berks.

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant outline planning permission.
- The appeal is made by L S Johnson, G Johnson and Miss T Johnson against the decision of Wokingham District Council.
- The application (Ref. O/2002/6045), dated 1 March 2002, was refused by notice dated 8 May 2002.
- The development proposed is the demolition of an existing bungalow and the construction of 3 no. five-bed dwellings with double garages.

Summary of Decision: The appeal is dismissed.

Procedural Matters

1. The application was submitted in outline, with all matters reserved for subsequent approval. A plan showing the siting of 3 dwellings, served by the existing access, was submitted for the purposes of illustration only.

Main Issues

2. I consider that the main issues in this appeal are the impact of the proposal on
   a) the character and appearance of its surroundings, having regard to prevailing policies
   b) highway safety.

Planning Policy

3. The development plan consists of the Berkshire Structure Plan 1991-2006 (BSP) and the South East Area Local Plan (SEALP), both adopted in 1995. BSP Policy C2 strictly controls development outside settlement boundaries defined in Local Plans, but provides for redevelopment of rural buildings where its details would be appropriate to its countryside location. Policy C6 protects important gaps and the setting and separate identity of settlements. Policy LD5 resists development causing serious highway safety problems.

4. The appeal site is outside any defined settlement boundary in the SEALP, but is part of a gap some 400 metres long identified as an Area of Sporadic Development; Policy STV2 says that these, and other land outside defined settlements, are considered to be rural areas. Policy SC1 seeks to maintain a clear separation between settlements and does not permit the intensification of existing sporadic development. Policy ST3 says that the road safety implications of all developments will be considered.

5. The Inspector's report into objections to the emerging Wokingham District Local Plan (DLP) has been received. His recommended rewording of draft Policy WOS2 envisages development only in settlements; the boundary in the vicinity of the site is unchanged from

the SEALP. With recommended changes, draft Policy WCC1 would strictly control development outside settlement boundaries. Draft Policy WCC2 protects identified green gaps and wedges from development which would threaten their function of maintaining a clear separation between settlements. Draft Policy WT7 has the same thrust as Policy ST3. This plan has significant weight because of its advanced stage.

Reasons

6. The appeal relates to a residential curtilage of about 1 hectare, with a frontage of some 66 metres to the western side of the main A321 road. It is occupied by a large bungalow about 20 metres behind the highway boundary, together with a garage to its south and a large building, which appeared to be used as a workshop and store, about 50 metres to the rear. The western part of the site is heavily wooded. To its north is a modern housing estate and across the road is a long ribbon of housing of various types; both of these areas are readily visible through roadside vegetation. Another housing estate is at a lower level to the west, and is screened by tree cover on and outside the site. To the south are a number of properties set in large well-landscaped plots, running some 400 metres along the road.

Impact on Character and Appearance of the Surroundings

7. These plots are all outside the settlement boundary in the SEALP, which here follows the appeal site's western and northern boundaries, then runs down the A321 before turning west to include an area of denser development. The appellants agree that the site is within an identified gap. Although they dispute that it is in the countryside or contributes to the gap's purpose, the development plan and DLP clearly show that all land outside development boundaries, including residential curtilages, should be subject to countryside policies; the Local Plan Inspector endorsed this view. I see no reason to disagree, and in my opinion the proposal in principle clearly breaches the extant and emerging development plans.

8. While not undeveloped countryside, the gap has a very different character from the more densely developed areas inside the settlement boundary, which here I believe forms a firm and defensible limit to the built-up area. Within the gap, the sporadic housing is subordinate to generously-sized plots and is well-integrated into the landscape. The existing bungalow, its garage and associated walling occupy most of the plot's width, and is not as screened as properties further south. However, in my view the bungalow is low, not prominent, and settles well within its plot. I consider that the site contributes to the gap's identified function of visually separating distinct settlement areas to the west of the road and is an important part of their setting.

9. Conversely, a more intensive development, particularly of the type described on the application form, would have a materially greater visual impact than the existing development. The illustrative plans show a closely spaced row of houses along the frontage, but I accept that there could be a different form of development on the plot, set further back. I also recognise that domestic outbuildings could be erected under permitted development rights. Furthermore, I accept that there could be gaps between new dwellings, where walling fills any at present, apart from up the access. However, the walling does not obstruct views of trees behind and in my opinion does not materially detract from the rural character of the large gap. Moreover, the gaps which would be created between the proposed dwellings would be likely to be dominated by the more intensive development, and I do not consider that their provision would justify the proposal.

10. Draft Policy WCC1 would permit sensitive infilling, but only where its impact would be acceptable in terms of such matters as scale and form. The DLP defines "*infilling*" as "*one* or two dwellings in a small gap in an otherwise built-up frontage" and goes on to say that the development should not adversely affect, or urbanise, the area. To my mind the site is not a narrow gap in an otherwise developed frontage; it is rather part of widely spaced sporadic development. The proposal would therefore fall outside the definition of infilling. Even if it were not to do so, its scale, form and urbanising impact would exclude it from the terms of the Policy. It is not therefore supported by policies which provide for infilling.

11. The Council accepts that, as the site is a residential curtilage, the proposal involves the redevelopment of brownfield land, which in principle is endorsed by local and national policies. However, Planning Policy Guidance Note 3 "Housing" points out that "this does not mean that the whole area of the curtilage should therefore be developed. For example, where the footprint of a building only occupies a proportion of a site of which the remainder is open land ... the whole site should not normally be developed to the boundary of the curtilage". It also advises that judgements be made in this context and take account of such matters as policies on development in the countryside. In this case I consider that a more substantial development than currently exists would be likely to have a harmful impact on its surroundings, which are subject to countryside policies. Accordingly, the site's brownfield status does not justify the proposal and BSP Policy C2 does not support it.

12. I consider that the proposal would erode the distinctive semi-rural character of the gap and its function of separating more developed areas. It would consolidate existing sporadic development and have a significantly greater urbanising effect than does the existing situation. I do not consider that that any material considerations are strong enough to justify this clear breach of the development plan and DLP; indeed the proposal would cause an unacceptable level of harm to the character and appearance of this well-vegetated area of sporadic housing.

13. Apart from its relationship to the estate to the west, I find little to distinguish the appeal site from the rest of the gap. I agree that it would establish a clear precedent for development further south, causing further harm to the gap's function and to the character and appearance of its surroundings. In my opinion the Local Plan process, rather than decisions on individual applications, is the proper vehicle for considering any changes to this gap.

Impact on Highway Safety

14. The appellants intend to use the southernmost of the plot's two existing accesses to serve the site. This length of the A321 is subject to a 50 mph limit and has hazard warning lines in the carriageway, which appear to relate to a bend some 250 metres to the north. The Council believes that speeds exceed the limit and refers to serious accidents which occurred nearby. It accepts that, in line with advice in "People, Streets and Movement" (PSM), a visibility distance of 160 metres is required on both sides of the access.

15. PSM says that visibility should be measured from a point 2 metres behind the carriageway edge where an access would serve "single dwellings or small groups of up to half a dozen dwellings or thereabouts". A distance of 2.4 metres is necessary to enable a driver to see down the major road without encroaching on to it. A footway and verge outside the site have a combined width of 4.7 metres and because of this the required visibility distance of 160 metres from either of these points is achievable within the highway, and in fact would be considerably exceeded. However, while indicating on the decision notice that additional

information may enable this reason for refusal to be withdrawn, the Council shares some local residents concern that the proposal could be first part of a larger development including adjacent land. It believes that PSM's standard of 4.5 metres, required for "less busy minor roads and busy private access points" should therefore be applied.

16. I agree that in those circumstances the visibility should be taken from a point 4.5 metres from the carriageway edge, and that the required standard could not be met. However, on the basis of the proposal before me I consider that visibility of 2 x 160 metres is the appropriate standard. It can be achieved; in my opinion there would therefore be no material harm to highway safety and no breach of the extant or emerging development plan in this respect. Should the access ever be proposed to serve a larger development acceptable in terms of policies then operating, the Council could at that stage be able to require enhanced visibility to accord with PSM's standard.

Conclusions

17. I have found that the proposal would not harm highway safety. However, this is outweighed by the clear harm to the area's character and appearance and consequent breach of the development plan and the DLP. I find the proposal unacceptable.

18. Local residents raised concerns about the possible continuation of an existing business use, increased traffic because of the lack of local facilities, and possible impact on wildlife in the wooded area of the site. For the reasons given above and having regard to these and all other matters raised, I conclude that the appeal should be dismissed.

Formal Decision

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

Information

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

A. Tuney

INSPECTOR

The Planning Inspectorate

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

Direct Line 0117-3726079
Switchboard 0117-3728000
Fax No 0117-3728624
GTN 1371-6079

PLANNING 63124
POL
DG
COPIES TO
ACK:

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

Your Ref: 0/2002/6045
Our Ref: APP/X0360/A/02/1092450
Date: 11 November 2002

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY L S JOHNSON, G JOHNSON & MISS T JOHNSON
SITE AT JOVIKE, LOWER WOKINGHAM ROAD, WOKINGHAM, BERKS

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

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

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

Phone No. 0117 372 8252

Fax No. 0117 372 8139

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

Yours faithfully

KF
Mrs Margaret Pocock

COVERDL1

Tel. (0118) 974 6448 (Direct Line)
Date: July 25, 2002
My ref: O/2002/6045
Your ref: APP/X0360/A/02/1092450

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: L, G & T Johnson
SITE: Jovike, Lower Wokingham Rd, Crowthorne

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

Yours sincerely

Denise Gumbrell (Mrs)
Appeals Assistant

Enc

Tel. (0118) 974 6448 (Direct Line)
Date: June 26, 2002
My ref: O/2002/6045
Your ref: APP/X0360/A/02/1092450

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: L, G & T Johnson
SITE: Jovike, Lower Wokingham Rd, Crowthorne

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

Yours sincerely

Denise Gumbrell (Mrs)
Appeals Assistant

Enc

Tel. (0118) 974 6448 (Direct Line)
Date. June 26, 2002
My ref: O/2002/6045
Your ref:

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

M Evans
Evans Planning & Development Consultancy
18 Webb Court
Wokingham
RG40 5YR

Dear Sir

APPEAL BY: **L, G, & T Johnson**
SITE: **Jovike, Lower Wokingham Rd, Crowthorne**

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
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Bristol BS1 6PN
http://www.planning-inspectorate.gov.uk

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Fax No 0117-3728624
GTN 1371-6079

57754

DG

21 JUN 2002

AO (H)

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

Your Ref: 0/2002/6045

Our Ref: APP/X0360/A/02/1092450

Date: 20 June 2002

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY L S JOHNSON, G JOHNSON & MISS T JOHNSON
SITE AT JOVIKE, LOWER WOKINGHAM ROAD, WOKINGHAM, BERKS

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.

<u>You must **submit** the following documents within this timetable:</u>

Within 2 weeks from the starting date -

<u>**You**</u> 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 Margaret Pocock

102(BPR)

The Planning Inspectorate

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

For official use only
Date received

PLANNING APPEAL FORM

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

57837

PLANNING SERVICES	HPI
POL	TLS
DC	
CS	DG

10 JUN 2002

COPIES TO

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 L.S. JOHNSON, G. JOHNSON AND MISS T JOHNSON

Address JOVIKE, LOWER WOKINGHAM ROAD, WOKINGHAM, BERKSHIRE

Postcode

Daytime phone no

Fax no

E-mail address

B. AGENT DETAILS FOR THE APPEAL (if any)

Name M EVANS - EVANS PLANNING AND DEVELOPMENT CONSULTANCY

Address 18 WEBB COURT, WOKINGHAM, BERKSHIRE

Postcode RG40 5YR

Your reference

Daytime phone no 0118 9892968

Fax no

E-mail address EvansPlanningUK@yahoo.com

C. LOCAL PLANNING AUTHORITY (LPA) DETAILS

Name of the LPA WOKINGHAM DISTRICT COUNCIL

Date of the planning application 1/3/2002

LPA's application reference no O/2002/6045

Date of LPA's decision notice (if issued) 8/5/2002

D. APPEAL SITE ADDRESS

Address JOVIKE, LOWER WOKINGHAM ROAD, WOKINGHAM, BERKSHIRE

Postcode

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)

DEMOLITION OF EXISTING BUNGALOW AND CONSTRUCTION OF 3 no. FIVE BED DWELLINGS WITH DOUBLE GARAGES

Size of the whole appeal site (in hectares)

0.99

Area of floor space of proposed development (in square metres)

NOT APPLICABLE AS OUTLINE APPLICATION

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

H. GROUNDS OF APPEAL (continued)

SEE ATTACHED

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 M Evans (on behalf of) L.S. JOHNSON

Name (in capitals) MICHAEL EVANS Date 5.6.02

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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Norwich NR3 1BQ

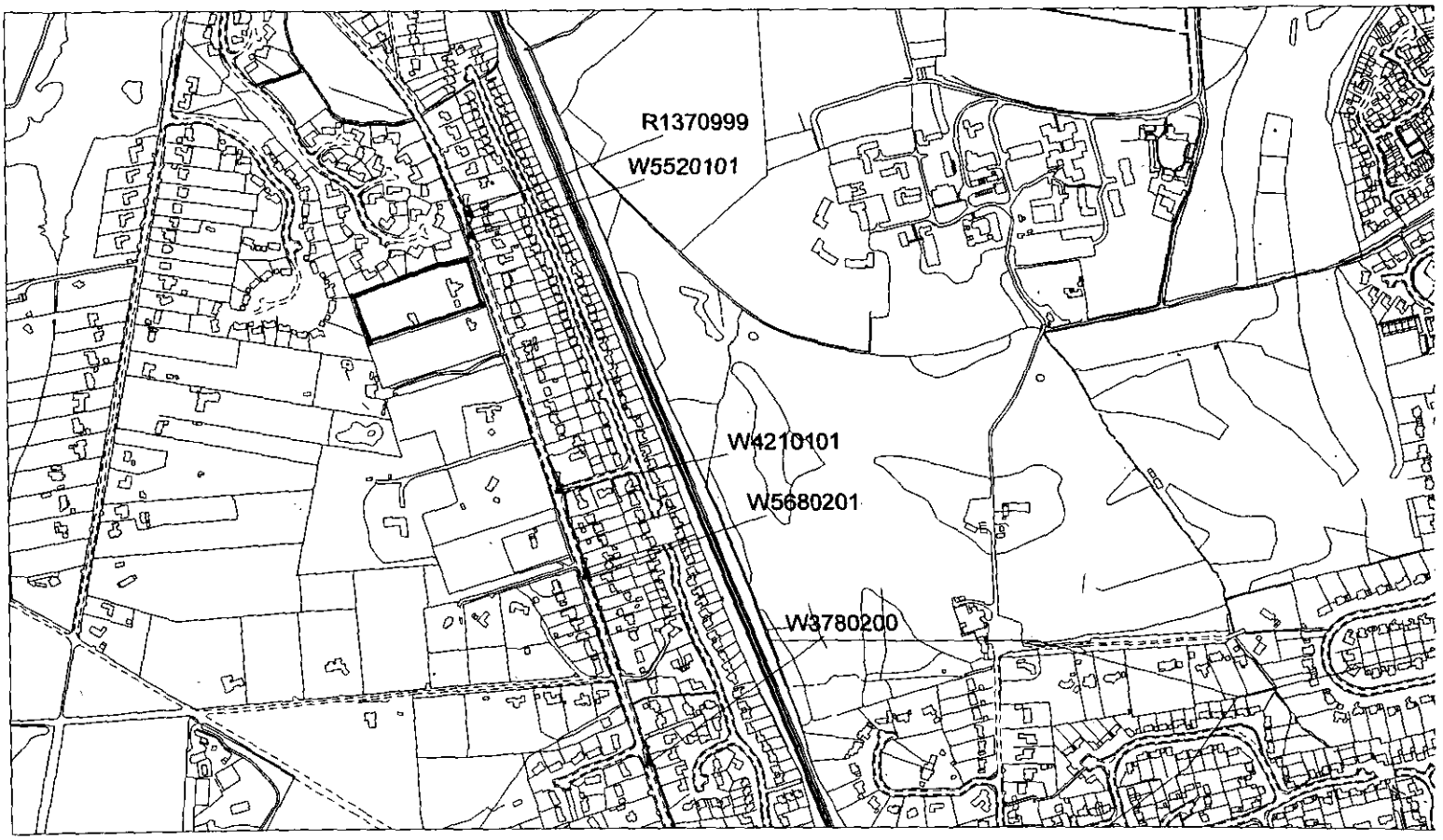
APPENDIX 1

SITE LOCATION PLAN


SITE
King's Mere
Golf Course
Pine Ridge Mobile Home Park
Pineridge Farm
Kingsmere House
Kingsmere Lodge
Kingsbrae House
King's Bridge
Queen's Bridge
Jack's Bridge
Kingsmere Close
Kingsmere Road
Heathlands Road
Lower Earley Way
Club House
Golf Course
Pond
Pond
Pond
Long Acre
Laurel Cottage
Old Laurel Cottage
Le Vallette
Brook House
Tara Home
Greyfriars
Beechleigh
Wychwood House
Carleton
Lincoln House
Stephen Wood
Morning Side
Woodville
Crofters Lodge
Kingfishers Court
Timbercombe
Colmore
Hollins Landing
Allan
Tanglewood
Meiling
Engleberry
Sedgars Stairway
Laurel House
Woodcote
Woodpeckers
Hollybush
Greyfriars
Beechleigh
Wychwood House
Carleton
Lincoln House
Stephen Wood
Morning Side
Woodville
Crofters Lodge
Kingfishers Court
Timbercombe
Colmore
Hollins Landing
Allan
Tanglewood
Meiling
Engleberry
Sedgars Stairway
Laurel House
Woodcote
Woodpeckers
Hollybush
Pinehill
Woodlands
Lakeland
Pinehurst
Bungalow
Arden
Wyrens
Pinetrees
Tanglewood
Silver Birch
Lynsetts
Beechwood
Acrebrin
Silverhouse
Beecroft
Dellwood
Holly House
Little Oaks
By The Stream
Oakfield
Heathside
Brookleigh
Hungary
White Lodge
Beach Cottage
Pine Cottage
Acres Cottage
Pinero
The Ramblers
Middle Earth
The Hollies
The Laurels
Heathlands
Silverhouse
Sunbury
Kingsmere Avenue
Kingsmere Close
Kingsmere Road
Heathlands Road
Lower Earley Way
Path (um)
Path (unm)
Track
Track
Track
Track
Path Unm
Path Unm
Path Unm
Path Unm
FB
FB
FB

APPENDIX 2

ACCIDENT DATA AND LOCATIONS


R1370999
W5520101
W4210101
W5680201
W3780200

Accidents between dates **01/05/1999 and 30/04/2002** (36) months

Selection: **Notes:**

Police Ref.	Date	Cas.	Sev.	Cycs	Peds	Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Easting	Northing	Location
R1370999	14/09/1999	3	Serious	0	0	0	0	Light	No turn	Wet/Damp	0810	481760	164740	A321 LOWER WOKINGHAM RD. 500M S J/W RBT NINE MILE RIDE FINC
W3780200	16/02/2000	3	Slight	0	0	2	0	Light	No turn	Wet/Damp	0835	481972	164056	LOWER WOKINGHAM RD 20M S JNC TALISMAN CLOSE
W4210101	18/01/2001	2	Slight	0	0	0	0	Light	Right	Wet/Damp	0817	481868	164396	LOWER WOKINGHAM RD J/W THE BRAMBLES
W5520101	27/01/2001	1	Fatal	0	0	0	0	Dark	No turn	Frost/Ice	0715	481763	164712	LOWER WOKINGHAM RD 515M SE JNC NINE MILE RIDE
W5680201	24/02/2001	2	Slight	0	0	0	0	Light	Left	Dry	1123	481899	164289	LOWER WOKINGHAM RD 15 YDS S J/W HOUSTON WAY, FINCHAMPST
Column Totals		11		0	0	2	0							
No. of Accidents				0	0	1	0							

Total number of accidents listed: 5

APPENDIX 3

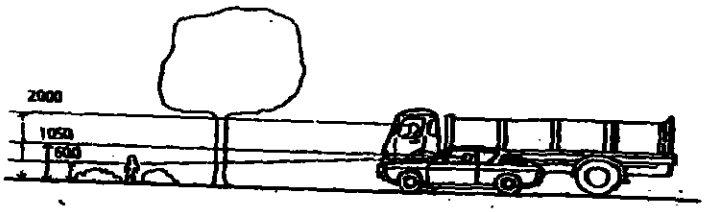
PLACES, STREETS & MOVEMENT
(A COMPANION GUIDE TO DB32)
'Sightlines At Road Junctions'

Sightlines at Road Junctions

The design of sightlines at junctions is discussed in detail in both DB32 and PPG13, annex D. This section draws together the advice in those two documents. The guidance given here needs to be assessed in the circumstances of each case. Sightlines should never be reduced to a level where danger is likely to be caused.

The diagrams and commentary given here describe the most salient points involved.

To enable drivers emerging from a minor road or access to see and be seen by drivers proceeding along the major road, unobstructed visibility is needed within the shaded area (x/y) in plan. Vertical visibility is also required as shown in the section.

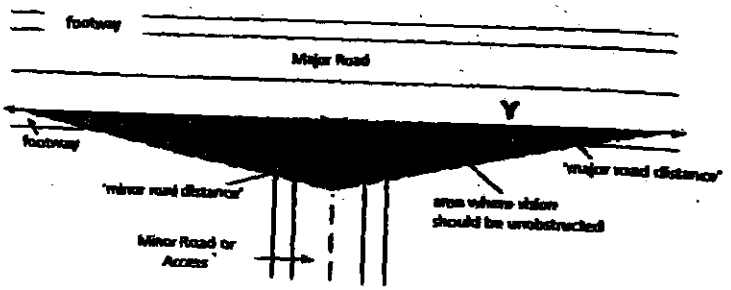


Clear horizontal sightlines should take account of both what the driver can see and what pedestrians (especially children) can see. Sightlines need to be determined from an eye height of 1.05m – 2m, to an object height of 0.6m – 2m.

Requirements for X and Y dimensions are summarised as:

X dimension (minor road distance)

- **9m:** The normal requirement for major new junctions and for the improvement of existing junctions between access roads and district or local distributor roads - for instances where the minor road is busy (ref. PPG13 annex D para. 2).
- **4.5m:** For less busy minor roads and busy private access points.
- **2.4m:** The minimum necessary for junctions within development to enable a driver who has stopped at a junction to see down the major road without encroaching onto it.
- **2.0m:** For single dwellings or small groups of up to half a dozen dwellings or thereabouts.



Only in exceptional circumstances should a distance of less than 2.0m be considered.

The advice in this section supersedes that contained in both PPG13 and DB32.

Y dimension (major road distance)

Table A

Major road speed (kph)	120	100	85	70	60	50	40	30
Major road distance (m)	295	215	160	120	90	70	45	33

Table B

Speed Limit (mph)	70	60	50	40	30	20
Major road distance (m)	295	215	160	120	90*	45*

** includes an allowance for motorists travelling at 10kph above the speed limit.*

Tables A and B are drawn from Annex D of PPG13 with the speeds for residential areas shown in bold. In addition to the dimension quoted, where it can be shown that vehicle speeds will be contained to either 30mph or 20mph the respective Y distances in table B can be amended to 60m and 33m respectively.

Reference: DB32 pp.50–53 and PPG13 Annex D

APPENDIX 4

DEPARTMENT OF TRANSPORT
TECHNICAL DIRECTIVE 42/95
'Geometric Design Of Major/Minor Priority Junctions'

7. GEOMETRIC DESIGN FEATURES

General

7.1 This chapter outlines the geometric design features to be considered in the design of major/minor priority junctions. Many of the features are dealt with separately, and a designer should work systematically through the design procedure prior to assembling the component parts. This is an iterative process, and it may be necessary to alter part of the junction design covered previously in order to achieve a satisfactory design.

Design Speed

7.2 Geometric standards for junctions are related to the traffic speed of the major road, and for new roads this is the design speed as defined in TD 9 (DMRB 6.1.1). Reference should be made to TD 9 in order to determine the appropriate design speed.

Visibility

7.3 Minor road traffic has to join or cross the major road when there are gaps in the major road traffic streams. It is therefore essential that minor road drivers have adequate visibility in each direction to see the oncoming major road traffic in sufficient time to permit them to make their manoeuvres safely. This concept also applies to major road traffic turning right into the minor road. As well as having adverse safety implications, poor visibility reduces the capacity of turning movements. Visibility shall however, not be excessive as this can provide a distraction away from nearer opposing traffic.

7.4 Drivers approaching a major/minor priority junction from both the major road and the minor road shall have unobstructed visibility as indicated in the following sections. The envelope of visibility for driver's eye height is as set out in TD 9 (DMRB 6.1.1.2.2).

Major Road

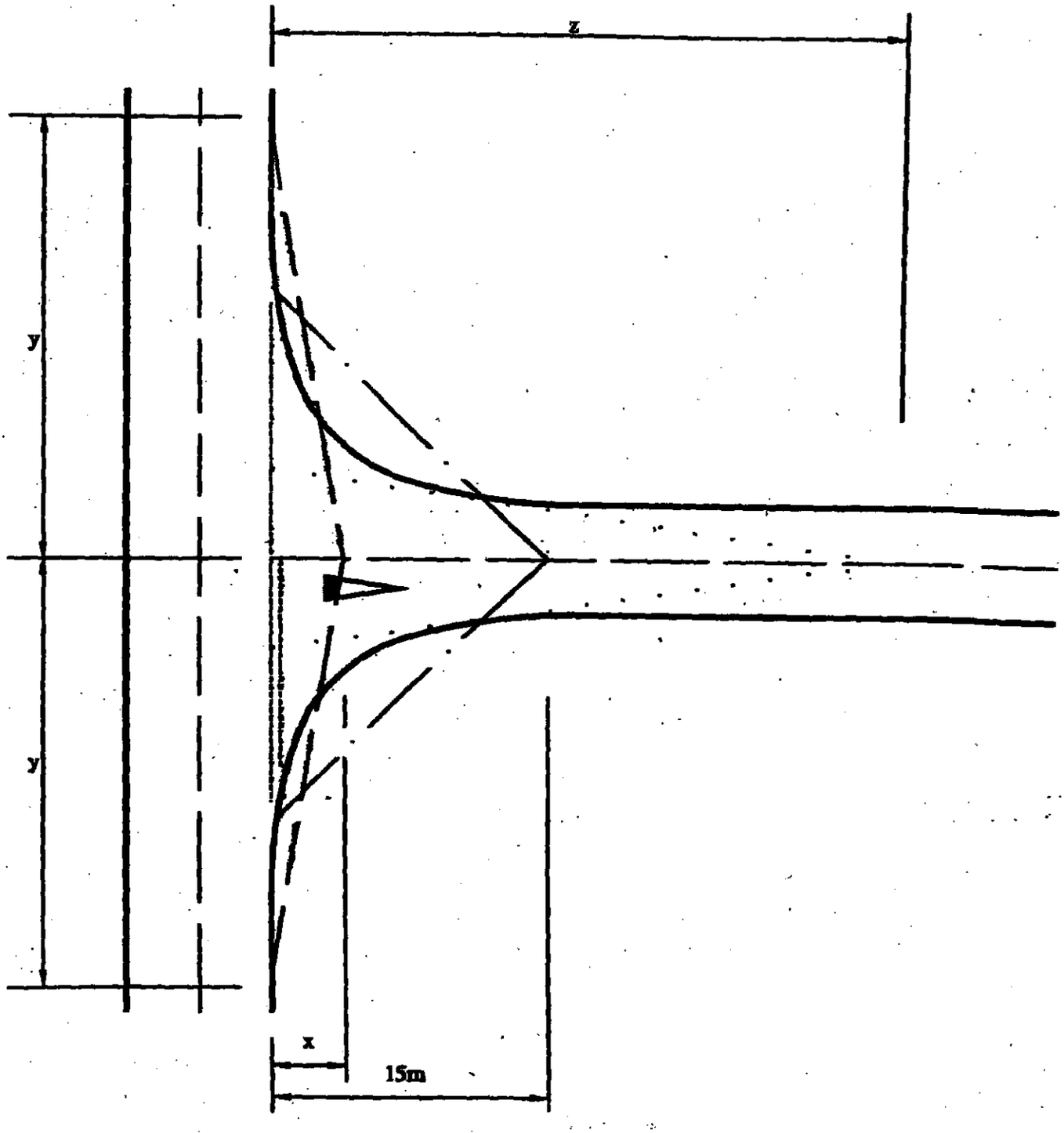
7.5 Drivers approaching a major/minor priority junction along the major road approaches shall be able to see the minor road entry from a distance corresponding to the Desirable Minimum Stopping Sight Distance (SSD) for the design speed of the major road, as described in TD 9 (DMRB 6.1.1). This visibility allows drivers on the major road to be aware of traffic entering from the minor road in time for them to be able to slow down and stop safely if necessary.

Minor Road

7.6 The principle of providing the required visibility for drivers approaching the junction from the minor road has three distinct features.

a. Approaching drivers shall have unobstructed visibility of the junction from a distance corresponding to the Desirable Minimum Stopping Sight Distance (SSD) for the design speed of the minor road, as described in TD 9 (DMRB 6.1.1). This allows drivers time to slow down safely at the junction, or stop, if this is necessary. Where a "Give Way" sign is proposed the visibility envelope shall be widened to include the sign.

b. From a point 15m back along the centreline of the minor road measured from the continuation of the line of the nearside edge of the running carriageway of the major road (not from the continuation of the back of the major road hardstrip if this is present), an approaching driver shall be able to see clearly the junction form, and those peripheral elements of the junction layout. This provides the driver with an idea of the junction form, possible movements and conflicts, and possible required action before reaching the major road.



x 'x' distance
y 'y' distance
z Desirable Minimum Stopping Sight Distance (SSD) for Approach Road Design Speed

Lines over which unobstructed visibility should be provided

Figure 7/1: Visibility Standards (para 7.6)

c. The distance back along the minor road from which the full visibility is measured is known as the 'x' distance. It is measured back along the centreline of the minor road from the continuation of the line of the nearside edge of the running carriageway of the major road. The 'x' distance shall be desirably 9m (but see para 7.8). From this point an approaching driver shall be able to see clearly points to the left and right on the nearer edge of the major road running carriageway at a distance given in Table 7/1, measured from its intersection with the centreline of the minor road. This is called the 'y' distance and is defined in Fig 7/1. Relaxations are not available for this distance.

7.7 If the line of vision lies partially within the major road carriageway, it shall be made tangential to the nearer edge of the major road running carriageway, as shown in Fig 7/2.

Design Speed of Major Road (kph)	'y' Distance (m)
50	70
60	90
70	120
85	160
100	215
120	295

Table 7/1: 'y' Visibility Distances from the Minor Road (Relaxations not available - para 7.6c)

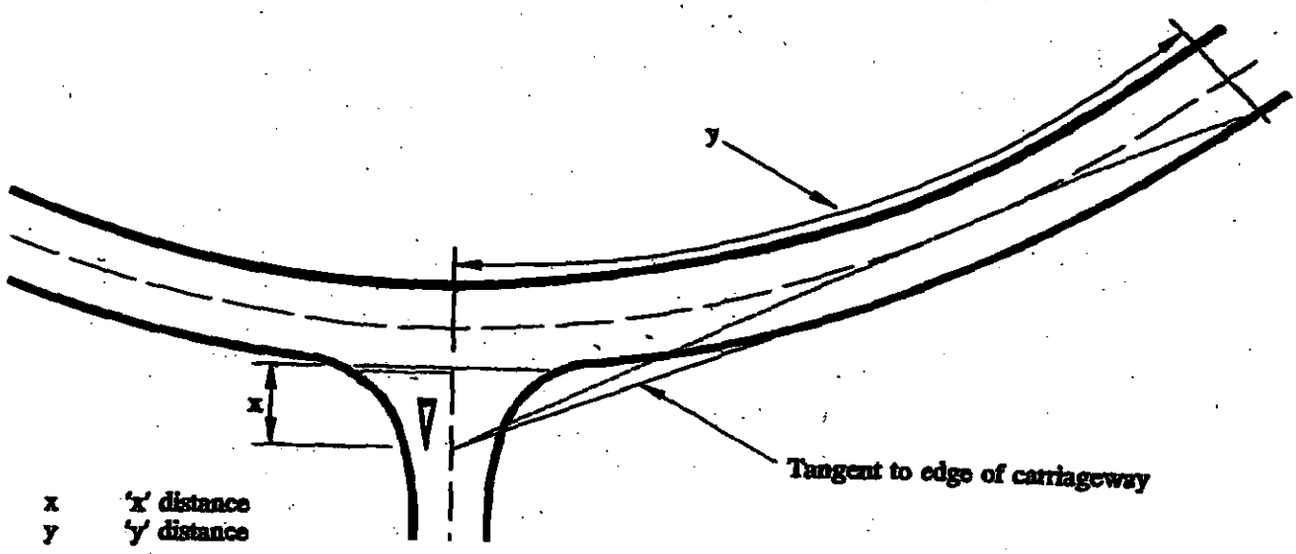


Figure 7/2: Visibility Standards with a Curved Major Road (para 7.7)

7.8 In difficult circumstances, the 'x' distance may be taken as a Relaxation from 9.0m to 4.5m for lightly trafficked simple junctions, and in exceptionally difficult circumstances, to 2.4m back from the nearer edge of the major road running carriageway. The 'x' distance, from which full 'y' distance visibility is provided, shall not be more than 9m, as this induces high minor road approach speeds into the junction, and leads to excessive land take.

7.9 Similarly, although the 'y' distance shall always be provided, there is little advantage in increasing it, as this too can induce high approach speeds and take the attention of the minor road driver away from the immediate junction conditions. Increased visibility shall not be provided to increase the capacities of various turning movements.

7.10 These visibility standards apply to new junctions and to improvements to existing junctions.

7.11 Where the major road is a dual carriageway with a central reserve of adequate width to shelter turning traffic, the standard visibility splay to the left is not required, but the central reserve to the left of the minor road shall be kept clear of obstructions for the appropriate 'y' distance, when viewed from an 'x' distance of 2.4m.

7.12 If the major road is one way, a single visibility splay in the direction of approaching traffic will suffice. If the minor road serves as a one way exit from the major road, no visibility splays will be required, provided that forward visibility for turning vehicles is adequate.

7.13 Vehicles parked within splay lines may obstruct visibility. Where necessary, parking and access should be controlled to prevent this. Care should also be taken in the placing of signs, landscaping and street furniture within the visibility splay areas to ensure that their obstructive effect is minimal.

Design Vehicle

7.14 Allowance shall be made for the swept turning paths of long vehicles where they can reasonably be expected to use a junction. Consideration shall also be given to the manoeuvring characteristics of these vehicles in the design of staggered junctions.

7.15 All of the geometric parameters used in the design of a major/minor priority junction have been developed to cater for a 16.5m long articulated vehicle, whose turning width is greater than for most other vehicles within the normal dimensions permitted in the existing Vehicle Construction and Use Regulations, or likely to be permitted in the near future. The turning requirements of an 18.35m long drawbar trailer combination are less onerous regarding road width. In cases where hardstrips are present, the design vehicle is assumed to use these on some turns, and at some simple junctions, it may encroach into opposing traffic lanes.

7.16 However, a 15.5m long articulated vehicle with a single rear axle has been shown to be more onerous than the 16.5m long vehicle, but the small numbers of this type of vehicle currently operating in Great Britain mean that designing all junctions for such vehicles could be economically unjustifiable. Hence, if the major/minor priority junction being designed is in an area where there is likely to be regular use by such vehicles, the designer should take account of this either by amending the design to cater for such a vehicle, or by accepting that these vehicles may encroach into other traffic lanes, or overrun other areas. In such instances, consideration may be given to providing differential coloured or raised surfacing indicating the area of allowable overrun.

Corner Radii

7.17 Where no provision is made for large goods vehicles, it is recommended that the minimum circular corner radius at simple junctions should be 6m in urban areas and 10m in rural areas. Where provision is to be made for large goods vehicles, the recommended circular corner radius is:-

a. 10m at urban simple junctions, followed by a taper of 1:5 over a distance of 30m, measured from the edge of the major road carriageway up the minor

The Planning Inspectorate

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Date received

QUESTIONNAIRE

PLANNING, LISTED BUILDING CONSENT OR CONSERVATION AREA CONSENT

APPEAL REF: APP/X0360/A/02/1092450 **GRID REF:**

APPEAL BY: L, G + T Johnson.

SITE: JOVIKE, LOWER WOKINGHAM RD, CROWTHORNE

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?	~~YES~~ / NO
	(It is our policy that Inspectors make an unaccompanied site visit whenever practicable e.g. the site can be seen clearly from a road or other public land. You must only indicate the need for an accompanied visit when it is necessary to enter the site e.g. to view or measure dimensions from within it.)	
3.	Does the appeal relate to an application for approval of reserved matters?	~~YES~~ / NO
4.	Was an Article 7 (Regulation 6 for listed building or conservation area consent) certificate submitted with the application?	~~YES~~ / NO ~~/ NA~~
5.	Was it necessary to advertise the proposals under Article 8 of the GDPO 1995 and/or Section 73 of the Planning (Listed Buildings and Conservation Areas) Act 1990?	~~YES~~ / 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;	1	
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?	01/08/02	
b. Copies of the following documents must, if appropriate, be enclosed with this questionnaire.	Number of Documents Enclosed	N/A
i) representations received from interested parties about the original application	8	
ii) the planning officer's report to committee		✓
iii) any relevant committee minute		✓
17. FOR APPEALS DEALT WITH BY WRITTEN REPRESENTATIONS ONLY Do you intend to send another statement about this appeal? If NO, please send the following information:-	YES / ~~NO~~	
a. In non-determination cases:		
i) what the decision notice would have said;		
ii) how the relevant development plan policies relate to the issues of this appeal.		
b. In all cases:		
i) the relevant planning history;		
ii) any supplementary reasons for the decision on the application;		
iii) matters which you want our Inspector to note at the site visit.		
18. THE MAYOR OF LONDON CASES ONLY		
a. Was it necessary to notify the Mayor of London about the application? If YES, please attach a copy of that notification.	YES / NO	
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 26/06/02 OUR ref: O/2002/60455

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

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HIGHWAYS CONSULTATION SHEET

From: Angela Odell **Date:** 09 April 2002

Application Number: O/2002/6045

Proposal: Outline application for the proposed erection of 3 dwellings and demolition of existing dwelling.

Parish: FINCHAMPSTEAD PARISH

Site Address:
Jovike, Lower Wokingham Road, , Crowthorne.

Applicant:
L S,G & Ms T Johnson C/O Andesign.

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

✓ below as applicable;

1) ☐ Recommend refusal for the reason(s) **stated below**;
2) ☐ Recommend approval but with condition(s) & reason(s) **stated below**;
3) ☐ Recommend approval with **no** condition(s) or reason(s).

There is insufficient information for highways to comment on this application:
ie. siting & means of access not being considered.

Signed: _____ **Print name:** AC 22/04/02.

FROM: Angela Odell

DATE: 09 April 2002

DELEGATED

FINCHAMPSTEAD PARISH CONSULTATION SHEET

Application Number: O/2002/6045

Proposal: Outline application for the proposed erection of 3 dwellings and demolition of existing dwelling..

Site Address: Jovike, Lower Wokingham Road, , Crowthorne.

Applicant: L S,G & Ms T Johnson C/O Andesign.

Your observations are required in respect of this application **by 03/05/2002** .

PLANNING SERVICES	HPT
POL	TCS
DC	PLS
APP	
CS	
19 APR 2002	
COPIES TO	

Parish Councillors object to this development because it is outside the settlement boundary

SIGNED: C.S. Ch

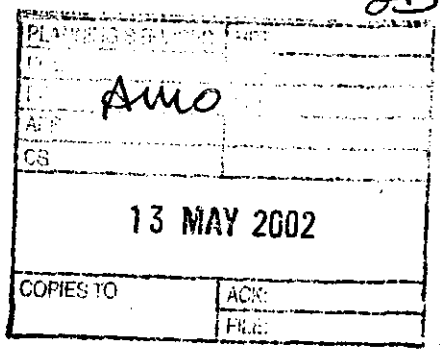
DATE: 19/4/02

Clerk To Finchampstead Parish/Town Council.

ANON OBJ – UNABLE TO RESPOND

6045

OB



Wokingham Unitary
Environmental Services Department
Planning Services
PO Box 157
Shute End, Wokingham
Berkshre
RG40 1WR

3rd May 2002

REPLIED ON 4/5/02

Objection to Planning Application Number 0/2002/6045

I would like to make an objection to the above application on the grounds of Noise smells and disturbance, and also Highway Safety and Traffic.

The current property is used as a business and seasonally attracts more traffic and congestion to the road. The householders put up signs along the road advertising their products, which are unsightly and cause a distraction to the drivers along the road. Allowing more building will exacerbate the situation.

The owners and occupants of the property regularly have very long lasting outdoor gatherings, which attract a large number people, possibly business guests. These are typically fireworks parties that are extremely noisy and last until 10 – 10:30 pm on weekday evenings. The partygoers are hostile and aggressive when approached to ask to keep the noise down.

I am also concerned that the buildings will spoil the semi-rural feel to the area, and would like to call on the Development Plan Policy of Wokingham Unitary as further housing development in these types of areas are stated to be against the policy.

Regards

A Neighbour

WOKINGHAM DISTRICT COUNCIL
TOWN AND COUNTRY PLANNING ACT 1990

APPEAL BY L, G & T JOHNSON

OUTLINE APPLICATION FOR THE PROPOSED ERECTION OF THREE DWELLINGS AND DEMOLITION OF EXISTING DWELLING JOVIKE, LOWER WOKINGHAM ROAD, CROWTHORNE

PLANNING APPLICATION No. O/2002/6045

DETR REF : APP/X0360/A/02/1092450

STATEMENT BY THE HIGHWAY AUTHORITY

1.0 SCOPE OF EVIDENCE

1.1 The evidence provided within this statement addresses the Highway Authority's reasons for refusal of Planning Application O/2001/6045 dated 8th May 2002, which stated the following:-

1. ***From the information submitted, the Local Planning Authority is not satisfied that the proposal would not have an adverse effect on highway safety and the free flow of traffic.***

The proposal is therefore potentially contrary to policy LD5 of the Berkshire Structure Plan, to policy ST3 of the South East Area Local Plan and to policy WT7 of the Wokingham District Local Plan.

1.2 The application as submitted is for the erection of three dwellings, on a site of approximately 0.99 hectares. The site is located adjacent to, and has access from, the Lower Wokingham Road (A321), Crowthorne. The Lower Wokingham Road (A321) is approximately 1.5 km in length and to the north forms a junction with Sandhurst Road (A321) and Nine Mile Ride (B3430), as shown on the location plan in Appendix 1.

2.0 EXISTING SITUATION

2.1 The Lower Wokingham Road (A321) forms part of the Primary Distributor Road Network as defined within the Berkshire Design Guide and is subject to a 50 m.p.h speed limit. Immediately fronting the site Lower Wokingham Road has an overall width of 14.8 metres, which comprises a 6.8 metre carriageway with a 3.3 metre verge to the east and a 1.3 metre footway and 3.4 metre verge to the west.

2.2 There has been four (4) recorded personal injury accidents along the A321 within 300 metres of the site during the past three-year period. Although all four of these accidents are relevant as they demonstrate the potential for accidents in the vicinity of the site, it is two of these that must be emphasised. They actually occurred within 30 metres north of the site. The first resulted in a fatality and involved a car losing control. The second involved a car hitting stationary traffic with serious injuries. Both of these reflect the high speeds that vehicles travel along this stretch of road. (Appendix 2)

3.0 PROPOSAL

3.1 As this is an outline application the highway authority consider it is important to ensure that any access to be created onto the busy A321 is to a standard that reflects the nature of this road and any possible future development in the site. It is clear that the site is big enough for considerably more dwellings to be built on it and the adjacent land. The highway authority are concerned that if the principle for residential development is established, with the access as proposed, any future proposals of a larger scale could compromise highway safety.

3.2 The DETR document 'Places, Streets & Movements (A companion guide to DB32)' sets out criteria with respect to visibility splays. In view of the speed limit of the A321, the standards require minimum visibility splays of 160 metres at an appropriate 'minor road distance' of 4.5 metres. (Appendix 3)

3.3 The A321 has a very high traffic flow, on a section where vehicle speeds are high and in the opinion of the highway authority, many vehicles exceed the speed limit. While the application is for 3 dwellings, there is potential for more dwellings to be built on the site and on adjacent land. It is considered that the nature of the road and recent accident records do warrant maximum visibility being achieved. It is therefore considered that any access created onto this road should be provided with the above mentioned visibility splays.

3.4 On site measurements have indicated that visibility available from the proposed point of access onto the A321 at a 'minor road' set back of 4.5 metres is only 75 metres to the north (looking left) and only 120 metres to the south (looking right). These measurements have been carried out in accordance with the method set out within table 7/1 of the Department of Transport Technical Directive 42/95 (TD42/95) which ensures that full road width visibility is maintained (Appendix 4).

3.5 TD42/95 acknowledges the importance of providing adequate visibility splays for minor roads in order to allow for an emerging vehicle to see the oncoming major road traffic in sufficient time to permit them to make manoeuvres safely. Furthermore, the required minor road set back of 4.5 metres allows drivers on the major road to be aware of traffic entering from the minor road in time for them to slow down and stop safely, if required.

3.6 Clearly, the visibility splays available from the proposed access fall considerably below the required minimum standards. Therefore, any increase in turning traffic resulting from the development would not be in the interests of highway safety and increase the potential for accidents to occur.

4.0 CONCLUSION

4.1 The proposed development and potential for further development would result in an increase in traffic using the substandard junction of the proposed access with the busy A321 Lower Wokingham Road. Therefore, as the development if approved will have a detrimental impact on highway safety and increase the risk of accidents to road users, I request that the appeal be dismissed.

Adam Coggins 24/07/02

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 HOT 60296 TLC FNF APP CS 28 AUG 2002 COPIES TO ACK FILE

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

Your Ref: 0/2002/6045

Our Ref: APP/X0360/A/02/1092450

Date: 27 August 2002

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY L S JOHNSON, G JOHNSON & MISS T JOHNSON
SITE AT JOVIKE, LOWER WOKINGHAM ROAD, WOKINGHAM, BERKS

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

Yours faithfully

Mrs M Pocock

217L(BPR)

Evans Planning and Development Consultancy



EPDC

Mike Evans BA MA MPhil DipTP MRTPI
Chartered Town Planner
18 Webb Court
Wokingham
Berkshire
RG40 5YR
Tel: 0118 9892968
Mobile: 07766 053657
Email: EvansPlanningUK@Yahoo.com

FAO Mrs M Pocock
3/03 Kite Wing
Temple Quay House
2 The Square
Temple Quay
Bristol
BS1 6PN

12th August 2002

APPEAL REFs APP/X0360/A/02/1092450

COMMENTS ON COUNCIL'S STATEMENTS
SITE AT JOVIKE, LOWER WOKINGHAM ROAD, WOKINGHAM, BERKSHIRE

Dear Mrs Pocock

Please accept the following as my comments on the Council's statement. I enclose 2 copies. The paragraph numbers are those used in the Council's statement.

Para 3.02

I dispute the assertion that this site is part of the countryside. It is in fact a residential curtilage containing a highly developed frontage with development spanning the full width of the site. It also contains another substantial curtilage building to the rear of the site. Given the residential

development on all four sides it is misleading and inaccurate to call the site an area of "countryside".

Para 3.04

The Council merely asserts that the proposal is contrary to policy C2 of the Structure Plan. But this policy permits the redevelopment of existing buildings and I explain in para 4.07 how the proposal complies with this policy. The Council does not seem to have considered this possibility.

Para 3.05

The Council has failed to consider the extent and prominence of the existing development on the appeal site. The site is not currently well screened and is prominent in public viewpoints.

Para 4.01

In my opinion the screening to the south of the site provides a much more solid and denser boundary. Unlike the other sides development is not visible from within the appeal site in this direction.

Para 4.02

The Council appear to have misunderstood my point about the gap policies. I am not saying it is not in the designated gap as shown in the development and emerging local plan. What I am saying is that it does not contribute anything meaningful to the objectives and purpose of that policy. I explain this in para 4.11 of my original statement. In fact the Council's approach on this reflects its overall approach which is to slavishly apply policies without considering the objectives of those policies and what they are actually trying to achieve. No regard has been

had to whether the proposal would actually harm the objectives of gap policy. I have clearly demonstrated that it will not harm those objectives.

Para 4.03

The Council accept that the site constitutes previously developed land. The extent of existing built development on the site, comprising the large garage, walls, large bungalow and large curtilage building does not appear to have been considered by the Council in other than a cursory way. It is significant that the Council does not dispute that the whole site is a residential curtilage and benefits from full permitted development rights. I accept that PPG3 does not mean that the whole of the curtilage should be developed but respectfully point out that 3 dwellings would leave the majority of the site undeveloped.

Para 4.04

The Council do not in my view make an adequate comparison between the current situation and what could be achieved by the proposal. At present built development extends right across the site with no gaps. The wall, garage and dwelling span the full width. The 3 dwellings could be sited in such a way as to leave gaps between the dwellings and to provide significant landscaping in front.

The Council would also of course have full control under a reserved matters application over the height and footprint of the proposed houses. It is therefore premature to say they would be too high or too big as the Council would be fully able to control this matter.

Highways

The highways officer's attempts to justify an X distance of 4.5 metres is wholly unacceptable. Places, Streets and Movement makes it quite clear

that 2 metres is the maximum necessary for small groups of up to about 6 houses. The justification put forward for a greater distance is the potential for additional development in the future. Yet if this did happen the Council would be able to insist on improved visibility at that point in time. We do not know why any of the accidents that the Council refers to took place and the Council has put no specific arguments forward to justify a higher standard.

Yours sincerely



Michael Evans

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 SERVICE 59595
POL TLS
DO 19 ENF

06 AUG 2002

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

Your Ref: 0/2002/6045

Our Ref: APP/X0360/A/02/1092450

Date: 7 August 2002

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY L S JOHNSON, G JOHNSON & MISS T JOHNSON
SITE AT JOVIKE, LOWER WOKINGHAM ROAD, WOKINGHAM, BERKS

I enclose third party correspondence relating to the above appeal.

If you have any comments on the points raised, please send 2 copies to me no later than 9 weeks from the starting date. You should comment solely on the representations enclosed with this letter. 22168102

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

Mrs M Pocock

211AL(BPR)

RECEIVED
- 2 AUG 2002
PINS AA PEP

Sarah Warr
Pine Cottage
Lower Wokingham Road
Crowthorne
Berks
RG45 6DB

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

Your Ref: APP/X0360/1092450

26th July 20002

Regarding appeal for planning application for "Jovike" Lower Wokingham Road, appeal number 0/2002/6045.

I am writing to you regarding the appeal following the rejection of the planning permission to develop the above property.

I am in favour of the rejection on the following grounds:-

1. Development on rural woodland
2. Peak time road congestion
3. Road Traffic related dangers
4. General Local Planning issues.
5. Planning precedents to the woodland gardens (see below)

1. The above property is situated on large grounds, mostly of which is taken up by woodland, this garden woodland joins the rear of all the properties on the west side of the Lower Wokingham Way. The wooded area is the home to many endangered woodland animals like deer, owls and woodpeckers. Allowing development on the grounds would reduce their natural habitat and would be against your Environmental Policy.

2. The peak time road congestion would increase with the development, as the development is not near shops, schools, and local amenities it would need a car journey to travel to them. This is against your Local Agenda 21 Strategy issue No.1.

3. Road traffic related dangers, as the property seems to operate a business from time to time from it, the number of vehicles pulling into the properties is currently more than if it were a normal residence. Any more properties on the grounds may increase this. Also the property is along the road from a dangerous dip in the road, any vehicles pulling into and out of the property are not always easily seen. More development would increase the risk of an accident.

4. The planning application was for medium to large properties, this does not fall in line with item 3 of the Local Agenda 21 Strategy which is to improve the shortage of affordable housing.

5 It is local knowledge that the owners of Jovike are interested in obtaining the adjoining property "Woodpeckers" and the owner has been approached on numerous occasions by Jovike asking if they could purchase the property. It is known that the owners of Jovike are keen to merge the two properties, create an access road and build a small housing development on the merged ground.

The owner of Woodpeckers has already declined the offer and does not favour development, however, she is very old (late 80s), and so it would seem that her neighbours have asked for first refusal over the property when she goes.

If this were allowed to go ahead it would contravene the agenda of the Wokingham District Council. It would change the rural appearance of the area, ruin the woodland and make the road even more congested.

It is also known that the other property adjoining Woodpeckers is also keen to develop this large wooded area. Any further plans submitted for development on this woodland area should be rejected on the above grounds and to safeguard the rural environment of this part of Wokingham.

Yours truly

S A Warr

RECEIVED IN PINS AA
30 JUL 2002

Peter Jordan
Rose Cottage
Lower Wokingham Road
Crowthorne
Berks
RG45 6DB

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

Your Ref: APP/X0360/1092450

27th July 20002

Regarding appeal for planning application for "Jovike" Lower Wokingham Road, appeal number 0/2002/6045.

Regarding the planning appeal at Jovike Lower Wokingham Road for 3 hourses to be built. I am not in favour of the development on following grounds

Development on rural woodland, disturbing the natural wildlife
Peak time road congestion
Road Traffic related dangers
General Local Planning issues.
Planning precedents to the woodland gardens (see below)

The above property is situated on large grounds, mostly of which is taken up by woodland, this garden woodland joins the rear of all the properties on the west side of the Lower Wokingham Road. The wooded area is the home to many endangered woodland animals like deer, owls and woodpeckers. Allowing development on the grounds would reduce their natural habitat and would be against your Environmental Policy.

The peak time road congestion would increase with the development, as the development is not near shops, schools, and local amenities it would need a car journey to travel to them. This is against your Local Agenda 21 Strategy issue No.1.

Road traffic related dangers, as the property seems to operate a business from time to time from it, the number of vehicles pulling into the properties is currently more than if it were a normal residence. Any more properties on the grounds may increase this. Also the property is along the road from a dangerous dip in the road, any vehicles pulling into and out of the property are not always easily seen. More development would increase the risk of an accident.

The planning application was for medium to large properties, this does not fall in line with item 3 of the Local Agenda 21 Strategy which is to improve the shortage of affordable housing.

It is local knowledge that the owners of Jovike are interested in obtaining the adjoining property "Woodpeckers" and the owner has been approached on numerous occasions by Jovike asking if they could purchase the property. It is known that the owners of Jovike are keen to merge the two properties, create an access road and build a small housing development on the merged ground.

The owner of Woodpeckers has already declined the offer and does not favour development, however, she is very old (late 80s), and so it would seem that her neighbours have asked for first refusal over the property when she goes.

If this were allowed to go ahead it would contravene the agenda of the Wokingham District Council. It would change the rural appearance of the area, ruin the woodland and make the road even more congested.

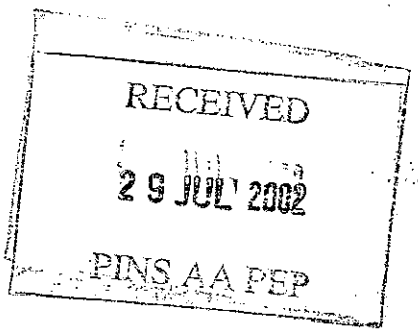
It is also known that the other property adjoining Woodpeckers is also keen to develop this large wooded area. Any further plans submitted for development on this woodland area should be rejected on the above grounds and to safeguard the semi-rural environment of this part of Wokingham.

Allowing this development would set a precedent for the other properties to develop in their back gardens.

Yours truly

Peter Jordan

P. Jordan



WOODPECKERS,
LOWER WOKINGHAM ROAD
CROWTHORNE, BERKS.

26th July 2002

Dear Mrs. Pocock,

Application No. O/2002/6045
Appeal by LSG & Ms T Johnson
Site Jovike, Lower Wokingham Road.

With regard to the above application for the erection of 3 dwellings and the demolition of Jovike, I would like to make the following comments.

The traffic on the Lower Wokingham Road is the heaviest in the area, and granting of this application would alter the semi rural area on the south side of the Lower Wokingham Road. It would also create a precedent for future development in the area.

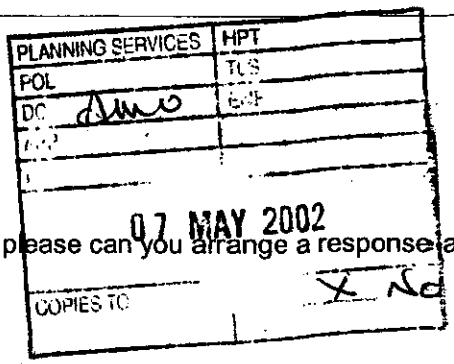
Yours Sincerely,

(K.M. Hawkins)

Mrs. M. Pocock,
The Planning Inspectorate,
Room 3/03 Kite Wing,
Temple Quay House, 2 The Square
Temple Way BRISTOL BS 1 6PN

6045

Ian Jordan



From: Susan Verdin
Sent: 07 May 2002 14:28
To: Ian Jordan
Subject: FW: PLANNING

We have received this email via the general WDC address, if you can help, please can you arrange a response and copy it to me for our logging system.

OBJ

Thank you
Sue Verdin
Wokingham District Council
Website: www.wokingham.gov.uk

NO ADR (ROOAL) PUT IN E-MAIL

-----Original Message-----
From: Hevvabon@aol.com [SMTP:Hevvabon@aol.com]
Sent: Monday, May 06, 2002 10:00 PM
To: wokinghamdc@wokingham.gov.uk
Subject: PLANNING

Application Number: 0/2002/6045
Jovike, Lower Wokingham Road Crowthorne

We are writing regarding the proposed erection of 3 dwellings and demolition of Jovike.
We would reply as follows:

1. We are concerned that building the proposed 3 houses will have an effect on the privacy to our property (which is opposite). At present Jovike is a bungalow but if 3 houses are built they will directly overlook our property, and affect our privacy in 2 downstairs rooms and 2 bedrooms and the landing.

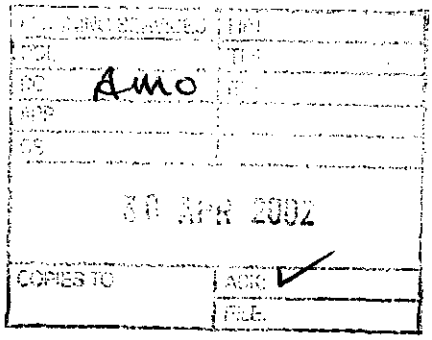
2. Also, the disturbance to residents and commuters will be devasting. The Lower Wokingham Road is a very busy road.

3. Jovike conduct a lot of business from their property - selling cars and Christmas trees from their drive - the 3 proposed houses are very close to the road so people will have to park on the road, outside our and other neighbours houses causing obstruction and affecting highway safety.

Please do not hesitate to contact us if you require any further information.
Can you advise us whether or not the planning application will proceed.

Heather and Steve Boncey

OBS



AD/WDC-AO/JOV
27th April 2002

Environmental Services Department
Planning Services
Wokingham DC
PO Box 157
Shute End
Wokingham
Berkshire RG40 1WR

Glenrise
Lower Wokingham Road
Berkshire
RG45 6DB

fao - Angela Odell

APP No: O/2002/6045
Jovike, Lower Wokingham Road, Crowthorne

I note the recent application for three houses to the front of the above site. We have lived on this road for many years and have some concerns.

Highways
The site is located near a blind summit along Lower Wokingham Road where there has been one fatal accident in the last eighteen months and a number of others on this stretch of road during our time here. We would be therefore concerned about any increase in traffic turning onto this road from this site.

Conservation of trees and open land + design
While I appreciate that architectural issues are for consideration at detailed design stage, the layout indicates the possible loss of mature trees to the frontage together with a suburban plot layout with repetitive looking dwellings densely packed to the frontage. We are also wary of future backland development further destroying the local wooded landscape character.

The existing character of Lower Wokingham Road is one of housing amongst established trees with sufficient space to mature. This has been the special character of the 'Rides' since the 1980's local plan. The overall impression is one of landscape/woodland dominating houses and any application for additional housing should in our opinion enhance not compromise this distinctive characteristic. Plot density is a key issue if detached properties are being proposed.

Yours sincerely

Mr & Mrs. A Draffin

OBS

PLANNING SERVICES | HPT
POL | TLS
DC | ENF
APP
CS
26 APR 2002
COPIES TO

23 Little Fryth
Wokingham
Berkshire
RG40 3RN
01344 761276
23 April 2002

Wokingham District Council
Planning Services
PO Box 157
Shute End
Wokingham
RG40 1WR
Att. Angela Odell

Dear Sirs

Re; 0/2002/6045 - Jovike , Lower Wokingham Road.

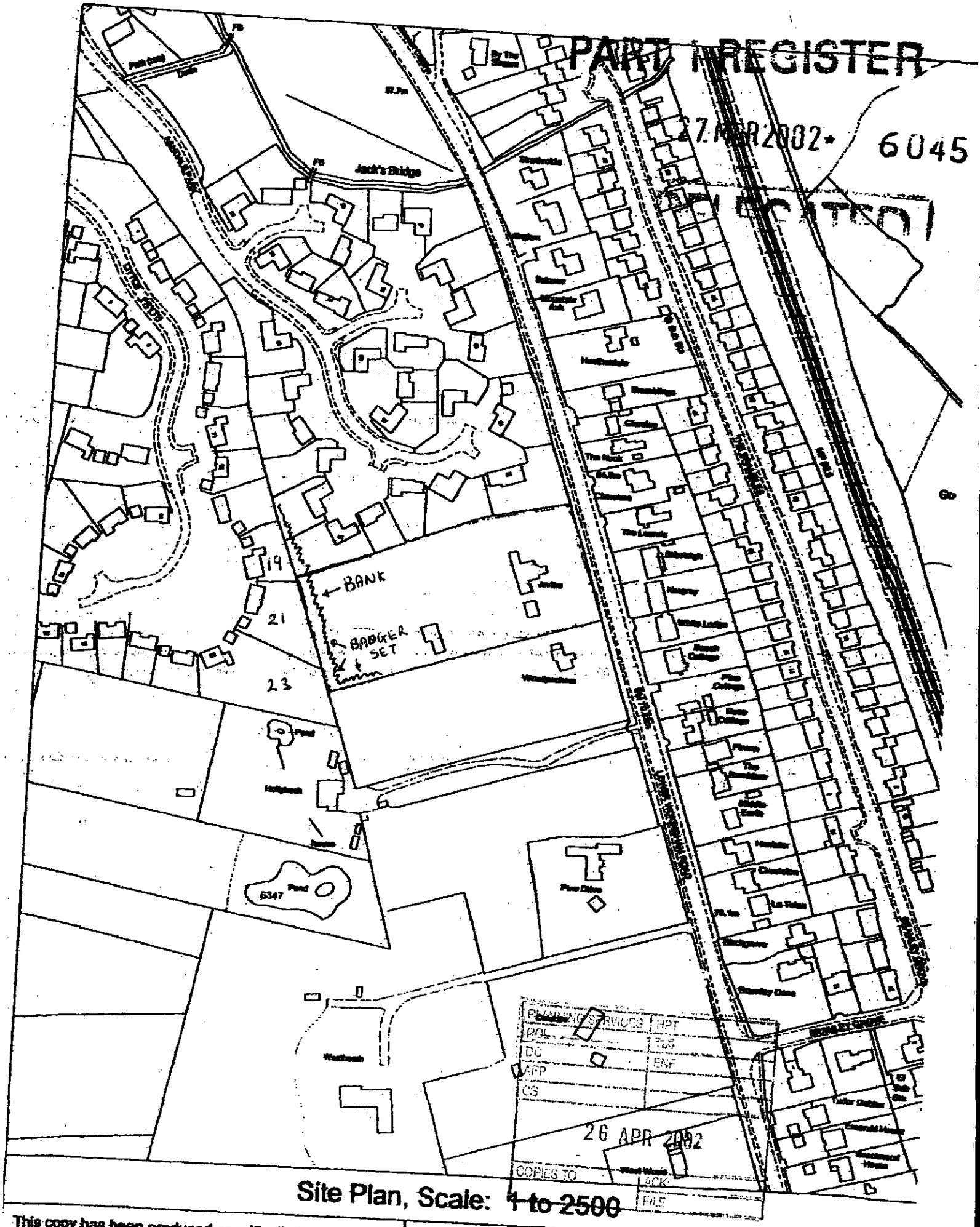
I live adjacent and to the rear of the above property and write in support of the above application .
This proposal is an acceptable example of redevelopment that is in keeping with the character of the immediate area and not , as is so often seen at the moment , over intensive building. However , there are two points that should be borne strongly in mind when considering this application and possibly protected by way of planning conditions ;

1 The boundary between Jovike and 19,21& 23 Little Fryth is a heavily wooded bank 3 to 4m high (with our fence at the bottom). The previous and long term low intensity of use of the Jovike property has meant that we have enjoyed a very high degree of privacy which we believe should be preserved and safeguarded If the application is approved.
2 This wooded area is , and obviously has been for a considerable number of years , a corridor for wildlife travelling between the more open countryside to the South and the suburban fringe in the North . It also houses a substantial Badger set which is currently in the process of being extended and there has been a considerable increase in Badger activity over the last 3 - 4 years .

I feel , therefore , that the Planning Authority should consider strongly the imposition of conditions for the protection of this area by way of a tree preservation order , reinforcement of the boundary at the top of the bank with an indigenous species planting buffer and/or a fence to maintain the 'corridor' use.
If you wish to discuss or view any of the points raised please telephone me on the number shown above.

Yours Faithfully

C C Gabb



Site Plan, Scale: ~~1 to 2500~~

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

This map is reproduced from Ordnance Survey material with the permission of

21 Little Fryth,
Finchampstead,
Berks,
RG40 3RN
Telephone 01344 75 0756

AMO

29 APR 2002

Dear Mrs Odell,

PLANNING APPLICATION : O/2002/6045

My family lives at the bottom end of the Jovike's garden.

As outlined in our recent telephone conversation, I would like to make the following comments:

DEVELOPMENT POLICY

- The proposed development is outside of the "development boundary". Whilst we do not object strongly to the proposal we would change our position if it created a precedent which allowed subsequent development outside of the boundary which extended beyond the frontage on the Lower Wokingham Road.

PRIVACY

- Jovike's garden is around 5 meters higher than our garden and this means we are particularly concerned about privacy issues. We would like to see some protection afforded to the trees on Jovike's land to ensure they are not removed. Our main concern is for the trees along the boundary between Jovike and our property. In addition, we would like to see the planting strengthened by inclusion of more evergreen species to ensure privacy in the winter months.

WILDLIFE

- PROTECTED SPECIES - the steep bank where the land falls from Jovike to our land contains a large badger set and is inhabited by slow-worms. Both are protected species. We believe that the habitat of the above mentioned bank is important to the survival of these species and provides a further reason for a high level of protection.

- TREES – The above mentioned bank is heavily tree covered. This is part of a much larger band of trees which separates the Little Fryth development from Ashdale Park and the properties fronting on Lower Wokingham Road. Whilst there are relatively few specimen trees, This dense band of trees is very important for wildlife in the area as it forms a sort a "highway" along which animals can move and feed . Very large numbers of a large variety of birds use this highway including woodpeckers and finches. We believe the trees make a significant contribution to the biodiversity value of the area. This provides a furtherv reason for a high level of protection.

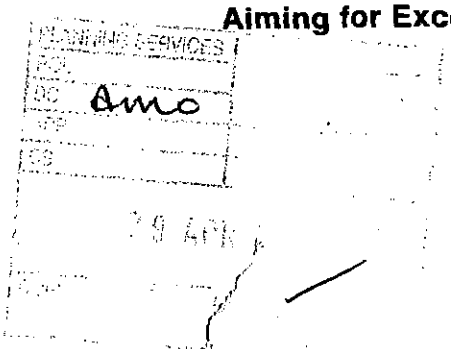
Please let me know if I can provide further information.

Anthony F Dearsley

Ian Jordan

From: WebComments@wokingham.gov.uk
Sent: 28 April 2002 16:30
To: ian.jordan@wokingham.gov.uk
Subject: Comments on Planning Applications

WOKINGHAM UNITARY
Aiming for Excellence



****

NatureofEmail: Comment
ApplicationNumber: O/2002/6045
Correspondent_FullName: K.A.Miller
Correspondent_StreetAddress: 28 Ashdale Park
Correspondent_Address2: Finchampstead
Correspondent_Town: Wokingham
Correspondent_County: Berkshire
Correspondent_PostCode: RG40 3QS
Correspondent_Telephone:
Correspondent_Email: keith@millerabode.demon.co.uk

Comments:

Whilst in principal not objecting to the proposed development, I would like to register the following comments:

1/
The land in question is, I believe; classified as 'Green Wedges and Gaps' and, in conjunction with adjacent plots, currently forms a buffer between the Southern outskirts of Wokingham and Crowthorne. I believe the current Development Plan Policy states that no further development on this classification of land will be permitted in order to retain that buffer. Previous applications to mitigate this have been denied and it would therefore seem a breach of this policy to approve the above application and would serve as a precedent for further, potentially more wide ranging, applications.

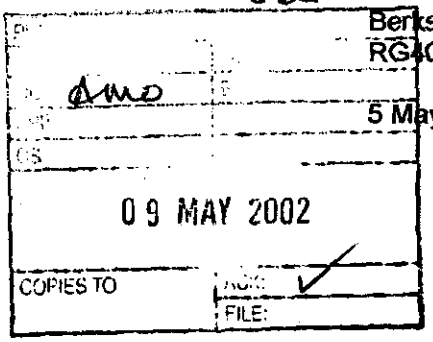
2/
The outline application makes no mention of any tree felling; although it is difficult to determine from the submitted plans if it is proposed to remove any trees, I would seek assurance that none of the trees currently between my property and the proposed development will be removed thus detracting from the woodland appearance of the area.

3/
Clearly the proposed development will have a higher aspect than the current bungalow and I have some concerns that this would also detract from the current woodland nature of the immediate area.

POSITIVE ABOUT DISABLED PEOPLE

26 Ashdale Park
Wokingham
Berkshire
RG40 3QS

5 May 2002



Angela Odell
Wokingham District Council
Environmental Services Dept
Planning Services
PO Box 157
Shute end, Wokingham
Berkshire RG40 1WR

Dear Ms Odell,

RE: Planning Application O/2002/6045

I have read the notice you sent regarding the application for outline planning for the proposed erection of 3 houses at Jovike, Lower Wokingham Road, Crowthorne.

I am aware that I have missed the response date to comment on this application but I would be obliged if you will advise me of the outcome.

Yours sincerely

Brian Munday

Tel: (0118) 974 6448 (Direct Line)
Email: Denise.Gumbrell@wokingham.gov.uk
Date: June 25, 2002
My ref: **O/2002/6045**

The Owner / Occupier
20
ASHDALE PARK
FINCHAMPSTEAD
WOKINGHAM
BERKSHIRE
RG403QS

WOKINGHAM UNITARY
Aiming for Excellence

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: O/2002/6045
APPEAL BY: L S,G & Ms T Johnson
SITE: Jovike Lower Wokingham Road Crowthorne
PROPOSAL: Outline application for the proposed erection of 3 dwellings and demolition of existing dwelling.

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/X0360/1092450**. Comments received after **01/08/2002** 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).

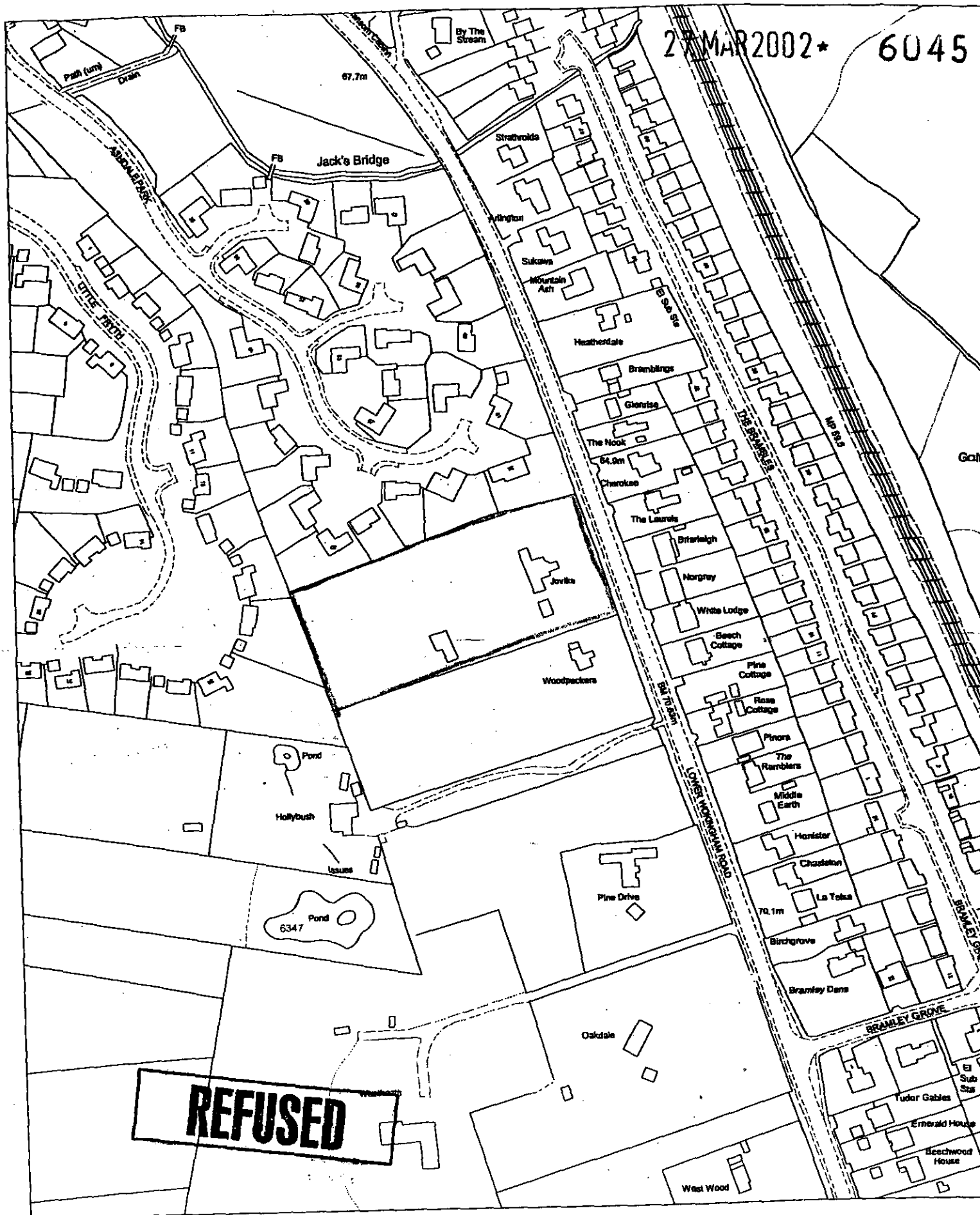
A free booklet, "Guide to taking part in planning appeals" is available from this office.

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



Site Plan, Scale: 1 to 2500

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Date: 19 February 2002

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The Owner / Occupiers of the Following Addresses in Finchampstead

16 – 28 (evens) & 61 Ashdale Park

15 – 25 (odds), Little Fryth

The Ownwer / Occupiers of the Following Addresses in Lower Wokingham Rd, Crowthorne

Briarleigh

Bramblings

Cherokee

White Lodge

Glenrise

Beech Cottage

Norgrey

The Laurels

Pine Cottage

The Nook

Jovike

Woodpeckers

Hollybush

WOKINGHAM DISTRICT COUNCIL

TOWN AND COUNTRY PLANNING ACT 1990

APPEAL BY: L, G, & T Johnson
SITE: Jovike, Lower Wokingham Rd, Finchampstead
APPLICATION NO.: 6045
PROPOSAL: Outline application for the proposed erection of 3 dwellings & demolitiom of existing dwelling

LIST OF PERSONS CIRCULATED WITH NOTICE OF APPEAL

District Councillor(s) for Finchampstead North

Mr T Charlesworth

Mr R Stanton

Clerk(s) of Parish / Town Council of Finchampstead

Mrs C S Cole, Memorial Hall, The Village, Finchampstead RG40 4JU

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

The Planning Inspectorate

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

Direct Line 0117-3728099
Switchboard 0117-3728000
Fax No 0117-3728804

GTN 1371-8099

61609

30 SEP 2002

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

Your Ref: 0/2002/6045

Our Ref: APP/X0360/A/02/1092450

Date: 26 September 2002

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY L S JOHNSON, G JOHNSON & MISS T JOHNSON
SITE AT JOVIKE, LOWER WOKINGHAM ROAD, WOKINGHAM, BERKS

I am writing to inform you that the Inspector appointed by the First Secretary of State to determine the above appeal is

Mr Tony Fussey JP BSc DipTP MRTPI

The Inspector will visit the appeal site at 10:00 on Monday 21 October 2002. It is important that you make immediate arrangements for the Inspector to be met at the site to enable the inspection to be made. If you cannot attend, you should arrange for someone else to attend in your place. **If this is not possible, you must let me know immediately.**

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

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

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

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

TOWN AND COUNTRY PLANNING ACT 1990

SECTION 78 APPEAL

APPELLANT :	L, G & T JOHNSON
APPEAL SITE :	JOVIKE, LOWER WOKINGHAM ROAD, CROWTHORNE
REASON FOR APPEAL :	REFUSAL TO GRANT OUTLINE PLANNING PERMISSION FOR THE DEMOLITION OF EXISTING DWELLING AND ERECTION OF 3 DWELLINGS

LOCAL PLANNING AUTHORITY REFERENCE : O/2002/6045

DEPARTMENT OF THE ENVIRONMENT
TRANSPORT & THE REGIONS REFERENCE : APP/X0360/A/02/1092450

1.00 INTRODUCTION

Main Issues

1.01 The Local Planning Authority considers the main issues are:

i) the effect of the proposed development on the character and appearance of the area.

ii) whether the proposed access would have an adverse effect on highway safety and the free flow of traffic.

A separate statement will be submitted by the highway officer regarding issue ii).

The Site and Surroundings

1.02 The appeal site comprises 0.99 ha. of land on which there is an existing bungalow and detached triple garage along the road frontage. There are birch and other types of trees along the north boundary of the site in the frontage area and birch trees and rhododendrons on the south side boundary. There is a copse at the rear of the site. There are two accesses onto Lower Wokingham Road connected by a driveway and parking.

1.03 On the north side of the appeal site are the rear elevations and gardens of houses in Ashdale Park. On the south side Woodpeckers is an oldish chalet bungalow. There are houses and a chalet bungalow opposite.

1.04 The appeal site is in an area of dispersed development along the west side of Lower Wokingham Road.

Planning History

1.05 Outline application 36880 for 10 detached dwellings on the whole site (and demolition of existing) was refused permission on 12.12.90 as it was contrary to countryside protection policies.

Proposal

1.06 The proposal is in outline with no reserved matters to be determined. The indicative plan shows the existing dwelling and garage to be demolished and 3 detached houses and detached garages in a row along the frontage.

2.00 RELEVANT DEVELOPMENT PLAN POLICIES

2.01 The Development Plan which applies to the area in which the appeal site is located comprises: Berkshire Structure Plan and South East Area Local Plan. The Deposit Draft Wokingham District Local Plan will replace the adopted South East Area Local Plan.

Berkshire Structure Plan

2.02 The Berkshire Structure Plan (1991-2006) was adopted on 4th November 1995 and is the statutory Structure Plan for the area. The following policies are relevant to the consideration of this appeal:

C2	Development Outside Built-up Areas and Settlements.
C6	Green Wedges and Gaps.

Copies of the above policies are contained in Appendix 2.

South East Area Local Plan

2.03 The South East Area Local Plan was adopted on 15th April 1994 and is the statutory local plan for the area in which the site is situated. The Planning and Transportation Committee at their meeting on 21st November 1996 resolved to "re-affirm the decisions of this Committee and the Council in relation to the current adopted local plans and to note that they will continue to carry weight as the most up-to-date adopted policies, except in relation to housing provision".

The relevant policies in this plan are:

STV2	Development in Rural Areas.
SC1	Separation of Settlements.

Copies of the above policies are contained in Appendix 3.

Draft Wokingham District Local Plan

2.04 The Draft Wokingham District Local Plan was placed on deposit from 21st October to 2nd December 1997 and has formed the basis for development control decisions since 21st October 1997. The County

Council issued a statement of general conformity with the Structure Plan in May 1997. The public local inquiry into Part 2 of the plan commenced on 6th October 1998. The Inspector's report on Part 2 of the local plan inquiry has now been received and was published on 22 November.

The relevant policies in this plan are:

WOS2	General Development Principles.
WCC1	Development in the Countryside (outside the Metropolitan Green Belt).
WCC2	Green Gaps and Wedges (outside the Metropolitan Green Belt).

Copies of the above policies are contained in Appendix 4.

2.05 Inspector's Report on Part Two of the Wokingham District Local Plan
The Inspector's recommendations are a material consideration in the determination of applications.

Policy WCC1: The Local Plan Inspector's report confirms that clause WCC1(H) should not be altered, but it is now changed to clause (G). The reference to "would not adversely affect the character and appearance of the area" in clause (H) of the deposit draft has now been placed at the end of the whole policy WCC1 (to avoid repetition). In his paragraph 2.52 the Inspector explains why he considers that such development should be limited to infilling and exclude extensions to 'otherwise built-up frontages'. (Copy of relevant extract from Inspector's report relating to Policy WCC1 attached in Appendix 5.)

Policy WCC2: The Local Plan Inspector recommends that Policy WCC2 is deleted and replaced as follows:

"Development will not be permitted within important open areas, defined as green wedges and gaps on the Proposals Map, that would threaten their essential function in the physical and visual separation of settlements that are close together".

The Local Planning Authority has not yet determined which of the Inspector's recommendations to accept.

The Inspector recommends changes to Policy WOS2, but these are not directly relevant to this appeal.

2.06 The following national policy guidance is also relevant to this appeal:

PPG3	Housing.
PPG7	The Countryside – Environmental Quality and Economic and Social Development.

3.00 THE COUNCIL'S CASE

1) Effect on the Character and Appearance of the Area

3.01 The appeal site is outside a settlement boundary and in a 'gap' between the settlements of Finchampstead North and Pinewood, in the Wokingham District Local Plan. The site has not been identified for potential residential development by the Local Plan Inspector.

3.02 In both the South East Area Local Plan and Wokingham District Local Plan (Deposit Draft) the appeal site is on land designated 'countryside' land outside a settlement boundary. The policies in the plans relating to this designation aim to maintain a clear distinction between built-up areas and the countryside in order to protect the countryside and environmental quality. This strategy is supported by PPG7 paragraph 2.14 which states that the countryside should be safeguarded for its own sake and non-renewable and natural resources should be afforded protection.

3.03 In order to achieve this aim Policies C2, STV2 and WCC1 limit development to that which is both appropriate (in type and form) and sensitive to its location.

3.04 As explained in paragraph 1.1 above, the Council considers the main issue is the effect the proposed development would have on the character and appearance of the area. The proposed development does not come within any of the categories in Policies C2, STV2 and WCC1 which in principle may be allowed in the countryside.

3.05 There is existing residential development opposite and to the north and east sides that is within the settlement. To the south the land is also outside the settlement and adjacent is a single, oldish chalet bungalow,

Woodpeckers, towards the north end of its plot. The character and appearance of the area of the application site and to the south of it on this west side of Lower Wokingham Road is of very large plots that are well vegetated with a single dwelling, generally screened or partially screened from the road. There is a gap to the south side of Woodpeckers.

3.06 Whilst the proposal is contrary in principle to Policy WCC1, it should be considered under policy WCC1(H) which in principle allows sensitive infilling of one or two dwellings in a small gap in an otherwise built-up frontage where the development would not adversely affect the character and appearance of the area. The development must also be appropriate in scale etc. to its countryside location.

3.07 The proposal would not be acceptable under Policy WCC1(H) because it would subdivide the existing approx. 68m. wide plot into three; the plots being about 22m., 22m. and 24m. wide respectively. Whilst such plots would be of similar width to those opposite, the land opposite is inside the settlement and of very different, suburbanized character and appearance. The visual impact of three houses and garages would appear far more similar and suburbanized to the existing development opposite (which is within the settlement boundary) than the existing bungalow and garage which are lower, less obtrusive and less intensive in character and appearance.

3.08 Therefore, the effect of the proposal would be to extend the existing settlement southwards to include the application site. As explained above, to the immediate south, Woodpeckers is a single dwelling on the northern half of its plot and then there is a gap of about 97 metres to the side of the next dwelling Pine Drive. Therefore as there is not a 'built-up' frontage to the south of the application site, the proposal would not be acceptable under Policy WCC1(H), and it has not been demonstrated that the site can accommodate 3 dwellings (houses) along the frontage without an urbanizing and adverse effect on the character and appearance of the area.

3.09 The site is also in a gap between settlements in the local plans. Paragraph 2.25 of the Wokingham District Local Plan explains that

'gaps' comprise open land which provides physical or visual separation between distinct identified settlements. Paragraph 5.29 of the Berkshire Structure Plan explains that such land needs especially vigorous protection from development which would threaten its role as important open land. In order to achieve protection of the gaps, Policies C6, SC1 and WCC2 do not permit development in them that would detract from their open or countryside appearance and character.

3.10 As explained in paragraph 3.01 above, the site is in the 'gap' between the settlements of Finchampstead North and Pinewood in the Wokingham District Local Plan. The proposed development would consolidate and intensify existing dispersed development in the 'gap'.

3.11 The proposal would therefore be contrary to Berkshire Structure Plan Policy C6 because it would result in increased urbanised character and appearance of the area. It would be contrary to South East Area Local Plan Policy SC1 because it would intensify existing sporadic development. It would be contrary to Wokingham District Local Plan Policy WCC2 because it would threaten the essential function of this 'gap' in the physical and visual separation of Finchampstead North and Pinewood which are close together.

4.00 COMMENTS ON GROUNDS OF APPEAL

4.01 In his paragraph 4.10 the appellants' consultant, Mr Evans, states that the appeal site is surrounded on three sides by fairly dense residential development. However, to the west of the existing and proposed dwellings on the site is a copse within the site, which physically and visually separates the existing residential development behind the appeal site.

4.02 In his paragraph 4.11, Mr Evans asserts that the appeal site is not in the 'gap' between Finchampstead North and Pinewood. However, it is clear from the Wokingham District Local Plan Proposals Map that the site does form part of the designated 'gap' between the two settlements, and therefore it does form an important part of the physical and visual separation of these settlements.

4.03 In his paragraphs 4.13-4.15 Mr Evans refers to the re-use of previously developed land. However, Planning Policy Guidance Note 3 on Housing gives preference to re-using previously developed land within *urban* areas to the development of greenfield sites. Annex C explains that 'previously developed' land is that which is or was occupied by a permanent structure (excluding agricultural buildings) and associated fixed infrastructure. The definition covers the curtilage of the development, but Annex C footnote 2 explains that this does not mean that the whole area of the curtilage should be redeveloped. For example, where the footprint of a building only occupies a proportion of a site of which the remainder is open land, the whole site should not normally be developed. It then advises that the Local Planning Authority should make a judgement about site layout in this context, bearing in mind other planning considerations, including policies for the protection of the countryside, etc.

4.04 There would be a significant increase in total footprint of buildings on the frontage area of the site which, together with the extra first floors of the proposed houses, would be significantly larger in size (floorspace) and type (significantly more living accommodation). The more urbanised appearance would have a harmful effect on the character and appearance of the area and consolidate and intensify existing development in this area of sporadic, relatively dispersed development in the 'gap'. For this reason, the proposed development is unacceptable under PPG3 due to "other planning considerations, including policies for the protection of the countryside".

5.00 CONCLUSION

5.01 The proposal constitutes development that is unacceptable in principle in the countryside, and would also not be the infilling of a small gap in an otherwise built-up frontage. It would consolidate and intensify existing development in the 'gap' between settlements and have a harmful effect on its character and appearance.

5.02 In accordance with Section 54A of the 1990 Town and Country Planning Act, applications should be determined in accordance with

development plan unless material considerations indicate otherwise. In this case the proposal clearly conflicts with development plan policies contained in the Berkshire Structure Plan and South East Area Local Plan (which are the development plan for the purpose of Section 54A) for the reasons given above. The Inspector is therefore recommended to DISMISS this appeal.

Angela Odell

LIST OF APPENDICES

1. Location plan of the Appeal Site, Scale 1:2500.

2. Extracts from Berkshire Structure Plan.

3. Extracts from South East Area Local Plan.

4. Extracts from Wokingham District Local Plan (Deposit Draft).

5. Extracts from Inspector's Report on part 2 of the Wokingham District Local Plan.

6. Conditions for Appeal if allowed.

TOWN AND COUNTRY PLANNING ACT 1990

SECTION 78 APPEAL

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APPENDIX 1

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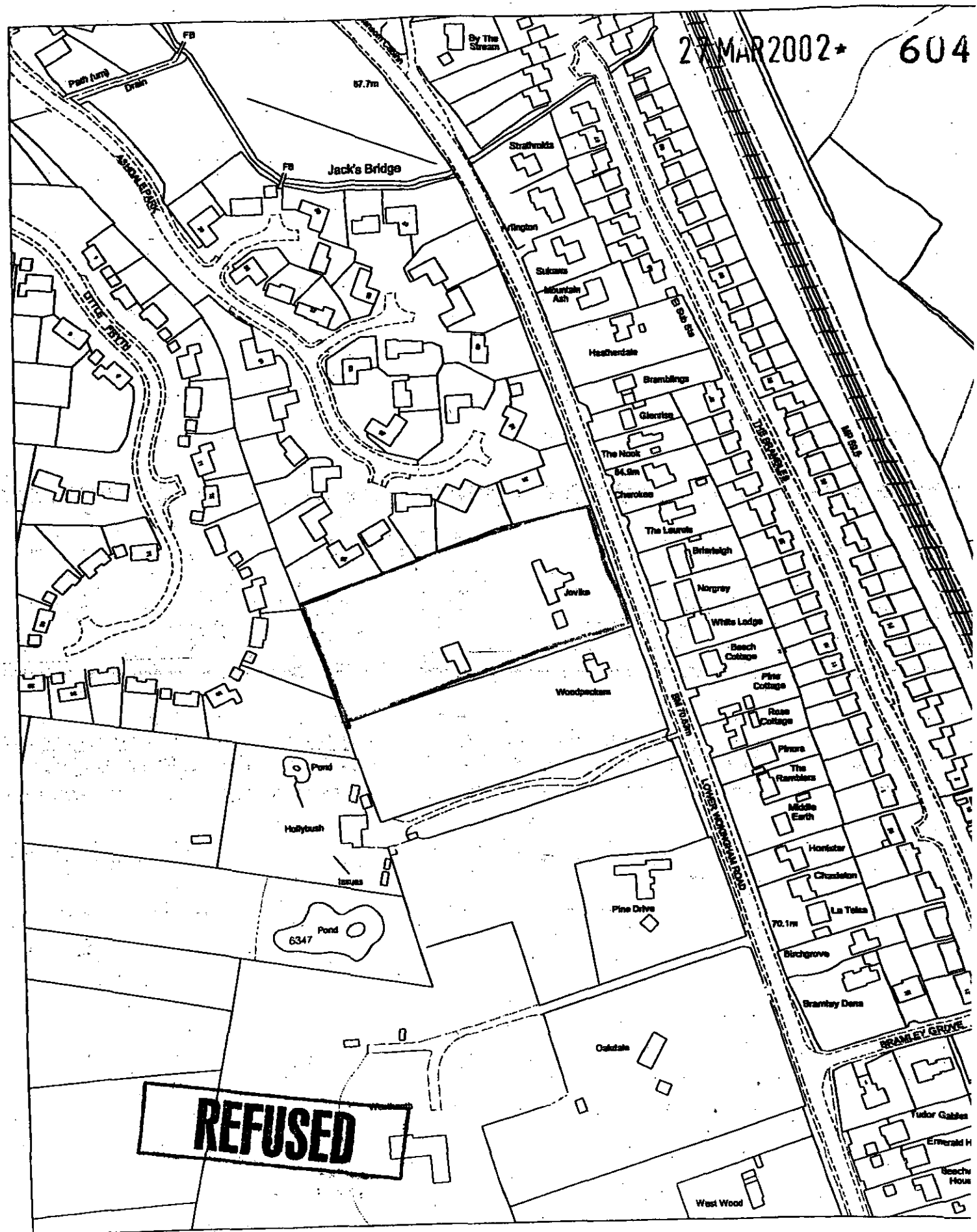

Site Plan, Scale: 1 to 2500

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Date: 19 February 2002

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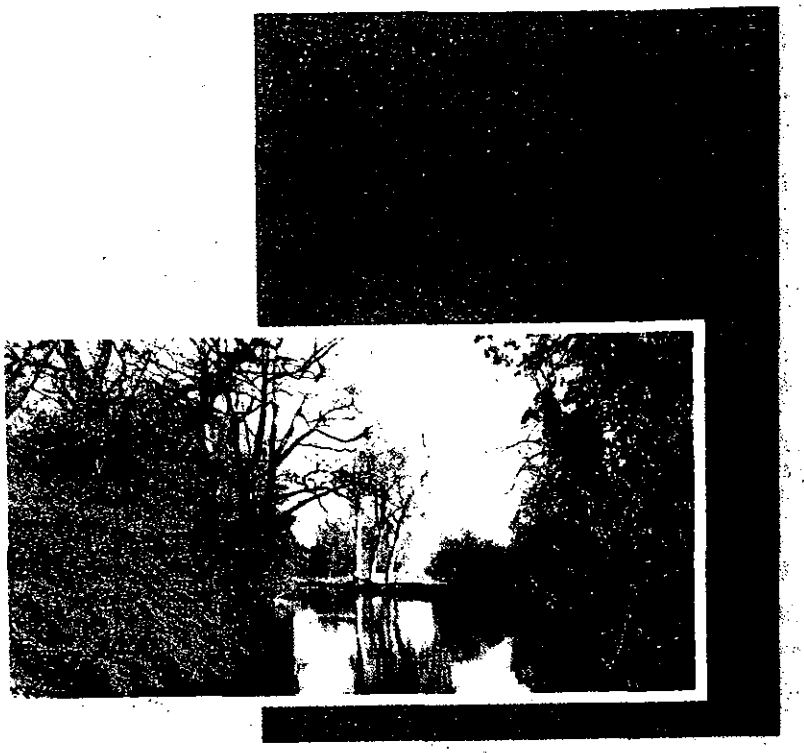
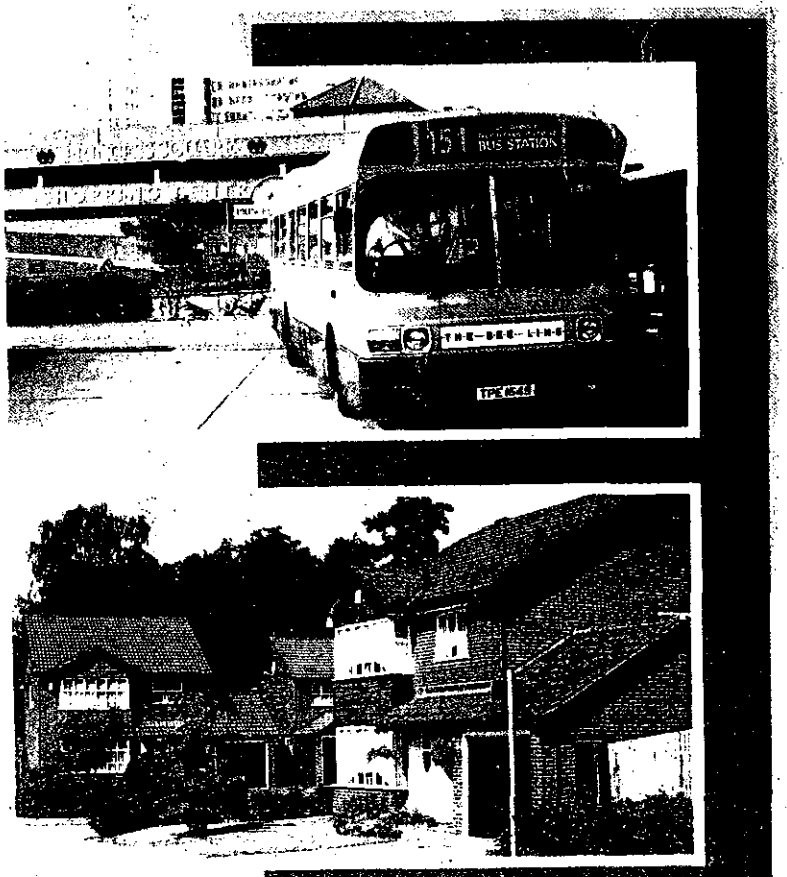
APPENDIX 2



BERKSHIRE STRUCTURE PLAN 1991-2006

Incorporating Alterations adopted in August 1997



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LIMITING THE SPREAD OF DEVELOPMENT

Controlling Development in the Countryside

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

Development Outside Built-Up Areas and Settlements

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

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

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

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

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

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

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

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

Green Wedges and Gaps

Policy C6

The setting and separate identity of settlements and communities will be conserved and protected. Development will not be permitted where it would threaten important open areas which are of special significance as "green wedges" or "gaps" because they provide physical or visual separation of settlements or communities which are close together. "Green wedges" and "gaps" will be identified in local plans where there is a risk of:

(i) coalescence, loss of community identity or increased urbanised character;

(ii) loss of access to open countryside or extensive open space with their associated environmental benefits.

5.30 The boundaries to "green wedges" and "gaps" will be defined in local plans and will relate to those areas which it is considered are essential to the separation of settlements and communities. "Green wedges" are areas of open space penetrating, partly enclosed by, or separating built-up areas or communities and "gaps" comprise open land which provides physical or visual separation of distinct settlements or communities. Although the size and character of "green wedges" and "gaps" will vary, they have a similar function. The existing land uses within these areas may range from agricultural to informal or formal recreation uses or uses like allotments, utilities or institutions. In order to protect the existing open character of the land it is important that development is not intensified so that the distinct communities maintain their identity and sense of separation.

5.31 Examples of such areas identified in the Replacement Structure Plan for Berkshire include land between :

Newbury, Thatcham and Cold Ash

Purley and Pangbourne

Theale and Tilehurst

Reading and settlements to the south of the M4 and land separating these settlements from one another

Sonning and Earley

Wokingham, Winnersh and Sindlesham

Wokingham and Finchampstead North

Wokingham and Crowthorne

Crowthorne and Bracknell

Sandhurst and Crowthorne

Sandhurst and Yateley

Wokingham and Bracknell

Binfield and Bracknell

Bracknell and Ascot

The County Council continues to support the principle of 'gaps' and 'green wedges' in the locations listed above. In addition, other important 'green wedges' and 'gaps' may be identified in local plans, and will be accorded equal weight. The County Council considers that the Lower Kennet Valley, to the south west of Reading, north of the M4 motorway, should be treated in this way. Together with other gaps and green wedges and land subject to the provisions of Policy C2, a cordon of open land should be established in local plans to prevent the outward expansion of the built-up area of Reading.

5.32 Policy C6 applies equally inside and outside the Green Belt. The protection of 'green wedges' and 'gaps' is as important in the Green Belt as anywhere else.

PROTECTING THE LANDSCAPE

5.33 The protection and enhancement of the County's landscape requires the protection of those features which make up its character, as well as positive measures by a range of bodies so as to guide change and deal with its consequences, particularly the major changes arising from development pressures and the modification of the financial basis for farming which has led to the abandonment of many traditional forms of landscape management.

Areas of Landscape Importance

5.34 Special care is needed to protect and conserve the character and natural beauty of the landscape in the North Wessex Downs Area of Outstanding Natural Beauty (AONB), designated for its national significance, and to protect the special landscape significance of certain areas of special landscape quality which are of particular value in the County context, known as Areas of Special Landscape Importance (ASLIs). In addition to the provisions of Policies C2 and C4, regard needs to be had to the natural beauty or special character of the AONB and ASLIs in considering proposals for development in these areas.

Development Within the North Wessex Downs Area of Outstanding Natural Beauty

Policy C7 **Within the North Wessex Downs Area of Outstanding Natural Beauty development will only be permitted which will conserve or enhance the natural beauty of the area.**

TRANSPORT REQUIREMENTS

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

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

(ii) parking policies and standards; and

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

Transport Considerations in Dealing with Development Proposals

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

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

(i) vehicular access and circulation;

(ii) parking;

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

(iv) facilities for pedestrians and cyclists.

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

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

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

Limiting Impact of Development

APPENDIX 3

SOUTH EAST AREA LOCAL PLAN

Adopted 15 April 1994

Published by: Wokingham District Council
Planning Department
Shute End
Wokingham
Berkshire
RG11 1WR
Telephone: (0734) 786833
Fax: (0734) 778735

❖ STV1 'IDENTIFIED SETTLEMENTS'

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

WOKINGHAM
FINCHAMPSTEAD NORTH
PINEWOOD
FINCHAMPSTEAD
BARKHAM HILL

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 SH1 and SE2 of this plan.

❖ STV2 DEVELOPMENT IN RURAL AREAS

ALL LAND OUTSIDE THE IDENTIFIED SETTLEMENTS, AS SHOWN ON THE PROPOSALS MAP IS CONSIDERED TO BE RURAL AREA WITHIN WHICH DEVELOPMENT WILL NOT NORMALLY BE ALLOWED. IN ACCORDANCE WITH THE REPLACEMENT STRUCTURE PLAN EXCEPTIONS MAY BE MADE FOR DEVELOPMENT IN THE FOLLOWING CATEGORIES WHICH ARE NOT SPECIFICALLY DEALT WITH BY OTHER POLICIES IN THIS LOCAL PLAN.

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

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

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

(D) MINERAL EXTRACTION,

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

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

(G) PUBLIC UTILITIES THAT CANNOT BE LOCATED ELSEWHERE,

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

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

❖ SC1 SEPARATION OF SETTLEMENTS

IN SEEKING TO MAINTAIN A CLEAR SEPARATION OF SETTLEMENTS WITHIN THE PLAN AREA, DEVELOPMENT WILL NOT BE PERMITTED IN THE AREAS DEFINED ON THE PROPOSALS MAPS WHICH WOULD EITHER DETRACT FROM THE UNDEVELOPED APPEARANCE OR INTENSIFY EXISTING SPORADIC DEVELOPMENT. THESE AREAS ARE OF SPECIAL SIGNIFICANCE BECAUSE THEY ARE ESSENTIAL TO THE MAINTENANCE OF A PHYSICAL AND VISUAL SEPARATION BETWEEN DISTINCT SETTLEMENTS. WHERE THE VISUAL OR PHYSICAL SEPARATION BETWEEN SETTLEMENTS IS NOT FULLY EFFECTIVE AT THE PRESENT TIME THE DISTRICT COUNCIL WILL SEEK TO ENHANCE VISUAL SEPARATION BY THE ENCOURAGEMENT OF TREE PLANTING OR OTHER APPROPRIATE MEANS.

1.3.11 In addition to protecting land because of its significance in separating settlements from each other it is proposed that areas of importance because of their character and appearance in relationship to adjoining built-up areas should also be protected. These areas of land are either an important part of the landscape setting of the settlement concerned, such as an open area or sloping land around it, or are areas of land which have an intimate relationship with the settlement and which are thus important to the retention of its character and setting. Examples are woodlands or enclosed fields and paddocks which are an inherent part of the character of some of the settlements in the plan area.

❖ SC2 SETTING OF SETTLEMENTS

DEVELOPMENT WILL NOT BE PERMITTED WHICH WOULD DETRACT FROM THE OPEN OR RURAL APPEARANCE OF THE AREAS OF LAND DEFINED ON THE PROPOSALS MAPS WHICH ARE OF SPECIAL SIGNIFICANCE IN MAINTAINING THE LANDSCAPE SETTING OR THE INDIVIDUAL CHARACTER OF THE SETTLEMENTS.

AREAS OF SPECIAL LANDSCAPE IMPORTANCE

1.3.12 The Blackwater Valley in the southern part of the Plan area is an extensive open area which is bounded on the north by ridges of higher land which allow extensive views over much of North Hampshire. Further northward the landscape becomes increasingly wooded with a characteristic criss cross of lanes and rides.



1.3.13 A landscape study of the whole of the Blackwater Valley was published in 1976 and this provided a detailed assessment of the landscape and character of the area. The whole of the area of that study which lies within Wokingham District is therefore included within the Area of Special Landscape Importance shown on the Proposals Map. The area on the Proposals Map also includes additional land to the north of the B3348 since it is important that the crest of the ridge above Finchampstead Village and land a little way to the north of the crest along the whole of its length should be protected from disfiguring development which could be visible from a long distance across the Blackwater Valley.

1.3.14 The wooded areas between Woosehill and the Bearwood Road are part of

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:

- *LUCKLEY ROAD/FINCHAMPSTEAD ROAD*
- *HEATHLANDS ROAD ALIGNMENT AT HONEY HILL ROAD*
- *PEACOCK LANE REALIGNMENT*
- *A327/NEW MILL ROAD, VISIBILITY IMPROVEMENT*
- *EVERSLEY BY-PASS*
- *A321, CLOSURE OF JUNCTIONS WITH SOLDIERS RISE AND RANGE ROAD*
- *NINE MILE RIDE, CLOSURE OF JUNCTION WITH HEATH RIDE*
- *A329/FOREST ROAD*
- *A321 FINCHAMPSTEAD ROAD/ EVENDONS LANE*
- *EASTHAMPSTEAD ROAD/OLD WOKINGHAM ROAD*
- *NINE MILE RIDE/OLD WOKINGHAM ROAD*
- *LINK FROM READING ROAD TO WELLINGTON ROAD*
- *SHUTE END/BROAD STREET/RECTORY ROAD JUNCTION IMPROVEMENT*
- *JUNCTION IMPROVEMENT AT A329 READING ROAD/OXFORD ROAD.*
- *OXFORD ROAD TRAFFIC CALMING*
- *RANCES LANE/PRIEST AVENUE TRAFFIC CALMING*
- *RANCES LANE/LONDON ROAD SIGNALISATION AND WIDENING*
- *NINE MILE RIDE/HEATHLANDS ROAD, JUNCTION IMPROVEMENT*

❖ *ST3 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

1.8.15 The provision of car parking facilities forms an essential element of any balanced transport policy. This applies particularly to Wokingham town, the catchment area of which is partially rural and, in part, poorly served by public transport. A shortage of convenient parking spaces may discourage visits to the town centre, and encourage the use of other shopping and service centres. The number of parking spaces in the town effectively limits the capacity of the town centre to absorb car-borne visitors (for whatever purpose). The control over car parking spaces in the Plan area is limited by the relatively large number of spaces in private ownerships, particularly in association with office and commercial development. The total number of parking spaces in the town centre is about 3,220 of which some 840 are private non-residential (the remainder comprising about 700 on-street and 1,130 off-street parking spaces and about 550 customer parking spaces).

APPENDIX 4

Wokingham District Local Plan
Deposit Draft
With Proposed Amendments Highlighted
February 2000

- Proposed Amendments April 1999
- Additional Proposed Amendments Septembe
- Proposed Transport Amendments Febru



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

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

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

POLICY WOS2: GENERAL DEVELOPMENT PRINCIPLES

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

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

Implementation: Through the development control process.

Monitoring: Planning applications determined.

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

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

1.12A LANDSCAPING SCHEMES SHOULD BE COMPRISED PREDOMINANTLY, IF NOT WHOLLY, OF LOCALLY NATIVE SPECIES. **(PA 1/5)**

THE COUNTRYSIDE

Development in the Countryside

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

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

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

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

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

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

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

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

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

A) DEVELOPMENT FOR AGRICULTURE/FORESTRY

B) OUTDOOR SPORT/COUNTRYSIDE RECREATION

C) LOCAL COMMUNITY FACILITIES WHICH CANNOT BE LOCATED ELSEWHERE

D) RE-USE AND ADAPTATION OF EXISTING BUILDINGS

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

Cont.

F) REDEVELOPMENT PROPOSAL IN THE COUNTRYSIDE

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

~~*H)SENSITIVE INFILLING OF SMALL GAPS WITHIN SMALL GROUPS OF HOUSES AND MINOR EXTENSIONS TO GROUPS OUTSIDE DESIGNATED GREEN GAPS (POLICY WCC 2) FOR RESIDENTIAL USE WILL BE ACCEPTABLE SUBJECT TO THE PROVISIONS OF POLICY WH1A*~~ **(PA 2/8)**

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

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

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

Implementation: The development control process.

Monitoring: Planning applications determined within each category.

Separation of Settlements by Green Gaps and Wedges

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

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

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

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

issues were kept distinct in policy terms. This could lead to confusion arising from a multiplicity designations on areas shown on the current proposals map. As a result this has been reviewed and a n to simplify the proposals map recognised.

2.28 The green wedges and gaps designation is now shown on those areas that had either a dual settings separation of settlements function, or the separation of settlements designation only, in the adopted lo plans. Where an area was only important to the setting of settlements, these areas will remain subject t separate policy found in the Landscape section of this chapter (Policy WLL6).

2.29 Major development in the wider tracts of open countryside could create further development pressures leading to the coalescence of settlements. The open land between Wokingham and Crowthorne to the east of the Reading/Guildford railway line is subject to particular pressures and is therefore identified in the Structure Plan supporting text (para. 5.28) to Policy C6. The Council will continue to protect the wider tracts of open countryside between other settlements, such as between Wokingham, Hurst and Twyford *AND THE LODDON VALLEY BETWEEN ABORFIELD CROSS AND SHINFIELD.* **(PA 2/10)**

POLICY WCC2: GREEN GAPS AND WEDGES (OUTSIDE THE METROPOLITAN GREEN BELT)

IN SEEKING TO MAINTAIN A CLEAR SEPARATION OF SETTLEMENTS WITHIN THE PLAN AREA, DEVELOPMENT WILL NOT BE PERMITTED IN THE GREEN GAPS AND WEDGES THAT WOULD AFFECT OR DETRACT FROM THEIR OPEN OR COUNTRYSIDE APPEARANCE AND CHARACTER. THESE AREAS ARE OF SPECIAL SIGNIFICANCE BECAUSE THEY ARE ESSENTIAL TO THE MAINTENANCE OF A PHYSICAL AND VISUAL SEPARATION BETWEEN DISTINCT SETTLEMENTS AND THE COUNTRYSIDE SETTING THEY PROVIDE FOR THEM.

EXISTING SETTLEMENT BOUNDARY FEATURES SUCH AS WOODLANDS, COPSES AND HEDGEROWS SHOULD BE RETAINED AND, WHERE POSSIBLE, ENHANCED. POSITIVE MANAGEMENT OF LANDSCAPE FEATURES THAT CONTRIBUTE TO THE SEPARATION OF SETTLEMENTS WILL BE ENCOURAGED.

ANY DEVELOPMENT ADJOINING AREAS IMPORTANT TO THE SEPARATION OF SETTLEMENTS MUST NOT UNDERMINE THOSE BOUNDARY FEATURES IMPORTANT TO THE LANDSCAPE.

THE GREEN GAPS AND WEDGES ARE IDENTIFIED ON THE PROPOSALS MAP.

Implementation: The development control process, encouragement and advice to landowners.

Monitoring: Impact of planning consents and number of positive management actions achieved.

Central Berkshire Forest

2.30 This Council has been developing the principles of landscape enhancement on the edges of the built-up areas through its Community Woodland programme in the Loddon Valley. The Berkshire Structure Plan 1991 - 2006 includes a proposal for a 'new forest' in the central part of Berkshire. *THIS WILL INVOLVE INCREASED TREE COVER AND SHOULD ALSO INCLUDE A RICH VARIETY OF OTHER USES SUCH AS FARMLAND, HEATH AND MEADOWS. THE FOREST SHOULD AFFORD OPPORTUNITIES FOR RECREATION, WILDLIFE AND THE DIVERSIFICATION OF FARMING ACTIVITIES.* **[A3]**

2.31 A study has been undertaken of how and where the Community Woodland concept can be expanded into other areas where there would be a positive benefit from an increase in tree cover and thereby contribute to the concept of the new forest. The study has established a search area, outside the Metropolitan Green Belt, which includes:

a) the Earley sectors of the Community Woodland
b) the critical gaps between Woodley, Earley and Winnersh
c) the mineral degraded landscapes of the middle Loddon Valley
d) the Lower Loddon, between the A4 and the Thames
e) weak settlement edges and areas important to the setting and separation of settlements
f) the A329(M) and M4 corridors.

10.37 As well as cars, it is essential that proper provision is made for cycles, motorcycles and lorries. Cy parking facilities should be well related to cycle tracks. The provision of such facilities will prev obstruction of footways and assist security. Such facilities should be provided in connection with retail, business, leisure and educational development.

POLICY WT6: PARKING PROVISION

IN THE CENTRES OF WOKINGHAM, WOODLEY, EARLEY AND TWYFORD ON-S PARKING WILL BE LIMITED TO THAT REQUIRED FOR OPERATIONAL NEE ELSEWHERE THE COUNCIL WILL SEEK THE PROVISION IN APPROPRIATE LOCATIC WITHIN THE DEVELOPMENT FOR CAR, CYCLE, MOTORCYCLE AND LORRY PARKINC ACCORDANCE WITH THE COUNCIL'S ADOPTED STANDARDS.

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

THE COUNCIL WILL SEEK THE PROVISION OF COVERED, WELL LIT AND SECURE CI PARKING WITHIN CAR PARKS AND IN OTHER LOCATIONS WHERE IT IS LIKELY TC NEEDED SUCH AS SHOPPING CENTRES, RAILWAY STATIONS, SCHOOLS, LIBRA DOCTORS' SURGERIES, COUNTRY PARKS AND LEISURE FACILITIES. CYCLE STANDS INDIVIDUAL OR PAIRS OF CYCLES WILL BE SITED WHERE LARGER CYCLE PARKS ARE APPROPRIATE. **(PA 10/4)**

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

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

Implementation: Through development control and the annual capital programme of transport investment and environmental improvement *AND THE LOCAL TRANSPORT PLAN PROGRAMI*

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.*

Safety

10.38 The Council considers it important to meet the government's targets in relation to safety reduction in accidents. Measures to improve safety will have a high priority, particularly in the of schools. In recent years many improvements for road safety reasons have been implemented.

10.39 For safety and for environmental reasons a number of traffic calming schemes have been impl in the District. Traffic calming measures aimed at reducing the speed and penetration o particularly in residential areas, combined with environmental improvements can improve ro and make the streets a more pleasant place in which to be. There is, however, concern about the some of the traffic calming schemes that have been implemented. Speed humps have been op the emergency services who consider that they increase response times; they are a problem fo in ambulances. The bus operators have also opposed speed humps for reasons of passenger co safety. Concern has been expressed about the effect of traffic calming measures on roads tha as an alternative to avoid such measures, particularly road humps, and the lack of alternative a to traffic calming. Offset parking areas, for example can reduce the speed of traffic. Other a include footway widening, width restrictions and variation in surface treatments. Traffi schemes, however modest, do incur a cost. In view of this, and the fact that schemes c opposition, they will only be undertaken where clearly justified.

10.40 Although there has been opposition to traffic calming, the issue of excessive speed is a matter of great public concern, although generally resolution of the problem is outside the scope of land-use planning. Speed is a major influence on the severity of accidents.

POLICY WT7: ROAD SAFETY

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

a) MONITORING OF ACCIDENT STATISTICS TO IDENTIFY BLACKSPOTS

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

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

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

e) THE IMPLEMENTATION OF TRAFFIC CALMING SCHEMES WHERE JUSTIFIED.

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

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

Street Lighting

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.

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

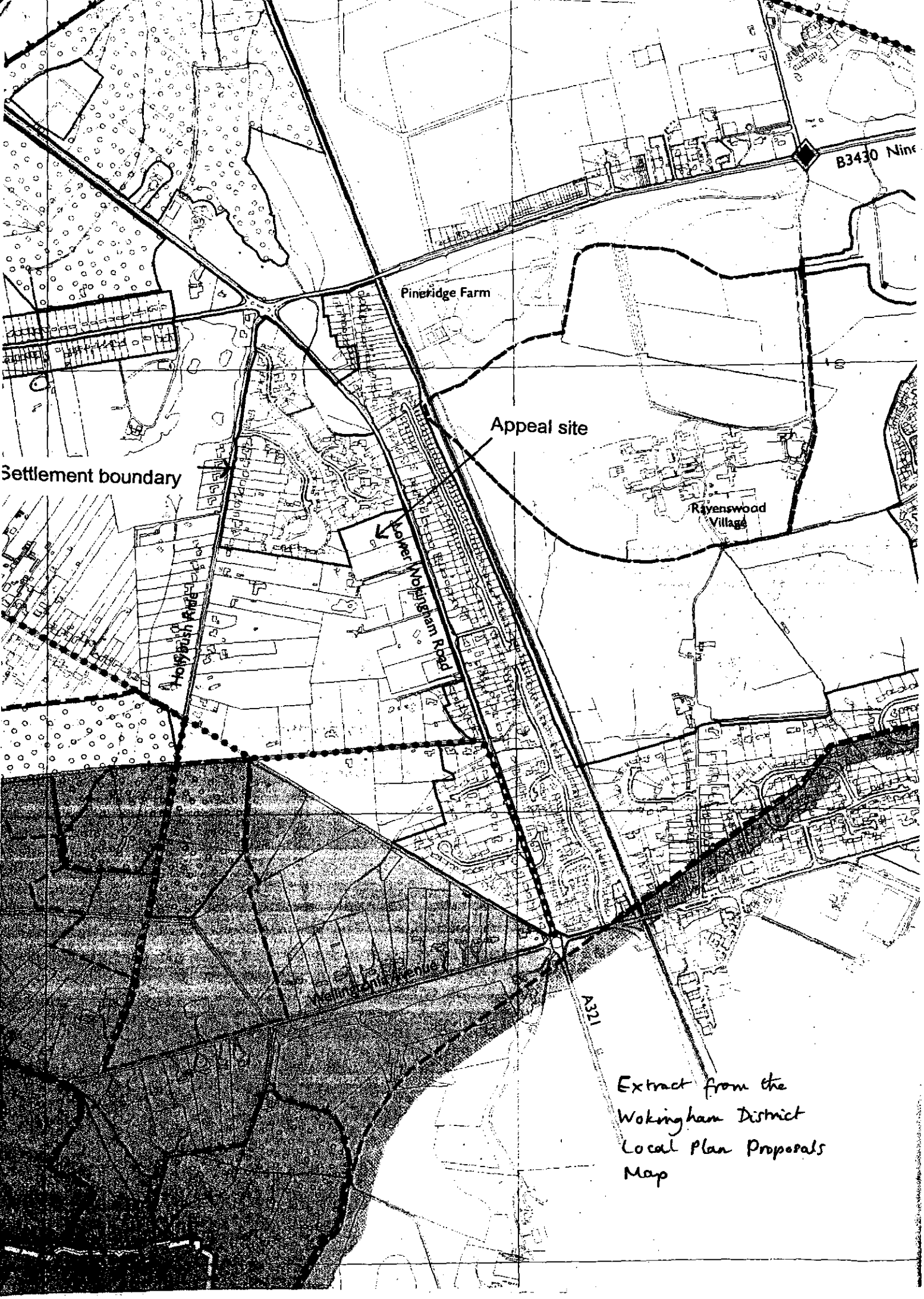
POLICY WT8: STREET LIGHTING

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

a) THE VOLUME OF PEDESTRIAN AND VEHICULAR FLOWS

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

Cont.



Extract from the Wokingham District Local Plan Proposals Map

APPENDIX 5

Sindlesham. Objection 6286 asked for land in Park Drive, Charvil to be included in the settlement. 2647 was concerned that land at Finchampstead North should be within the settlement.

CONCLUSIONS

1.38 Most of the objections and the Council's policy have been overtaken by the publication of PPG3 and as I have a basic objection to the allocation of additional housing in some settlements, I make no further comments on those suggestions that require boundary changes in those locations. Clearly, where development proposals are accepted by the Council, then settlement boundaries will need to be amended. Furthermore, the Council does need to undertake a proper assessment of the settlement boundaries. However, there are some sites that because of my consideration of other policies, it will be necessary for me to make comment. It will be necessary to re-word the policy on the basis of the way in which new development schemes will be assessed when determining the location of additional development. Previously developed land within category A settlements should be developed first, followed by development on the edges of those areas. Category B settlements should only accommodate limited infilling in accordance with Policy WCC1 and small windfall developments based on the advice in Policy WH1. Given the advice in PPG3 and my recommendations regarding the location of new housing allocations, I suggest that this policy should be re-titled to refer specifically to proposals for housing developments.

1.39 Regarding objection 2136, I do agree with this objector that this southernmost part of Spencers Wood should be included within the boundary of the settlement. It provides a more logical and better defensible boundary by including this largely developed locality. I have also recommended the acceptance of a site just to the north of this area as a housing allocation because of its proximity to services and facilities. Objection 6048 has been satisfied by the Council's PA A/13 and objection 2647 by PA P/1. Regarding objection 6286, given the line of the existing hedge, I do not accept that the settlement boundary should be changed. However, as far as 6047 is concerned, the Council should look again at the representation as there does appear to be credence in the points made. Given my comments on the location of new housing, as well as existing developments and services, I do not agree the boundary should be changed in the way expressed in objections 1342, 1457, 6106, 1781, 2119 and 1883. I note the concerns in objection 1033, but the fact that allotments are within the boundary does not mean that residential development would be permitted. The Parish Council at Wargrave appear to have the opposite situation with those allotments outside of the boundary. Perhaps it would be better for the Council to look again at the situation and adopt a consistent approach.

RECOMMENDATION

1.40 That Policy WOS2 is deleted and replaced as follows:

"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;

C) lastly, development proposals for land and buildings in category B settlements will only consist of limited infilling and small windfall development.

1.41 That the Council extends the boundary of the Identified Settlement of Spencers Wood to include the development near to Lambs Lane and adopt PA P/1 and PA A/13.

1.42 That the Council carry out a thorough review of all settlement boundaries before the next review of the Plan.

1.43 That Policy WOS2 is re-titled "Housing Development Principles"

NEW PARAGRAPH 1.12A

(Proposed Amendment 1/5)

OBJECTION ISSUES

1.44 Although there were no objections recorded against this proposed amendment, objectors to other parts of this Chapter have asked for such a change.

CONCLUSIONS

1.45 I concur with the Council's proposed amendment as it would clarify its objectives.

RECOMMENDATION

1.46 That the Plan is amended in accordance with PA 1/5.

POLICY WOS3

(Proposed Amendment 1/6)

2.60 The Council has made it clear that the "gaps" referred to in the final paragraph meant open areas in a built up frontage. Gaps have a special meaning under Policy WCC2 and I do not consider that wording should be used in this context. I have already commented on the reference to "green gaps" in the penultimate paragraph and recommended that it be deleted. However, I find no objection to the need to protect open areas, subject to the qualification that they should be important to countryside character.

2.61 I have considered the policy rewordings suggested by a number of objectors. However, I do not consider that the suggested alternatives offer any advantages over the Council's version with the amendments that I have recommended. I think that it is important that a precise definition of "countryside" is given and I agree with the Council that it should relate directly to land beyond identified settlements. I do not believe that it is necessary to change the wording of individual categories beyond those that I have suggested. I agree with the Council that other categories such as public utilities, domestic extensions, minerals or waste should not be included. I am satisfied that Policy WCC1, as amended, would provide a suitable level of control, without undue rigidity, and would accord with Policy C2 in the Structure Plan and PPG 7.

RECOMMENDATION

2.62 That Policy WCC1 is amended as follows:

"Development outside defined settlement boundaries will be strictly controlled through the application of the detailed policies and provisions of this Plan.

Such development will only be acceptable in principle where the proposal falls within one of the following categories:

A) Development required for agriculture or forestry.
B) Outdoor sport or countryside recreation.
C) Local community facilities which cannot be located elsewhere.
D) Re-use and adaptation of existing buildings.
E) Diversification of an established agricultural business.
F) Permanent and transit gypsy sites.
G) Sensitive infilling of one or two dwellings in a small gap in an otherwise built-up frontage.
H) Other development suitable to the countryside, which cannot be accommodated within a settlement.

Where development is acceptable in principle it will only be permitted if it is appropriate in scale, form, materials, design and character to its location in the countryside. The enclosure of open areas that are important components of countryside character will not be permitted".

purposes of Policy C6, which relates to the protection of the settlement pattern rather than inherent landscape quality.

2.100 Both gaps and wedges are primarily concerned with separation of built-up areas and I do not consider that they should be separated into two policies. I have considered the alternative forms of wording advanced by a number of objectors, either to the whole of the policy or to part of it. I have covered the various points that have been raised in the preceding paragraphs and taken account of the various suggestions in my recommendation. Whilst I agree that the policy should be directed towards the role that the land performs rather than its landscape character, I do not concur that each gap or wedge needs to be justified in the supporting text.

RECOMMENDATION

2.101 That Policy WCC2 is deleted and replaced as follows:

"Policy WCC2: Green wedges and gaps

Development will not be permitted within important open areas, defined as green wedges and gaps on the Proposals Map, that would threaten their essential function in the physical and visual separation of settlements that are close together".

SITE SPECIFIC OBJECTIONS – ADDITION OF A GAP OR GREEN WEDGE DESIGNATION

REPRESENTATIONS

8	Mrs K Cowan (O)	343	Mr G Cowan (O)
285	Captain M Dowding (O)	922	Councillor R Samuel (O)
313	Arborfield & Newland Par Council (O)	1146	W & J Clark (O)
314	Arborfield & Newland Par Council (O)	6162	Shinfield Parish Council (O)

OBJECTION ISSUES

2.102 It was considered that the areas to the west of Wargrave and between Wargrave and Twyford should be protected as gap and not setting of settlement, in order to preserve their unique character.

2.103 Other objectors thought that the previous designation in the Loddon Area Local Plan on the land north of Arborfield Cross should be reinstated in order to ensure that the periphery of the Conservation Area is protected. This would not be adequately controlled by general countryside policies because the land was not a "rural area". It was contended that wider tracts of open countryside, including Arborfield, Shinfield, Swallowfield and Sindlesham should be allocated as gap.

APPENDIX 6

APPENDIX 6 - Conditions for Appeal if Allowed

1. a) Approval of the details of the siting, design and external appearance of the building, the means of access thereto and the landscaping treatment of the site)(hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced.

   b) Application for approval of the reserved matters referred to in a) above shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.

   c) The development hereby permitted shall be begun either before the expiration of five years from the date of this permission or before the expiration of two years from the date of approval of the last of the reserved matters to be approved whichever is the later.

2. Immediately following the implementation of this permission, 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 buildings, extensions or alterations permitted by Classes A, B, C, D and E of Part 1 of the Second Schedule of the 1995 Order shall be carried out without the prior written permission of the Local Planning Authority.

3. Works related to the construction of the development hereby granted, including works of demolition or preparation prior to building operations, shall not take place other than between the hours of 8 am and 7 pm Monday to Friday and 8 am to 1.30 pm Saturdays and at no time on Sundays or Bank or National Holidays.

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

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

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

7. No trees, hedgerows or shrubs within the curtilage of the site, except those shown on the approved plan(s) or otherwise clearly indicated in the approved details as being removed, shall be felled, lopped or pruned, nor shall any roots be removed or pruned without the prior consent of the Local Planning Authority during development and for a period of five years after completion of the development hereby approved. The branch structure and trunks of the trees to be retained and their root systems shall be protected from any damage during site works, in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. Any trees, hedgerows or shrubs removed or which die or become dangerous, damaged or diseased before the end of a period of five years after completion of the development hereby approved shall be replaced with new trees, hedging or shrub species (of such size species and in such number and position as maybe agreed in writing), before the end of the first available planting season (1st November to 31st March) following their loss or removal.

Reasons

1. a) No such details have been submitted.

   b) & c) In pursuance of Section 92(2) of the Town and Country Planning Act 1990.

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

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

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

5. In the interests of visual amenity.

6. In the interests of visual amenity.

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



EVANS PLANNING AND DEVELOPMENT CONSULTANCY

APPEAL BY MR LS JOHNSON, G JOHNSON AND MISS T JOHNSON AGAINST THE REFUSAL OF PLANNING PERMISSION BY WOKINGHAM DISTRICT COUNCIL FOR THE DEMOLITION OF EXISTING BUNGALOW AND CONSTRUCTION OF THREE DWELLINGS AT JOVIKE, LOWER WOKINGHAM ROAD , WOKINGHAM, BERKSHIRE.

LOCAL PLANNING AUTHORITY REFERENCE: O/2002/6045

Evans Planning and Development Consultancy
18 Webb Court
Wokingham
Berkshire
RG40 5YR

1.00 DESCRIPTION OF SITE AND SURROUNDINGS

1.01 The appeal site lies to the western side of the Lower Wokingham Road(LWR). To the north and west are Ashdale Park and Little Fryth. These are areas of estate type development clustered around cul de sacs. They do not take direct access onto the LWR. To the west is a line of ribbon development with further linear development behind. To the south of the appeal site are larger single dwelling plots. The area then is primarily characterised by residential development. The appeal site is surrounded by residential development on all four sides. On three of those sides it is relatively dense residential development.

1.02 The appeal site contains a detached bungalow. To either side of the dwelling are brick and render walls and a detached garage. This existing development spans the full width of the site. There are also two existing access points which make the site more visible in the streetscene. Towards the rear of the site there is an existing building which is used for ancillary residential purposes which is constructed of blockwork and corrugated sheets. This is a sizeable structure having a height of about 4 metres and a footprint of approximately 10 by 20 metres.

2.00 PLANNING POLICIES

2.01 The development plan comprises the Berkshire Structure Plan(BSP) (adopted August 1997) and the South East Area Local Plan(SEALP) (adopted May 1995).

2.02 Policy C2 of the BSP has as its main objective the protection of the countryside. It follows, therefore , that it is concerned with the effect of new development on the character and appearance of such areas. It is notable that the policy permits the redevelopment of existing buildings.

2.03 Policy C6 is concerned with preserving the separate identity of individual settlements. It aims to prevent development which would threaten open areas which provide physical or visual separation of

settlements which are close together. The test here is to what extent the appeal site currently contributes to the aim of maintaining physical and visual separation of the relevant settlements and the extent to which it would contribute were the appeal allowed.

2.04 Policy STV2 of the SEALP has a similar objective to policy C2 of the BSP and its main objective is to maintain a clear distinction between built up areas and the countryside. Under criterion A rounding off or redevelopment on the edge of settlements may be permitted.

2.05 Policy SC1 has the same objective as policy C6 of the BSP. It is also of note that the policy adds that the district council will seek to enhance visual separation by the encouragement of tree planting or other appropriate means.

2.06 There is also an emerging local plan that has been the subject of a public inquiry but has not yet been adopted. Policy WCC1 has similar objectives to policy C2 and STV2 and permits redevelopment in the countryside and infilling of one or two dwellings.

2.07 Policy WCC2 has the same objective as policies C6 and SC1. It does also promote landscape enhancement and seeks to encourage the positive management of landscape features that contribute to the separation of settlements. Policy WOS2 has the same purpose as policy WCC1.

3.00 BACKGROUND

3.01 The planning application was refused under delegated powers by the Head of Planning and Transportation. There is an officers report which I attach at Appendix One. This report makes it clear that the concern is primarily with the effect of the proposal on the character and appearance of the area.

3.02 It is asserted in the report that the proposal is unacceptable because it would subdivide the existing plot into three. It is claimed that the correct benchmark for comparison is the dwelling at "Woodpeckers" to the south. It is also considered to be unacceptable because there is not a built up frontage.

3.03 The application was refused for 2 reasons; firstly the impact on the character and appearance of the area and; secondly, the effect of the proposal on highway safety.

4.00 THE CASE FOR THE APPELLANT

4.01 The main issues to be considered in this appeal are the effect of the proposal on the character and appearance of the area with regard to countryside and separation of settlement policies; the benefit of using previously developed land for residential development and the effect of the proposal on highway safety with regard to the sightlines at the proposed access.

Character and Appearance

4.02 When considering whether there is any policy conflict it is necessary first to consider exactly what the objectives of those policies are and secondly whether the proposal would harm those objectives.

4.03 The objectives of the rural areas policies(C2, STV2 and WCC1) are to maintain a clear distinction between built up areas and the countryside and to protect the countryside. It is, therefore important to consider to what extent the appeal site comprises countryside and to what extent it is a built up area.

4.04 In my view the appeal site has, at the very least, a strong suburban character. It would certainly be difficult to describe it as countryside. The site contains a relatively large bungalow. To either side of it is built development in the form of a large garage and brick/render walls. This built development spans the whole width of the site. To the front of this

are two access drives and car parking. To the rear of the site there is a large ancillary residential building. The rear of the site is all part of the residential curtilage and benefits from full residential permitted development rights and could therefore have more buildings erected on it. In this context it cannot be accepted that the site is countryside or even particularly rural in character. In my view it has a very urban character. In fact the SEALP proposals map recognises this developed character by identifying the site in an area of sporadic development. This acknowledges that its character is not that of countryside. However I would go further and say that it differs from the adjacent dwelling at Woodpeckers by being more visible and having a more urbanising impact and because of its location in relation to existing development.

4.05 This means that there is no rural character that could be harmed. In any case though it is my view that a development of three dwellings could be accommodated on this site in a way that improved its appearance. The illustrative drawing submitted is purely illustrative and clearly there are many ways in which the site could be developed for three dwellings. The existing development is highly visible and prominent in the streetscene. A new development could be designed so that the visual impact was much improved. They could be sited a little further back, possibly staggered, with a winding access so they were not directly visible down the access track. The application could also be accompanied by substantial landscaping to the front of the dwellings where there would be substantial space. Any garages could be sited further back where at present buildings could be erected under permitted development rights. Of course permitted development rights could also be withdrawn for the new dwellings.

4.06 This could give a softer more semi-rural feel to the site than the present relatively harsh urban character and offers a significant benefit. I would also argue that many of the dwellings on the opposite side of the LWR have less of an urbanising effect than the existing development on the

appeal site. Arguably much of Ashdale Park is also less prominent in views from the LWR.

4.07 In any case rural area policies permit redevelopment in such locations and the redevelopment of the existing bungalow falls within this remit. The test in C2 of the BSP is that it should maintain or enhance the rural environment and be appropriate in scale, form, impact, character and siting to its location in the countryside. For the reasons given above because of the relatively urbanised character of the site and its surroundings I consider it would not only maintain but would enhance the appearance and is certainly appropriate to the location given the existing character of that location.

4.08 Policy STV2 of the SEALP permits rounding off or redevelopment on sites less than 0.4 hectares in area. Policy WCC1 allows redevelopment and infilling subject to the scale, form, materials, design and character being appropriate to its location in the countryside and does not seek to impose the 0.4 hectares restriction.

4.09 Even if the countryside aspect was accepted, which it is not, the proposal still complies with rural area policies because of the redevelopment and infilling provisions. Given the extent of existing built development the introduction of three dwellings could be achieved in a way that did not have a materially greater impact but, as said above, by the use of landscaping and good design and layout improved the appearance of the site and surroundings.

4.10 Part of the character is the fact that it is surrounded on three sides by fairly dense residential development of a strongly urban character. It is hard to see how a sensitive, well designed development could cause any harm in this context.

4.11 The objectives of the relevant separation of settlement policies (C6, SC1 and WCC2) are, in this instance, to maintain the physical and

visual separation of the settlements of Pinewood and Finchampstead North. By looking at the proposals map of the SEALP and the emerging local plan it can be seen that the appeal site is not located between Pinewood and Finchampstead North (Copies of the relevant parts are in Appendices Two and Three) but is in fact between two different parts of Pinewood. It, therefore, plays absolutely no role whatsoever in achieving either the physical or visual separation of Finchampstead North from Pinewoood.

4.12 Indeed for the reasons given above it could play no role in achieving visual separation anyway because of its urbanised appearance. Indeed the redevelopment of the site with landscaping would go some way to meeting one of the objectives of these policies which is to improve separation by encouraging tree planting as cited in policy SC1 of the SEALP.

Maximising the re-use of Previously developed Land

4.13 In terms of "Planning Policy Guidance Note 3: Housing" , the appeal site comprises previously developed land. This is a very important material consideration and is part of the government's strategy of minimising the loss of greenfield land by promoting the development of such sites. Annex C makes it clear that the existence of a permanent structure is sufficient and that such sites can occur in rural areas. It also makes it clear that the whole curtilage is included. This is particularly relevant bearing in mind the substantial curtilage building which exists in addition to the main dwelling, garage and walls.

4.14 The importance of developing such sites is highlighted by the government's target of 60% of additional housing being provided on previously developed land by 2008. It is further emphasised in paragraph 32 where it is stated that previously developed sites should be developed before greenfield sites.

4.15 The development of the appeal site would, therefore, help to contribute towards a major national planning objective.

Highway Safety

4.16 The LWR at this point is subject to a 50 mile per hour speed limit. Places, Streets and Movement requires a Y distance of 160 metres in this situation. At the required X distance of 2 metres for a small group of dwellings this is easily achievable. A site visit is all that is needed to confirm that visibility at the site access is excellent.

5.00 CONCLUSION

5.01 The appeal site is in a unique location. It is surrounded by existing residential development on all four sides. On three of those sides it is adjacent to particularly dense residential development. Because of this uniqueness the development would not set a precedent for the development of other land. For development of this site to be unacceptable it must be necessary to point to harm in relation to either planning policies or some other material consideration. The objectives of the relevant planning policies would not be harmed. This is because the existing character of the site and its surroundings must be realistically assessed when deciding whether it is contrary to those policies. Those policies should not just be applied as a moratorium on development without any regard to actual harm.

5.02 The site already has substantial development which is readily visible from public viewpoints. It also has a large building to the rear. The whole site is part of a residential curtilage which has full permitted development rights. It is wrong to seek to apply policies which refer to countryside and have the objective of maintaining a clear distinction between built up areas and the countryside. The appeal site is definitely not part of the countryside because of its existing physical condition.

5.03 Even if it was countryside its existence as an island enveloped by housing makes its development a logical way of defining a stronger settlement boundary. In fact the boundary screening to the south of the appeal site is generally thicker and stronger than that to the north. Dwellings in Ashdale Park are clearly visible from within the appeal site and it clearly relates much more strongly to existing development than to any distant areas of countryside.

5.04 The site comprises previously developed land. In this context its development for three dwellings offer a significant benefit over the development of greenfield sites which will be necessary if sites such as these do not come forward for development.

5.05 It is therefore respectfully requested that the above appeal be ALLOWED.