35

APPLICATION NO:
F/2002/6222

LOCATION:
393 Reading Road, Winnersh Wokingham.

APPLICANT:
Mrs A Gorecki C/O Gregory Grey Associates

PROPOSAL:
Proposed change of use of dwelling to bed and breakfast accommodation. (Retrospective)

EARLIEST DATE FOR DECISION: **02/05/2002**

APPLICATION WILL HAVE EXPIRED ON:
20/05/2002

CASE OFFICER: **Emy Circuit**

REFUSED

172

DO

WOKINGHAM DISTRICT COUNCIL

TOWN AND COUNTRY PLANNING ACTS

Notification of Refusal of Permission

Mrs A Gorecki
C/O Gregory Grey Associates
17 Dinorben Close
FLEET
Hants
GU52 7SL

Application Number: F/2002/6222

Parish: **WINNERSH**

Location: **393 Reading Road, Winnersh, Wokingham**

Proposal: **Proposed change of use of dwelling to bed and breakfast accommodation. (Retrospective)**

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

Condition
1. The proposed use would result in noise and disturbance, which would be detrimental to the residential amenity of neighbouring properties. As such it is contrary to Policy LR17 of the Loddon Area Local Plan and Policy WR24 of the Wokingham District Local Plan (Deposit Draft).

Condition
2. The proposed change of use would generate additional traffic movements into and out of a primary distributor road in close proximity to the signalised Winnersh Crossroads which would adversely affect highway safety and the free flow of traffic along the A329 Reading Road. Therefore the proposal would be contrary to Policies LT5 of the Loddon Area Local Plan and WT7 of the Wokingham District Local Plan (Deposit Draft).

Informative
1. You are advised, in compliance with The Town and Country Planning (General Development Procedure) (England) (Amendment) Order 2000, that the following policies and/or proposals in the development plan are relevant to this decision:

Loddon Area Local Plan Policies LTV2, LR17, LBE1, LBE2, LT5
Deposit Draft Wokingham District Local Plan Policies WOS2, WR24, WBE12, WOS3, WBE1, WT6, WT7

Anna Cronin
Head of Planning & Transportation
Date: 15/05/2002

Notice checked by: _____

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

Appeal Decision

Hearing held on 17 December 2002
Site visit made on 17 December 2002

by Nigel Payne BSc(Hons) DipTP MRTPI MCMI

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
03 FEB 2003

Appeal Ref: APP/X0360/A/02/1091496
393 Reading Road, Winnersh

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
- The appeal is by Mrs A Gorecki against the decision of Wokingham District Council.
- The application (ref. F/2002/6222), dated 21 March 2002, was refused by notice dated 15 May 2002.
- The development proposed is retention of bed and breakfast accommodation.

Summary of Decision: The appeal is dismissed.

Procedural Matters

1. The application is retrospective for the retention of an existing use of the premises for seven bedrooms providing bed and breakfast accommodation, which has apparently been in operation for about three years, and I shall determine the appeal on this basis.

Site and Surroundings

2. The appeal property is a two storey semi-detached dwelling, with a long narrow curtilage to the rear, on the north eastern side of Reading Road (A329), a busy primary distributor. It lies about 50m south east of Winnersh crossroads, a signalised junction with Robinhood Lane (B3030), with the egress from a superstore and its car park at traffic lights on the other side of the A329, a further 50m or so along the main road. Although the properties on both sides of the site are in residential use, the area has a mixed character with a number of commercial uses around the road junction.

Main Issues

3. From the above, the evidence at the hearing, the written representations and my inspection of the site and its surroundings, I consider that the main issues in this case are firstly, the effect of the scheme on the living conditions of neighbouring occupiers, in terms of noise and disturbance, and secondly, the implications for highway safety and the free flow of traffic on Reading Road.

Planning Policy

4. The development plan for the area includes the Loddon Area Local Plan adopted in May 1995 (LALP). Policy LR17 says that change of use of part of an existing dwelling to small scale accommodation for short term paying guests will generally be acceptable, providing that it does not detract from the character of the property or the amenity of the locality and suitable parking is available. Regarding highways, policy LT5 confirms that, amongst other things, the road safety implications of all schemes will be examined. I am required to decide the appeal having regard to the development plan and to make my determination in accordance with it unless material considerations indicate otherwise.

5. The Council has drawn attention to the deposit draft Wokingham District Local Plan of February 2000, as proposed to be amended following the Inspector's report into objections. As modified, policy WT7 generally follows LT5 of the LALP, whilst WR24 refers to guest houses and bed and breakfast accommodation and repeats the requirements of policy LR17 in respect of character and amenity. For all development, policy WOS3 confirms that, amongst other things, proposals should be appropriate in scale and character to the locality, with no significant effect on highway safety. I shall attach the appropriate weight to these policies according to their progress towards adoption based on the advice in paragraph 48 of Planning Policy Guidance Note 1 – General Policy and Principles.

WOS3

Living Conditions

6. The present use occupies the whole, rather than part, of the property providing five guest bedrooms on the upper floor with two more, plus a small shared kitchen, below. At least three are capable of use as doubles and some have en-suite facilities with an additional communal bathroom. However, there are no other facilities such as a reception area, dining, sitting or TV rooms, no meals are provided other than continental type breakfasts on trays, and no staff live-in. It is common ground that use as a house in multiple occupation for up to six persons would not require permission and that this is a practical and realistic "fall-back" position, in the event that this appeal is dismissed. Similarly, the Council would probably regard the occupation of no more than two rooms by paying guests as ancillary to a main use as a dwelling.

7. The parking and manoeuvring of cars at the rear of the premises was accepted in the context of a 1999 permission for a two storey side extension to the property over an archway (ref. 99/69031/F). Nevertheless, it seems to me that use of the building and its environs by the occupants of seven rooms on a regular basis, together with the comings and goings of staff servicing the premises, is generally more intensive than occupation by either a single family or shared household. In terms of vehicle movements, particularly at the rear of the premises, I consider that the same would apply, even compared to a group of young persons (including students) living there. Given the likely need to retain one or two of the downstairs rooms for communal use, I would expect the actual level and intensity of occupation by such groups to be materially lower than that arising from what is, in effect, a use similar to seven small bed-sitters at present.

8. In my view, there must be a materially increased level of parking at the rear compared to that for a single dwelling, of up to about 50%, together with the manoeuvring required to access the spaces, which is multiplied if some are already occupied. As the Council acknowledges in the WDLP, this is not a quiet suburban location and it is affected by background traffic noise from the main road, the junction and the car park opposite. Nor have there been any formal or official complaints from neighbours about the use to date.

9. Nevertheless, I consider that this use generates more fumes, noise and disturbance close to the plot boundaries, due to its narrow width, than would arise from single family or shared household occupation as an alternative. This is due to the lower level and intensity of occupation and the number and nature of traffic movements arising. In my opinion, the concentration and level of intermittent and unpredictable activity arising from vehicle movements materially detracts from the usability and enjoyment of the surrounding rear gardens by neighbouring occupiers, despite the boundary fencing and double garage to the rear (north). Whilst resurfacing might assist I doubt that it would resolve the problems.

10. Taken together with the overall level of activity in the building arising from seven guest bedrooms, affecting adjoining habitable rooms, I conclude that the present use has a harmful effect on the living conditions of neighbouring occupiers, in terms of noise and disturbance. It is therefore contrary to policy LR17 of the LALP, as well as policy WR24 of the WDLP.

Highway Safety

11. Notwithstanding the 'ghost' island, the proximity to busy signal controlled junctions is such that turning movements into and out of the site often interrupt the free flow of traffic along this important primary route. As I saw on my visits, particularly during peak hours, drivers are sometimes tempted to performing sudden manoeuvres or take up positions across lanes in order to take advantage of the limited gaps in oncoming traffic to enter and leave the site. In this respect at least, it seems to me that familiarity with the circumstances is more likely to assist persons occupying the building on a more permanent basis than occasional or "one-off" visitors to bed and breakfast accommodation.

12. Bearing in mind the cycleway crossing the site frontage, used by schoolchildren and others, I share the Council's concerns about potential conflicts between cyclists, pedestrians and vehicles at the access. Due to a wall and pillar on the north western side of the site, visibility along the main road is restricted to about 40m from a 2.4m setback in that direction. Despite the 40mph limit, drivers are often accelerating away from the nearby junction and I therefore consider that the present relationship between the access and the cycleway is unsatisfactory in safety terms. In the absence of information confirming the ownership of the wall and in relation to a retrospective application, I do not consider it appropriate to rely on the imposition of a "Grampian style" condition to resolve this problem in all the relevant circumstances of this case.

13. The greatest risk to highway safety arises from reversing movements onto and off the main road. In this respect I note that parking at the rear of the premises has already been accepted in principle and that there have been no recorded personal injury accidents in the last three years arising from this use. Notwithstanding, any material increase in use of a car park where it is not possible to enter and leave in forward gear if more than one or two vehicles are already there is inherently dangerous. Moreover, additional reversing movements along the single width side accessway also pose a risk to other drivers and pedestrians within the site given the restricted all round visibility.

14. In particular, even one vehicle parked in front of the building prevents turning at that point (without trespassing onto no.391 next door). As a result, drivers have to attempt the hazardous reverse into the busy flow of traffic across the path and cycleway, with inadequate visibility in the more important direction. Presumably, this was why a condition (no.6) was imposed on the 1999 permission requiring the turning area at the front of the building to be kept available at all times. In the light of the above, I consider that this condition is essential in the interests of highway safety and ought not to be effectively overridden by permitting even one parking space at the front of the building. Moreover, in view of the lack of compliance to date, I do not consider that this would be resolved simply by granting permission to retain this use subject to a similar condition.

15. If a parking space is not available at the front and all visitors and staff park at the rear, I doubt the capacity of the narrow plot to accommodate even six cars. Irrespective of how the spaces are marked, at the busiest times, such as when guests arrive in the evenings, I

estimate that no more than four cars can actually be parked without one or more being "boxed-in" or having to reverse all the way in or out. Such movements are not only unsafe but also generate extra and unnecessary fumes, noise, and disturbance to neighbours and other occupiers of the premises.

16. I acknowledge that the site is in a sustainable location on a regular bus route and close to shops and a railway station. Nevertheless, for bed and breakfast use, the avowed purpose of which is to accommodate those travelling long distances to work in the area during the week, this is less likely to affect their need to bring a car onto the site, although it may reduce their propensity to use it once there. Accordingly, I do not consider that the actual number of spaces able to be used at any one time is sufficient to cater for the occupants of seven rooms, particularly where even very short duration stops on the main road would be a source of danger and delays. The fact that staff and other personnel also need to visit on a regular basis to service a commercial use exacerbates the shortfall of satisfactory parking provision. Overall, I conclude on the second issue that in its current form the use is detrimental to the interests of highway safety and the free flow of traffic on the A329. It conflicts with policy LT5 of the LALP, as well as WT7 of the WDLP, and is not acceptable.

Conclusions

17. Taking into account the advice in Circular 11/95, I have carefully considered whether the imposition of conditions, as canvassed at the hearing, could overcome the objections identified above. However, to my mind, only a significant reduction in the number of guest bedrooms/bedspaces would be likely to render the scheme acceptable in principle, even if all other matters of detail, such as noise insulation, could be satisfactorily addressed. Accordingly, in all the relevant circumstances of this case, it would not be appropriate to grant permission subject to conditions.

18. I have taken into account the other matters raised in the written representations, including the strong demand for bed and breakfast accommodation in the locality, but this does not alter the conclusions on the main issues leading to my decision. For the reasons given above and having regard to 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.

Nigel Payne

INSPECTOR

APPEARANCES

FOR THE LOCAL PLANNING AUTHORITY:

Ms E Circuit BA MSc Dip UD	Planning Officer, Wokingham DC.
Mr S McMillan MSc MIHT	Highways Officer, Wokingham DC.

FOR THE APPELLANT:

Mr S M Leedale MSc DipTP Bed(Hons) MRTPI	Gregory Gray Associates, 'Redcliffe', 17 Dinorben Close, Fleet, Hampshire, GU13 9SL.

DOCUMENTS

Doc. 1 List of persons present at the hearing.
Doc. 2 Letter of notification and list of persons notified.
Doc. 3 Parking plan as approved – 1:200 – March 1999.
Doc. 4 Extract from consolidated/modified WDLP – November 2002.

PLANS

Plan A Location plan – 1:2500 – March 2002 – GGA/1.
Plan B Site plan – 1:500 – March 2002 – RR/02/298/003.
Plan C Floor plans existing – 1:100 – March 2002 – RR/02/298/001.
Plan D Floor plans multi occupation – 1:100 – March 2002 – RR/02/298/002.

6222

Winnersh Parish Council

Winnersh Community Centre
New Road, Sindlesham, Wokingham
Berkshire RG41 5DU
Phone/Fax 0118 978 0244
e-mail parish@winnersh.gov.uk
www.Winnersh.gov.uk

PLANNING SERVICES 68776
PCL
C RXC
- 9 MAY 2003
FILE

Mr Mike Hamlin
Senior Enforcement Officer
Wokingham District Council
PO Box 153
Shute End
Wokingham
RG40 1WL

8th May 2003

Dear Mr Hamlin

Application F/2002/6222 - 393 Reading Road

With regard to the above application, I write to advise that following the dismissal of the appeal in February 2003, it has been reported to Winnersh Parish Council that the signage for the Bed & Breakfast is still in place. There would also appear to be an excessive number of vehicles parked at the premises, which will accentuate the problems of highway safety and free flow of traffic onto the Reading Road as highlighted in the Appeal Decision.

I would be grateful if you could investigate these matters to ensure that there is no continued breach of planning terms.

If you have any queries, please do not hesitate to contact me.

Yours sincerely

Janet Harlin
Clerk to the Council

cc. E Circuit - Planning, WDC
Cllr D Ball - WDC
Cllr P Bray - WDC
Cllr E Siggery - WDC

WOKINGHAM UNITARY
Aiming for Excellence

PLANNING SERVICES

Fax Cover Sheet

DATE: MAY 30TH

TO: MARK LEEDALE

FROM: LYNN/HELEN **Planning Services.**

NUMBER OF PAGES INCLUDING THIS HEADER SHEET: 10

RECIPIENT FAX NUMBER: _____

OUR FAX NUMBER: (0118) 974 6484

SUBJECT: F/2002/6222

NOTES:

HIGHWAYS CONSULTATION SHEET

From: Emy Circuit **Date:** 08 April 2002

Application Number: F/2002/6222

Proposal: Proposed change of use of dwelling to bed and breakfast accommodation. (Retrospective)

Parish: WINNERSH PARISH

Site Address:
393, Reading Road, Winnersh, Wokingham.

Applicant:
Mrs A Gorecki C/O Gregory Grey Associates.

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).

As previous F/1999/0129

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

14.5.02

FROM: Emy Circuit

RECEIVED
10 APR 2002

DELEGATED

DATE: 08 April 2002

WINNERSH PARISH CONSULTATION SHEET

Application Number: F/2002/6222

Proposal: Proposed change of use of dwelling to bed and breakfast accommodation. (Retrospective).

Site Address: 393, Reading Road, Winnersh, Wokingham.

Applicant: Mrs A Gorecki C/O Gregory Grey Associates.

PLANNING S
01 MAY 2002
COPIES TO: ACK:
FILE:

Your observations are required in respect of this application ~~by 02/05/2002~~.

No comments

SIGNED: _____ DATE: 30.04.02

Clerk To Winnersh Parish/Town Council.

Emy Circuit

From: Joe Dray
Sent: 22 April 2002 13:55
To: Emy Circuit
Subject: 393 Reading Rd Winnersh

F/2002/6222
Proposed change of use of dwelling to bed and breakfast accommodation (retrospective)
393 Reading Road
Winnersh

I have no objections to this application

JOE DRAY
Senior Environmental Health Officer
Environmental Protection & Housing
Wokingham District Council
Tel: 01189 746516
Fax: 01189746401
Joe.Dray@wokingham.gov.uk
www.wokingham.gov.uk

Emy Circuit

From: Joe Dray
Sent: 18 April 2002 13:32
To: Emy Circuit
Subject: F/2002/6222 - 393 Reading Road Winnersh

Hi
This job has been tranferred to me because it is a 'housing issue'. I am trying to arrange a visit to the site and having trouble getting hold of the applicant. I discussed the matter with Tony Sheath in the Commercial Team and he was aware of problems with fire precautions and means of escape in the past. I hope to get a chance to check this out but you may wish to consult with the fire authority.

Will get back to you as soon as possible

JOE DRAY
Senior Environmental Health Officer
Environmental Protection & Housing
Wokingham District Council
Tel: 01189 746516
Fax: 01189746401
Joe.Dray@wokingham.gov.uk
www.wokingham.gov.uk

Application Number F/2002/6222
~~Conditions~~/Reasons for Refusal

No	Std Con	Std Reas	Non Std Conditions / Reasons for Refusal
(1)	—	—	The proposed use would result in noise and disturbance, which would be detrimental to the residential amenity of neighbouring properties. As such it is contrary to Policy LR17 of the LALP and Policy WR24 of the WDLPDD

Reason

2. The proposed change of use would generate additional traffic movements into and out of a primary distributor road in close proximity to the signalised Winnersh crossroads which would adversely affect highway safety and the free flow of traffic along the A329 Reading Road. Therefore the proposal would be contrary to policies LT5 of the LALP & WT7 of the WDLPDD

Informative for approvals
N16
LODDON AREA LOCAL PLAN POLICIES: LTV2, LR17, LBE1, LBE2, LT5
~~SOUTH-EAST AREA LOCAL PLAN POLICIES~~:
WOKINGHAM DISTRICT LOCAL PLAN POLICIES: WOS2, WR24, WBE12, WOS3, WBE1, WT6, WT7
~~GREEN BELT~~ LOCAL PLAN POLICIES:
BERKSHIRE STRUCTURE PLAN POLICIES:
~~MINERALS LOCAL PLAN POLICIES~~:

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

Date: 15 May 02

RECORD OF SITE VISIT

SITE ADDRESS: 393 Reading Road Winnersh Wokingham.

APPLICATION NUMBER: F/2002/6222

OFFICER: Emy Circuit

DATE OF SITE VISIT: 12 April 2002

1 SITE/STATUTORY NOTICE DISPLAYED ? No 30/5/02 on site frontage.

2. DESCRIPTION OF SURROUNDINGS

Mixed commercial/recidential

3. DESCRIPTION OF SITE/BUILDING

2 sr semi

4. RELATIONSHIP TO ADJOINING PROPERTIES

See attached.

5. SITE CONSTRAINTS

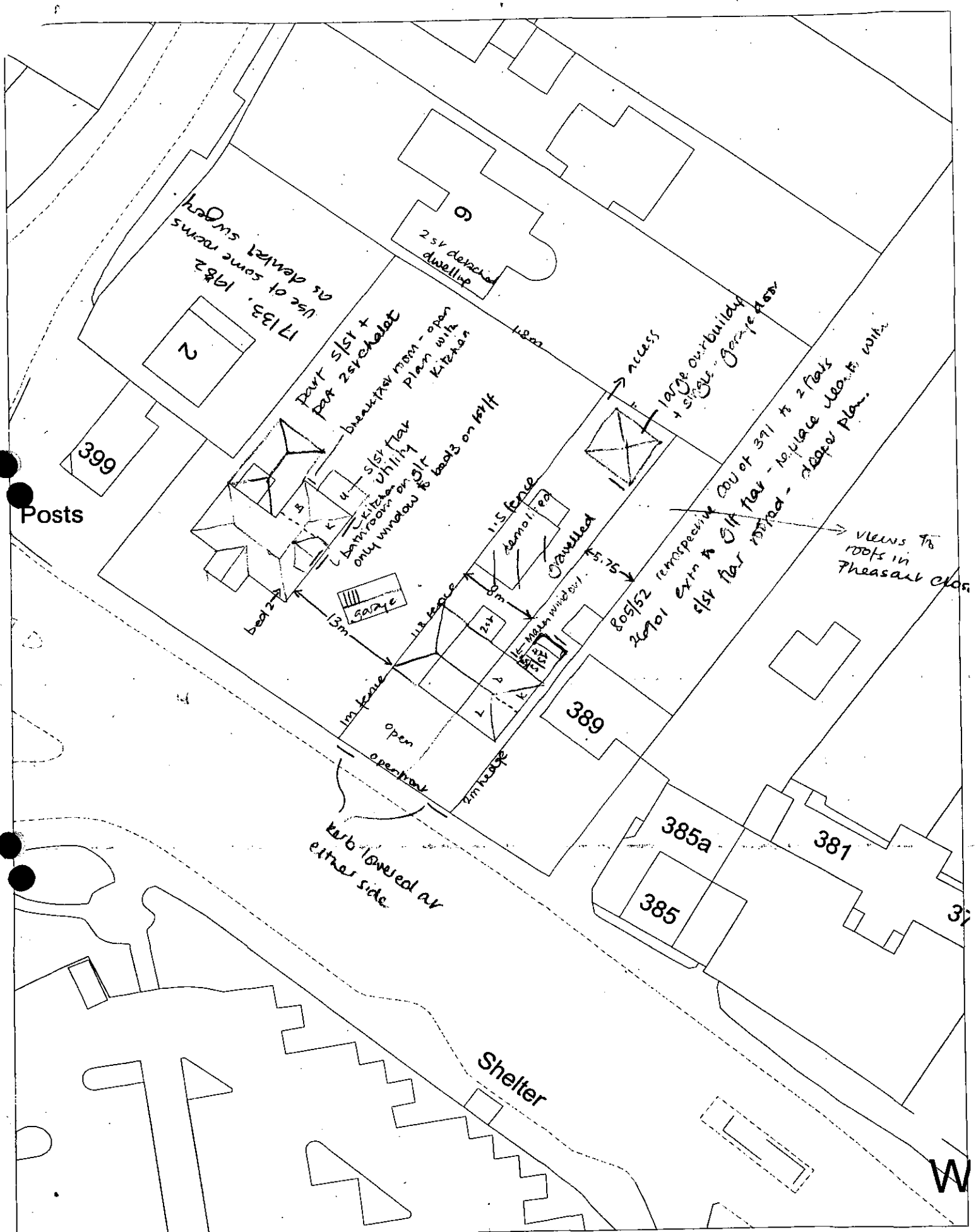
TREES

ACCESS/PARKING - s/sr our building could provide parking for one car + whole rear garden gravelled.

LEVELS

BOUNDARY TREATMENT

OTHERS



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Development Control Section, Environmental Services, Wokingham District Council.
16 April 2002

Scale: 1 : 500

N
W E
S

WORK SHEET FOR : Emy Circuit

Application Number : F/2002/6222

Applicant : Mrs A Gorecki C/O Gregory Grey Associates.

Location : 393, Reading Road, Winnersh, Wokingham.
Proposal : Proposed change of use of dwelling to bed and breakfast accommodation. (Retrospective)

Site Notice Displayed ? :	YES	NO	DATE
		✓	yes 30/4/02

Date of Neighbour Notifications : .....

Date of Site Visit : ...11th April 2002.....

Date Registered : 25/03/2002

Earliest Date for Decision : 02/05/2002

Latest Consultation Date/Site Notice Expiry Date : 02/05/2002

This application will have expired on: 20/05/2002. You need to make a decision 1 day prior to this date for this application to count as determined in less than 8 weeks.

Consultation Responses :

Access office - recommendations - not mandatory.
Environmental Health - no objections.
Winnersh PC - 'no comment'
Highways - recommend refusal.

Planning Issues :

Impact on character/amenities
Highways.

F/2002/6222
393 Reading Road, Winnersh

History: two-storey, semi-detached house with two-storey side extension (first-floor accommodation with access to rear of site under), approved April 1999. Change of use of 1st floor to C1 use refused in February 2000 – reasons: residential amenity and additional traffic movements/proximity to Winnersh Crossroads. The current application is retrospective – bed and breakfast with 7 bedrooms plus a kitchen and bathroom, no communal living areas.

Appraisal:
Principle – bed and breakfast use of a site, located within an identified settlement and close to local facilities, would be acceptable in principle, subject to there being no adverse impact on the character of the area or the residential amenity of neighbouring properties.

Street scene – no external alterations are proposed. It is noted that the whole frontage of the property is gravelled with no front boundary treatment or planting. While this situation could arise if the property were occupied as a single-family dwelling the more intensive use of the site makes it more likely and it is particularly undesirable, given the designation of Reading Road as a Green Route.

Neighbours – The surrounding properties are in residential use and their rear gardens form private amenity areas. The adjoining property is occupied as two flats. No details of the layout of the first-floor flat are available but the plans for application 26901 indicate that the bedroom and bathroom of the ground-floor flat are located in the single-storey rear extension, less than two metres from the boundary.

The whole of the rear garden of the application site is used for parking. The application site is 8.5 metres in width, so its whole area would is used for parking and turning. This would result in unacceptable disturbance to occupants of neighbouring properties, due to noise, which would be exacerbated by the gravelled surface, and fumes.

Note attached appeal decision for 99/70432/F, 193 Nine Mile Ride, which deals with this issue.

The property is semi-detached and it is considered that the noise and disturbance arising from the proposed use would be greater than that arising from its occupation as a single-family dwelling or shared occupation.

Highways - 7 parking spaces proposed (one at the front and six at the rear of the site), plus one garage space not included on application form. No on site turning.

Alternative proposal/ fallback position – as five bedroom house in multiple occupation by up to six individuals. While remaining more intensive than occupation as a single-family dwelling, this would result in a less intensive use of the site than is proposed and would be likely to result in fewer cars/vehicle movements on site. Although not ideal it would be preferable to the proposal that is the subject of this retrospective application.

Recommendation: refusal

WORK SHEET FOR : Emy Circuit

Application Number : F/2002/6222

Applicant : Mrs A Gorecki C/O Gregory Grey Associates.

Location : 393, Reading Road, Winnersh, Wokingham.
Proposal : Proposed change of use of dwelling to bed and breakfast accommodation. (Retrospective)

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		✓	yes 30/4/02

Date of Neighbour Notifications : .....

Date of Site Visit : 16 April 2002

Date Registered : 25/03/2002

Earliest Date for Decision : 02/05/2002

Latest Consultation Date/Site Notice Expiry Date : 02/05/2002

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393 Reading Road, Winnersh

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Appraisal:
Principle – bed and breakfast use of a site, located within an identified settlement and close to local facilities, would be acceptable in principle, subject to there being no adverse impact on the character of the area or the residential amenity of neighbouring properties.

Street scene – no external alterations are proposed. It is noted that the whole frontage of the property is gravelled with no front boundary treatment or planting. While this situation could arise if the property were occupied as a single-family dwelling the more intensive use of the site makes it more likely and it is particularly undesirable, given the designation of Reading Road as a Green Route.

Neighbours – The surrounding properties are in residential use and their rear gardens form private amenity areas. The adjoining property is occupied as two flats. No details of the layout of the first-floor flat are available but the plans for application 26901 indicate that the bedroom and bathroom of the ground-floor flat are located in the single-storey rear extension, less than two metres from the boundary.

The whole of the rear garden of the application site is used for parking. The application site is 8.5 metres in width, so its whole area would is used for parking and turning. This would result in unacceptable disturbance to occupants of neighbouring properties, due to noise, which would be exacerbated by the gravelled surface, and fumes.

Note attached appeal decision for 99/70432/F, 193 Nine Mile Ride, which deals with this issue.

The property is semi-detached and it is considered that the noise and disturbance arising from the proposed use would be greater than that arising from its occupation as a single-family dwelling or shared occupation.

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Recommendation: refusal

Application Number F/2002/6222
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(1)	—	—	The proposed use would result in noise and disturbance, which would be detrimental to the residential amenity of neighbouring properties. As such it is contrary to Policy LR17 of the LALP and Policy WB24 of the WDLPDD

Reason
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WOKINGHAM DISTRICT LOCAL PLAN POLICIES: WOS2, WR24, WBE12, WOS3, WBE1, WT4, WT7
~~GREEN BELT~~ LOCAL PLAN POLICIES:
BERKSHIRE STRUCTURE PLAN POLICIES:
~~MINERALS LOCAL PLAN POLICIES~~:

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

Date: 15 May 02

RECORD OF SITE VISIT

SITE ADDRESS: 393 Reading Road Winnersh Wokingham.

APPLICATION NUMBER: F/2002/6222

OFFICER: Emy Circuit

DATE OF SITE VISIT: 16 April 2002

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4. RELATIONSHIP TO ADJOINING PROPERTIES

See attached.

5. SITE CONSTRAINTS

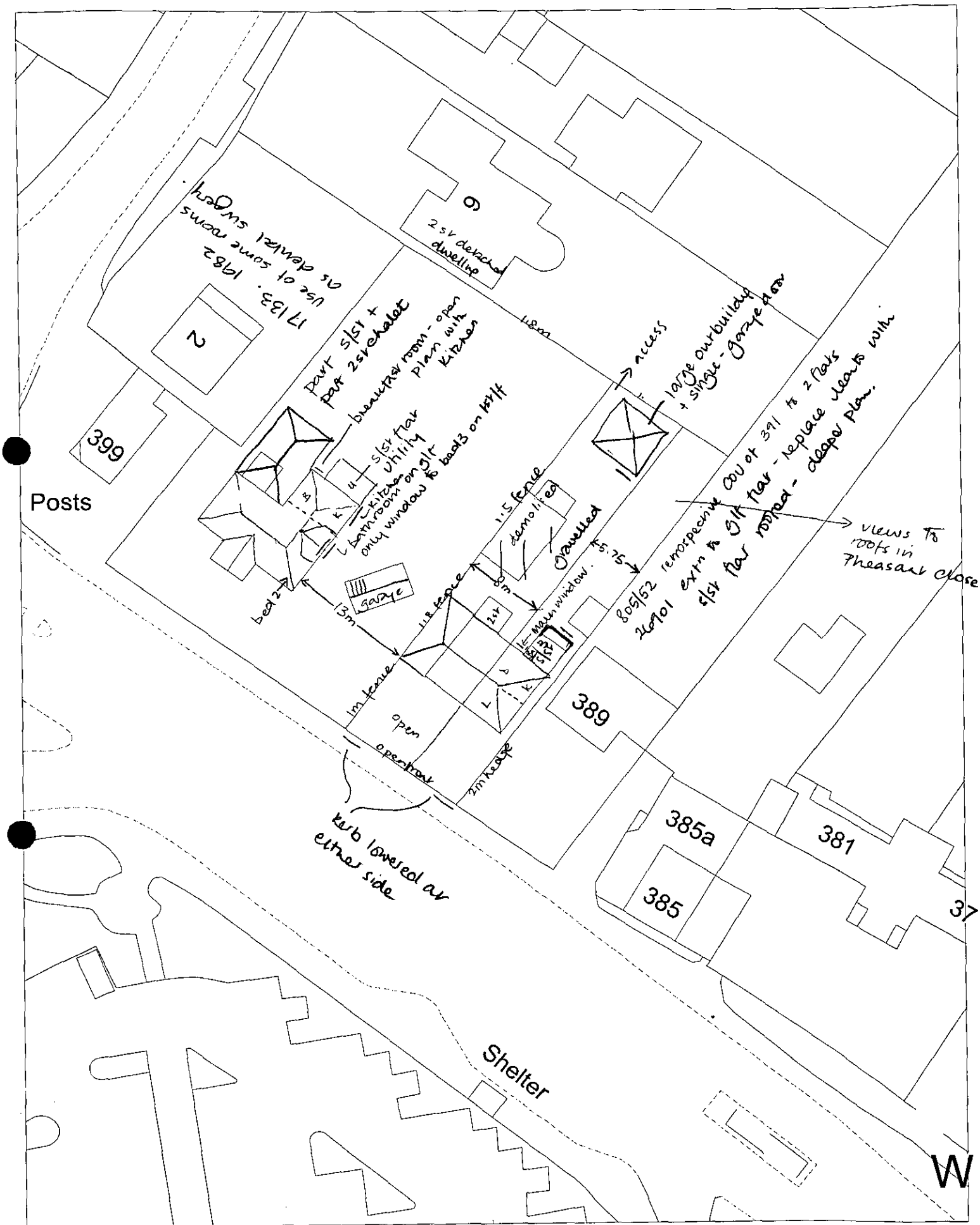
TREES

ACCESS/PARKING - s/sr our building could provide parking for one car + whole rear garden gravelled.

LEVELS

BOUNDARY TREATMENT

OTHERS



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Development Control Section, Environmental Services, Wokingham District Council.
16 April 2002
Scale: 1 : 500

N
W E
S

for Application File

Appeal Decision

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

Site visit on 21 March 2000

by Graham Dudley BA (Hons) Arch Dip Cons AA RIBA FRICS

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

Date
18 MAY 2000

Appeal Ref. APP/X0360/A/00/1035809

- The appeal is made under Section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
- The appeal is brought by A Syed against Wokingham District Council.
- The site is located at the Dental Surgery, 193 Nine Mile Ride, Finchampstead, Berks, RG40 4JD.
- The application (ref:99/70432/F), dated 8 September 1999, was refused on 10 December 1999.
- The development proposed is a reshaped and resurfaced staff car park at rear of property (retrospective).

Summary of Decision: The appeal is dismissed.

Procedural Matters

1. The reshaping and resurfacing of the car park has commenced, but not all proposed works have been completed in accordance with the plans submitted and therefore the planning application is not fully retrospective.

The Main Issue

2. The main issue in this case is the effect of the proposal on the living conditions of neighbours in respect of noise and disturbance.

Development Plan and Other Policies

3. The development plan includes the Berkshire Structure Plan and the South East Area Local Plan (1994). The Policy of the Local Plan relevant to this proposal is SBE2, which normally precludes development that would adversely affect the character of an area by means of siting and scale.

4. Also relevant are policies in the deposit version of the Wokingham and District Local Plan, which was the subject of a Public Inquiry in 1998, with amendments about to be the subject of a further Public Inquiry. I attach considerable weight to this emerging Local Plan, because of the stage in the process of adoption that it has reached, in accordance with Planning Policy Guidance Note 1, 1997, General Policy and Principles, paragraph 48. Policy WBE1 requires development to show good design, which respects the local context with regard to environmental impact, layout, scale, privacy and amenity.

Inspector's Reasons

5. At present, 193 Nine Mile Ride has planning permission for two rooms to be used as dentist's consultation rooms, and this includes the provision of 5 car parking spaces to the front of the property, and 4 car parking spaces and a garage to the rear. Therefore the application which is the subject of this appeal is for an increase of 3 staff parking spaces at the rear.

6. The properties to the north of Nine Mile Ride, in the vicinity of the appeal site, are generally residential bungalows. However, in the past a number of the properties, at the junction of Nine Mile Ride and Finchampstead Road, have been converted to a mixture of commercial uses, including small shops, restaurants and a veterinary practice, and there is a garage directly opposite the appeal site. Planning permission has been granted for the partial change of use of 193 for use as a dental surgery, and there is a personal planning permission for the use of part of 191 as a dental laboratory. Nevertheless, the immediate surroundings of 193 are mainly in residential use.

7. Some car parking to the rear of this property has already been accepted in principle in the previous planning approval. However, these three additional car parking spaces would effectively increase the parking provision by 60%, in a position surrounded by domestic gardens. I do not consider that the use of the outbuilding of 191 for dental laboratory purposes on a personal basis affects the fact that the area to the rear of 191 is essentially used as a garden.

8. 191 Nine Mile Ride has an extension built against the boundary, directly adjacent to the drive giving access to the rear parking of 193. This extension has four windows facing t[redacted] drive, but there is no visual contact as these are at high level. However, I consider that the residents would be subject to noise and disturbance from the cars using the drive due to its proximity to the wall of the extension. The proposed increase in parking provision would add to this disturbance. The parking and access to the veterinary practice at 177 is also positioned between residential dwellings in a similar arrangement to 193, and has car parking to both front and rear, but here the width between properties is significantly greater. Even so, there will be disturbance to the neighbours, and the poor arrangement of one scheme could not be used to justify the similar design of another; the end result would be a gradual deterioration of standards for occupiers.

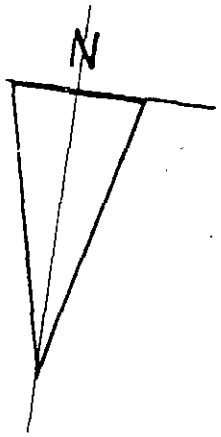
9. The garden of 193 is relatively narrow and therefore cars would be using the full width of the rear garden for manoeuvring and parking. The fences provided to each side of the parking area would not prevent noise and fumes migrating across to all three residential gardens which adjoin the appeal site, even those not directly adjacent to the parking area.

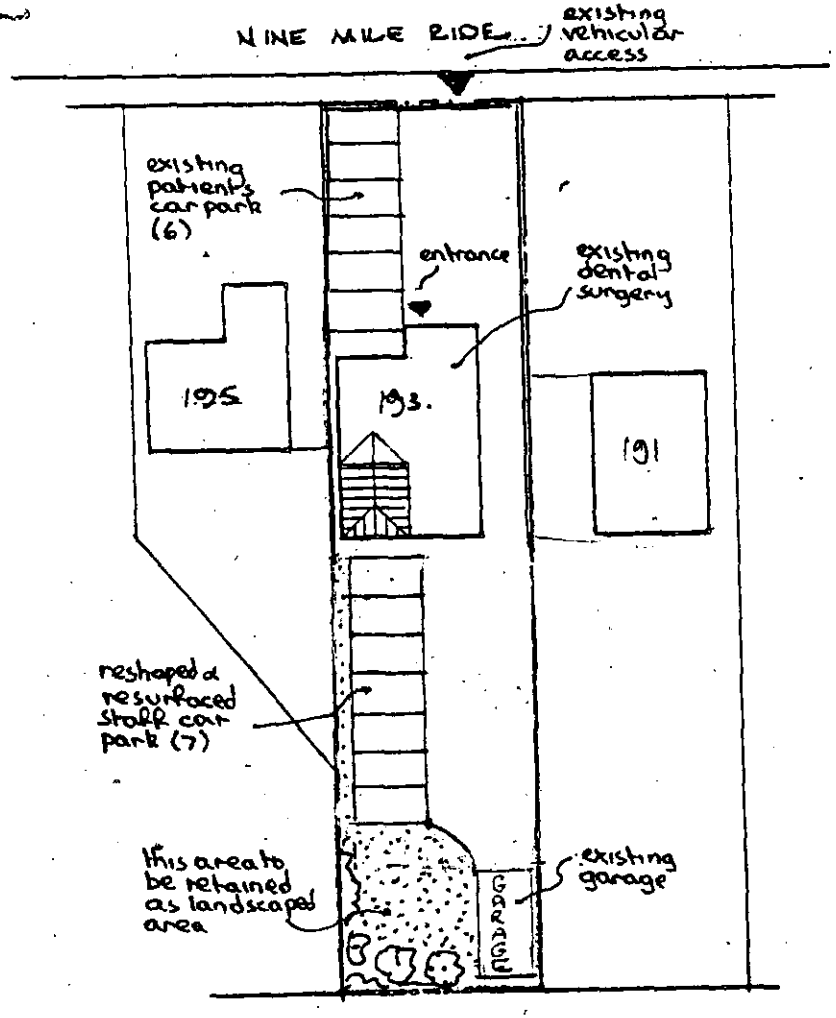
10. In my view, the additional car movements, because of the proximity of the proposed access and parking to 191 Nine Mile Drive and to the surrounding gardens, would increase [redacted] scale of the present parking to an unacceptable level. This would be incongruous with the surrounding residential dwellings and gardens, causing unacceptable additional noise and disturbance, which would be detrimental to the adjoining occupiers' living conditions. Restricting the parking to staff only would result in a reduced number of car movements, but there would still be substantial additional disturbance. I conclude on the main issue that noise and disturbance would result in a loss of amenity for the neighbours, and the proposal would therefore be contrary to Structure Plan Policy SBE2 and Local Plan Policies WBE1 (a) & (h).

Other Matters

11. I appreciate that the appellants wish to provide parking for staff. However, in my view it would not be acceptable for more of these spaces to be provided close to neighbouring residential dwellings and back gardens, and there is a public car park located 2 to 3 minutes walk from the site.

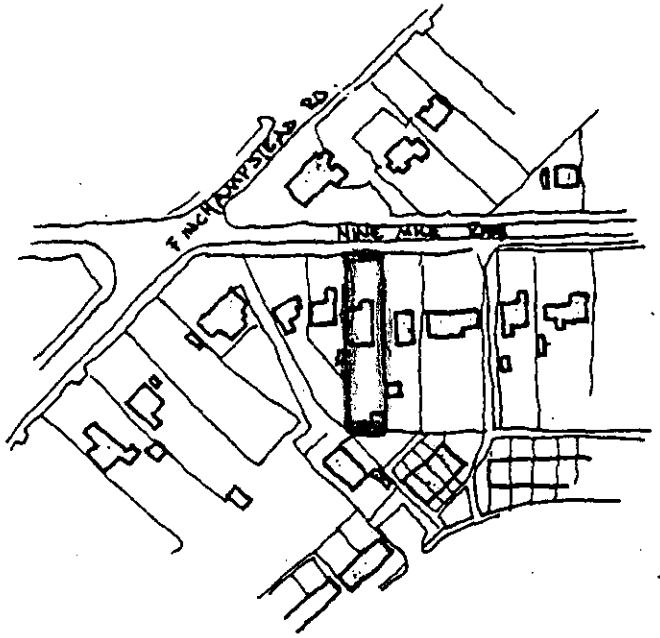
REFUSED





SITE PLAN 1:500

* all parking spaces min: 4·8m x 2·4m each
turning space behind parking spaces min: 6m



LOCATION PLAN 1:2500

09.SEP.1999* 70432

12. I note from the representations that there is some personal animosity between neighbours, but this has not been taken into consideration, as it is not a planning matter.

Conclusion

13. I find that the proposed extra parking and associated additional vehicle movements would, because of increased noise and disturbance, have an unacceptable impact on the amenity of neighbours.

Formal Decision

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

G C Dodkin.

Inspector

HIGHWAYS CONSULTATION SHEET

From: Emy Circuit **Date:** 08 April 2002

Application Number: F/2002/6222

Proposal: Proposed change of use of dwelling to bed and breakfast accommodation. (Retrospective)

Parish: WINNERSH PARISH

Site Address:
393, Reading Road, Winnersh, Wokingham.

Applicant:
Mrs A Gorecki C/O Gregory Grey Associates.

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).

As previous F/1999/0129

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

14.5.02

FROM: Emy Circuit

RECEIVED
10 APR 2002

DELEGATED

DATE: 08 April 2002

WINNERSH PARISH CONSULTATION SHEET

Application Number: F/2002/6222

Proposal: Proposed change of use of dwelling to bed and ~~breakfast~~ accommodation. (Retrospective).

Site Address: 393, Reading Road, Winnersh, Wokingham.

Applicant: Mrs A Gorecki C/O Gregory Grey Associates.

Your observations are required in respect of this application ~~by 02/05/2002~~.

DRAWINGS

01 MAY 2002

COPIES TO: ACK: FILE:

No comments

SIGNED: _____ DATE: 30.04.02

Clerk To Winnersh Parish/Town Council.

Emy Circuit
From: Joe Dray
Sent: 22 April 2002 13:55
To: Emy Circuit
Subject: 393 Reading Rd Winnersh

F/2002/6222
Proposed change of use of dwelling to bed and breakfast accommodation (retrospective)
393 Reading Road
Winnersh

I have no objections to this application

JOE DRAY
Senior Environmental Health Officer
Environmental Protection & Housing
Wokingham District Council
Tel: 01189 746516
Fax: 01189746401
Joe.Dray@wokingham.gov.uk
www.wokingham.gov.uk

Emy Circuit
From: Joe Dray
Sent: 18 April 2002 13:32
To: Emy Circuit
Subject: F/2002/6222 - 393 Reading Road Winnersh

Hi
This job has been tranferred to me because it is a 'housing issue'. I am trying to arrange a visit to the site and having trouble getting hold of the applicant. I discussed the matter with Tony Sheath in the Commercial Team and he was aware of problems with fire precautions and means of escape in the past. I hope to get a chance to check this out but you may wish to consult with the fire authority.

Will get back to you as soon as possible

JOE DRAY
Senior Environmental Health Officer
Environmental Protection & Housing
Wokingham District Council
Tel: 01189 746516
Fax: 01189746401
Joe.Dray@wokingham.gov.uk
www.wokingham.gov.uk

☎ 0118 974 6379 (Direct Line)

Friday, 12 April 2002

15 APR 2002

WOKINGHAM UNITARY
Aiming for Excellence

Gregory Gray Associates
Chartered Town Planning Consultants
17 Dinorben Close
Fleet
Hampshire
GU52 7SL

Access Officer
Environmental Services Department
Building Control
P.O. Box 155
Shute End, Wokingham
Berkshire RG40 1WR
Tel: (0118) 974 6379
Fax: (0118) 974 6385
Minicom No: (0118) 977 8909
DX: 33506 – Wokingham
Email: henry.knight@wokingham.gov.uk

Dear Sir/Madam,

Planning Application No: F/2002/6222

Address: 393 Reading Road, Winnersh, Wokingham

The above planning application has been reviewed for the provision of access and facilities for disabled people.

The following two lists should be addressed in order to facilitate improved use of the proposed building adaptations by disabled people.

List A *(These are mandatory requirements under the Building Regulations where applicable)*

When a building is altered there is currently no obligation (under the building regulations Part M) to improve access and facilities for disabled people. However, the level of provision after alteration should not be any worse.

List B *(Recommendations for good practice in line with the Disability Discrimination Act, 1995 and BS8300)*

1. To consider the provision of wheelchair access into and around the entrance level to the property.
2. To consider the provision of one guest bedroom out of every twenty or part thereof of guest bedrooms, is suitable in terms of size, layout and facilities for use by a person in a wheelchair.
3. To consider the provision of wheelchair accessible toilet and shower facilities in accordance with the requirements of Part M2 /M3 of the building regulations and BS8300.
4. To consider the needs of disabled visitors in terms of emergency egress and secondary means of escape. Reference is also drawn to the particular needs of sensory impaired service users and the need for auxiliary aids and/or a review of existing policies practices and procedures.

The above list (B) is not meant as an exhaustive list of requirements needed to comply with the DDA but as an indication of some design aspects that should be considered.

Please note that compliance with Part-M does not remove all liabilities under the DDA 1995.

From October, 2004 service providers may have to make 'reasonable adjustments' in relation to those '*physical*' features of their premises that make it impossible or unreasonable difficult for disabled people to access a service. This may include removing, altering or providing reasonable means of avoiding physical features.

At present service providers are not required to make permanent alterations to the physical fabric of premises, fixtures, fittings or furnishings when providing auxiliary aids. However, the Act does not prevent service providers from taking these requirements into account at an earlier stage. Anticipating these requirements in existing building and maintenance schedules would be advisable in order to anticipate the 2004 requirements.

Should you wish to discuss any of the above issues please do not hesitate to contact me on (0118) 974 6379.

If you have any queries with regard to the Building Regulations please contact the area building control surveyor.

Yours faithfully,

Henry Knight
Access Officer

CC: Emy Circuit - WDC Planning Dept.

Application Number : F/2002/6222	**Map No :** 60
Case Officer : EXC	**Site Area :** 0·04
Valid Date : 25.3.02.	**Received Date: 25/03/2002**

Level : Delegated Application

Description : Proposed change of use of dwelling to bed and breakfast accommodation. (Retrospective)

Location : 393, Reading Road, Winnersh, Wokingham.

Parish : WI **Ward : WIN** 8.4.02 D.

Applicant : Mrs A Gorecki C/O Gregory Grey Associates.

Fee Required: £190 **Fee Received: £190** (11)

Additional: ..... or Refund: .....

Enforcement Section to be notified ☑ MH **(tick if required)**

Additional information required for validation;

REASON	NOTES	DATE REQ	DATE RECD
LOCATION PLANS			
BLOCK PLANS			
FORMS UNSIGNED			
S.66 MISSING/INCORRECT/ UNSIGNED			
ELEVATION PLANS			
FLOOR PLANS			
NO SCALE OR SCALE IS IMPERIAL			
ENCROACHMENT LETTER REQUIRED			
OTHER			

Is the site in a Conservation Area: ☐ Yes ☐ No If "Yes" which one _____

Is the site a Listed Building: ☐ Yes ☐ No

Is a Statutory Advertisement required: ☐ Yes ☐ No

INTERNAL CONSULTATIONS 8.4.02 JB

Building Control

Heritage (Harold Sanders)

Landscape

Trees

Environmental Health

Housing

Leisure & Cultural Services

Public Rights of Way Officer

Property

Policy & Plans

Joint Strategic Planning Unit

Archaeological Officer (BABTIE)

Education

Social Services

Highways

Disabled Access Officer

EXTERNAL CONSULTATIONS

Adjacent DPA : _____

Adjacent Parish : _____

SEB

British Gas

Oil pipeline

Transco

Environment Agency

Railtrack

Police Arch Officer

HERITAGE BODIES

Victorian Society
The Georgian Group
Ancient Monuments Society
Council for British Arch
RCHME
NRPB (Telecommunications)
Sport England
Society for Proct' of Ancient Bldgs
English Heritage

OTHERS

.....

.....

.....

.....

.....

.....

NEIGHBOURS

.....

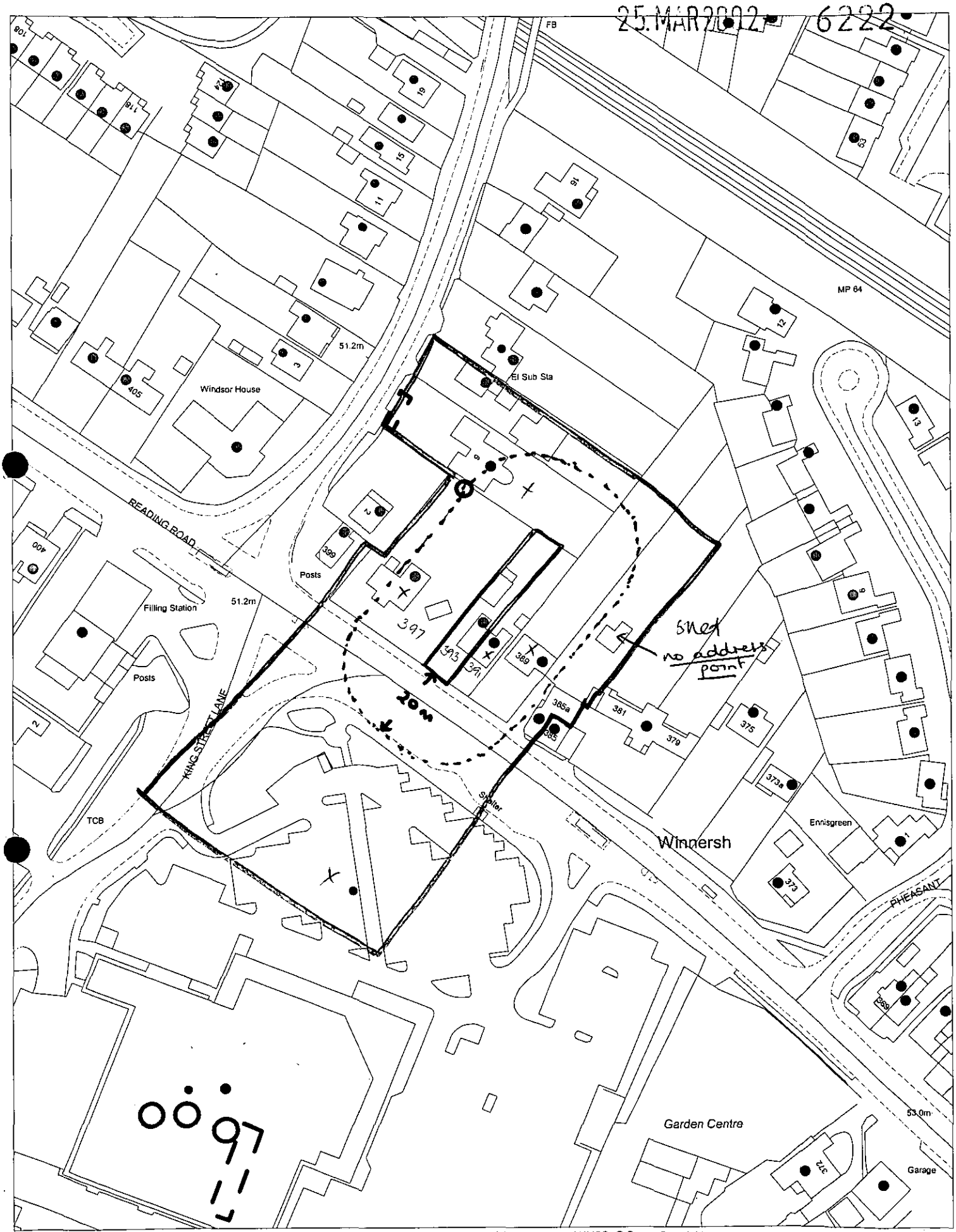
S/N + See map

.....

pls incl. Mr. & Mrs. V. Gray
389 Reading Road
Winnersh

No pre-apps.

25 MAR 2002 6222



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Development Control Section, Environmental Services, Wokingham District Council.
4 April 2002 Scale: 1 : 1250

N W E S

Organisation_Name	Building_Name	address1	Postcode
		389READING ROADWOKINGHAM	RG415LT
		393READING ROADWOKINGHAM	RG415LT
		397READING ROADWOKINGHAM	RG415LT
	385A	385AREADING ROADWOKINGHAM	RG415LT
		6ROBINHOOD LANEWOKINGHAM	RG415LX
		8ROBINHOOD LANEWOKINGHAM	RG415LX
		391READING ROADWOKINGHAM	RG415LT
		391READING ROADWOKINGHAM	RG415LT
MITSUBISHI MOTORS READING			RG415AB

**********FILE COPY**********

Tel: (0118) 974 6479

Date: 08 April 2002

My ref: F/2002/6222

WOKINGHAM UNITARY
Aiming for Excellence

Councillor Bray
45 Bluebell Meadow
Winnersh
Wokingham
RG41 5UW

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

Dear Councillor

Application Number: F/2002/6222
393, Reading Road, Winnersh, Wokingham.
Proposed change of use of dwelling to bed and breakfast accommodation. (Retrospective)

I write to let you know that the above mentioned application has been received.

At this stage a recommendation has not yet been made. This form should only be returned if it is likely that you might wish for the application to be listed for consideration by the Development Control Committee. This form must be received no later than 28 days from the date of this letter.

If you have concerns about the proposals it may be possible for these to be addressed during the consideration of the application. In these circumstances it would be helpful if you could discuss these with the case officer **Emy Circuit** on **(0118) 974 6479** in the first instance.

Yours sincerely
Trevor Watson
Development Control Manager

LISTING FORM
Case officer: **Emy Circuit** Application Number: **F/2002/6222**
393, Reading Road, Winnersh, Wokingham.
Proposed change of use of dwelling to bed and breakfast accommodation. (Retrospective)
I wish this application to be listed should the officers recommendation be for: GRANT/REFUSAL and my reasons are:

_____

_____

Should the officers recommendation be in accordance with my views I am happy for the application to be determined under delegated powers. YES/NO

Signed: _____ Date: _____

Councillor Bray
**********FILE COPY**********

**********FILE COPY**********

Tel: (0118) 974 6479

Date: 08 April 2002

My ref: F/2002/6222

WOKINGHAM UNITARY
Aiming for Excellence

Councillor R Turner
Rosedale
Beech Hill Road
Spencers Wood
Reading
RG7 1HL

Environmental Services Department
Planning Services
P.O. Box 157
Shute End, Wokingham
Berkshire RG40 1WR
Tel: (0118) 974 6000
Fax: (0118) 974 6484
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Development Control Manager

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_____

_____

Should the officers recommendation be in accordance with my views I am happy for the application to be determined under delegated powers. YES/NO

Signed: _____ Date: _____

Councillor R Turner
**********FILE COPY**********

**********FILE COPY**********

Tel: (0118) 974 6479

Date: 08 April 2002

My ref: F/2002/6222

WOKINGHAM UNITARY
Aiming for Excellence

Councillor E Siggery
Willow
375 Reading Road
Winnersh
RG41 5LT

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

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Yours sincerely
Trevor Watson
Development Control Manager

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Case officer: **Emy Circuit** Application Number: **F/2002/6222**
393, Reading Road, Winnersh, Wokingham.
Proposed change of use of dwelling to bed and breakfast accommodation. (Retrospective)
I wish this application to be listed should the officers recommendation be for: GRANT/REFUSAL and my reasons are:

_____

_____

Should the officers recommendation be in accordance with my views I am happy for the application to be determined under delegated powers. YES/NO

Signed: _____ Date: _____

Councillor E Siggery
**********FILE COPY**********

Received by Wokingham District Council

Application No: F/2002/6222

Proposal:
Proposed change of use of dwelling to bed and breakfast accommodation. (Retrospective)

Location:
393, Reading Road, Winnersh, Wokingham.

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

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

WOODLEY LIBRARY HEADLEY ROAD WOODLEY 9.30am - 7.00pm Mon, Thurs & Fri. 9.30am - 5.00pm Tues, 9.30am - 1.00pm Saturday and 1.00pm - 4.00pm Sunday. Library closed all day Wednesday. If you intend to view this application at Woodley Library please allow 4 days from the date of this letter for delivery of plans and remember to quote application number F/2002/6222 to enable the library staff to locate the correct information.

Comments should be sent in writing QUOTING THE APPLICATION NUMBER to the Case Officer Emy Circuit P.O. Box 157 Council Offices, Shute End, Wokingham Berkshire, RG40 1WR to arrive on or before 02/05/2002. Written comments submitted will become available for public inspection.

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

Trevor Watson
Development Control Manager

08 April 2002

6122

Gregory Gray Associates

CHARTERED TOWN PLANNING CONSULTANTS

'Redcliffe', 17 Dinorben Close, Fleet, Hants, GU52 7SL.
Telephone: 01252 624004 Fax: 01252 684160
E-Mail: info@ggassociates.co.uk

25.MAR2002* 6222

Head of Planning & Transportation,
Wokingham District Council,
Shute End,
Wokingham,
Berkshire, RG40 1WR.

21st March 2002
Our Ref: RR/02/298

Dear Madam,

RETENTION OF BED AND BREAKFAST USE
393 READING ROAD, WOKINGHAM.

I enclose on behalf of my Client, Mrs. A. Gorecki, an application for the above. This letter is copied 6 times and should be distributed for consultation purposes.

The use has been on going in a wholly satisfactory manner and without complaint, for in excess of three years. It was established in response to unmet demand principally from employees in the construction and IT sectors. I have confirmed the nature of this demand with the Information Centre of Wokingham Town Council and you may wish to contact them on 0118 978 3185 so that you are fully aware of the severity of need.

The 'occupiers' of the premises come from all parts of the country and stay from Sunday night to Thursday night. Arrangements with my Client extend to as long as twelve months on a bed and breakfast basis.

Drawing no. RR/02/298/001 shows the existing arrangements. Having regard to the nature of use I also submit drawing no. 002 showing the alternative of a dwelling in multiple occupation. This represents my Clients fall back position having regard to the nature of her guests and the requirements to retain income from the property. In effect the current occupiers would simply switch from a occupation on a bed and breakfast basis to living as a single household. As you know this would not require planning permission provided there were no more than 6 persons resident as a household although this would require use of the ground floor for communal facilities.

In accordance with well settled practice and the provisions of s70(2) of the Act, you are required to have regard to the fall back position where it is practical and represents a realistic scenario. Both tests apply here and I suggest must have a significant influence on the decision. In setting this out, I have regard to the nature and impact of use; and the required level of car parking. As a matter of fact the impact of use in terms of residential amenity and parking would be wholly similar in a multiple occupation situation as with bed and breakfast.

Having regard to the foregoing, the use clearly complies with adopted Local Plan policy SR17 and emerging policy WR24. The latter has been endorsed by the Local Plan Inspector. On this basis you are required to determine the application in accordance with policies of the development plan unless material considerations indicate otherwise.

I trust that planning permission will be forthcoming and if there are any other matters on which I can assist please do telephone me.

Yours faithfully,

Mark Leedale

Enc.

c.c. Mrs. A. Gorecki

Form 2

Town and Country Planning (General Development Procedure) Order

CERTIFICATE UNDER ARTICLE 7

This Certificate relates to proposed development at (a) 393 Reading Road, Winnersh 25 MAR 2002* 6222

* COMPLETE BOTH SECTIONS 1 and 2 - delete as applicable.

I certify that:

SECTION 1

Certificate A

*1. On the day 21 days before the date of the accompanying application nobody, except the applicant, was the owner (b) of any part of the land to which the application relates.

OR

Certificate B

1. I have/The applicant has given the requisite notice to everyone else who, on the day 21 days before the date of the accompanying application*, was an owner (b) of any part of the land to which the application* relates, as listed below.

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

AND

SECTION 2

Agricultural Holdings Certificate

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

OR

2. I have/The applicant has given the requisite notice to every person other than my/him/her* self who, on the day 21 days before the date of the application, was a tenant of an agricultural holding on all or part of the land to which the application relates, as follows:

Agricultural tenant's name (c)	Address at which notice was served	Date on which notice was served

Signed Gregory Gary Associates.

*On behalf of Mrs A Gorecki

Date 20th March 2002

(a) please give the application site address.

(b) "owner" means a person having a freehold interest or a leasehold interest the unexpired term of which is not less than 7 years. Unless you are the **sole freehold owner** of all the land included in the application, you should complete Certificate B and serve notice on all other owners.

If you do not know the name and address of the owners of the land, please consult the local Planning Office for further advice.

(c) If you are the sole agricultural tenant enter "not applicable".

It is an offence to knowingly or recklessly complete a false or misleading Article 7 Certificate.

1769a

WOKINGHAM DISTRICT COUNCIL
PLANNING APPLICATION

PART 1

APPLICATION FOR PERMISSION TO CARRY OUT DEVELOPMENT - TOWN AND COUNTRY PLANNING ACTS

Please answer ALL QUESTIONS in BLOCK LETTERS. If a question is not applicable, answer N/A in space. Please submit SIX copies of this form and plans to:-

THE DISTRICT PLANNING OFFICER
WOKINGHAM DISTRICT COUNCIL
PLANNING DEPARTMENT
P O Box No. 157
COUNCIL OFFICES
SHUTE END
WOKINGHAM
BERKSHIRE. RG40 1WR

FOR OFFICE USE ONLY

25.MAR2002* 6222

1. APPLICANT'S NAME: Mrs A Gorecki
ADDRESS: c/o the Agent
POST CODE: PHONE:

2. If the applicant has an agent, all correspondence will be sent to the agent
AGENT'S NAME: Gregory Gray Associates
Chartered Town Planning Consultants
ADDRESS: 17 Dinorben Close
Fleet, Hampshire
POST CODE: GU52 7SL PHONE: 01252 624004

3. On the plans show the SITE outlined in RED Show also OTHER land in the applicant's ownership or control in BLUE.
SITE LOCATION: 393 Reading Road, Winnersh

4. WHAT IS THE APPLICATION FOR ? Give brief details and state for what purpose this site and any buildings will be used.
Retention of bed and breakfast accommodation

5. Give the area in hectares or part of a hectare
AREA OF SITE: 0.04

6. State the applicant's interest in the land e.g. owner, prospective purchaser, lessee
OWNERSHIP: Owner

List all the plans and drawings submitted with the application
PLANS/DRAWINGS: RR/02/298/001; 02; 03 & GGA1

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

CHANGE OF USE	☑	REDEVELOPMENT	☐
ERECTION OF NEW BUILDING	☐	ALTERATION or EXTENSION	☐

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

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

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

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

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

Bed and breakfast accommodation

12. DOES A PUBLIC RIGHT OF WAY CROSS OR ABUT THE SITE OR THE PROPOSED ACCESS? YES/~~NO~~ If yes, show existing route(s) and any proposed alternatives on the plans

13. ARE THERE ANY TREES ON THE SITE? IF YES, ARE ANY TO BE FELLED? YES/~~NO~~ If yes, please show their positions, spread and species on the plans and which, if any, are to be felled.

14. STATE EXTERNAL MATERIALS TO BE USED.

As existing

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

By existing fencing

16. HOW WILL SURFACE WATER BE DISPOSED OF?

As existing

17. HOW WILL FOUL SEWAGE BE DISPOSED OF?

To existing system YES/~~NO~~

If no, please give details

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

As existing

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

Not specifically

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

	No. OF DWELLINGS/HABITABLE ROOMS PROPOSED	TO BE RETAINED	TO BE LOST
HOUSE	/ *	/ *	/ *
BUNGALOW	/ *	/ *	/ *
FLAT/MAISONETTE	/ *	/ *	/ *
OTHER	/ *	/ *	/ *

* STATE No. OF HABITABLE ROOMS

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

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

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

£190.00

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

SIGNED Cresswell Cole Associates ON BEHALF OF Mrs A Gorecki DATE 21st March 2002

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

1769c

PLANNING APPLICATION

PART 2

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

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

	USE CLASS	Existing floor space		Proposed additional floorspace created by	
		Retained in existing use	Lost by change of use or demolition	New building	Change of use
A1	SHOPS				
A2	FINANCIAL AND PROFESSIONAL SERVICES				
A3	FOOD AND DRINK				
B1(a)	OFFICE (other than A2)				
B1 (b)	RESEARCH AND DEVELOPMENT				
B1 (c)	LIGHT INDUSTRIAL				
B2	GENERAL INDUSTRIAL				
B3-7	SPECIAL INDUSTRIAL				
B8	STORAGE OR DISTRIBUTION				
C1	HOTELS AND HOSTELS	120.00			
C2	RESIDENTIAL INSTITUTIONS				
D1	NON-RESIDENTIAL INSTITUTIONS				
D2	ASSEMBLY AND LEISURE				
OTHER	Please Specify				
OTHER	Please Specify				
	TOTAL	120.00			

25. IF C1 OR C2 USE IS PROPOSED, PLEASE STATE NUMBER OF BED SPACES: 7

26. WHAT PROVISION IS BEING MADE FOR PARKING?

	Cars	Lorries
Existing	7	nil
Proposed		

27. DESCRIBE THE ACTIVITY OR PROCESSES TO BE CARRIED ON
Please provide details of any equipment, plant or machinery to be installed and any end products. You may wish to amplify your answers in a covering letter.
Bed and breakfast

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

29. IF KNOWN, HOW MANY PEOPLE ARE LIKELY TO BE EMPLOYED ON SITE AFTER COMPLETION OF THE DEVELOPMENT?

Existing Staff	Transferred Staff	New Staff	Total
2			

30. DOES THE PROPOSAL INVOLVE THE USE OR STORAGE OF ANY OF THE HAZARDOUS SUBSTANCES LISTED IN THE NOTES?
If so, state this material, the quantity and method of storage.
No

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

1769d

YOUR PLANNING APPLICATION

WHY DO YOU NEED TO MAKE A PLANNING APPLICATION ?

New buildings, major alterations and enlargement of existing buildings, and many changes in the use of buildings and land need planning permission.
The Town and Country Planning Acts impose a duty on Local Authorities to control these changes, and this means that a balance has to be found between the need and pressure for change, and the desire to protect the character of settlements and the countryside.
The merits of each application are, therefore, carefully examined.

WHAT ELSE MAY YOU HAVE TO DO ?

Listed Building Consent:	for works to a Listed Building; or for demolition works on land within the curtilage of a Listed Building or within a Conservation Area.
Advertisement Consent:	for the display of advertisements or signs
Building Regulation Approval:	for most new building or construction work.

Special forms are available for these types of applications.

You should also check whether there are any other regulations with which you may need to comply.

WHAT HAPPENS TO THE APPLICATION ?

It will first be checked to see if it is complete and if it is, it will be registered.

Consultations will be carried out with public and other bodies, such as the Highway Authority, or Local Parish Councils.

Publicity may be given to allow local people the opportunity to comment on your proposals.

The application will be considered in relation to the Council's planning policies and guidelines, the past history of decisions on that site or in the locality, other standards (such as parking, or visibility at road junctions), and any other material considerations.

The site will be visited by a Planning Officer You may be asked to submit more information, or to amend your application.

The application will then be considered either by a Planning Committee or Sub Committee (made up of Councillors) or by the Chief Officer responsible for planning matters. Objections to an application will be taken into consideration by the Committee or the Chief Officer.

Shortly after the application has been determined, you will receive a Decision Notice.

HOW LONG WILL IT TAKE ?

An application will generally be determined within eight weeks although a longer period may sometimes be required for a complicated application.

WHAT SORT OF DECISION CAN BE MADE ?

Your application may be approved.

Your application may be approved subject to certain conditions. These could impose restictions on the use of land or buildings, or require further details to be approved at a later stage, (e.g. materials or landscaping).
You may appeal against the conditions, but this opens the entire permission to review by the Secretary of State.

Your application may be refused. The reason will be listed on the Decision Notice.

WHAT HAPPENS IF THE APPLICATION IS REFUSED ?

You have the right to appeal against the refusal to the Secretary of State, but you have to do that within six months. Appeals can be dealt with by written representations by both sides, or by a Public Inquiry.
You may ask the Planning Officer whether an amended application would be more likely to receive planning permission.

DATA PROTECTION ACT 1984

'Information contained in this form is likely to be personal data within the terms of the Data Protection Act 1984, and as such will be held by the Council on computer (such as the PLANAPS applications processing system) and may be used by the Council only for purposes registered under the terms of the Data Protection Act.'

ADDRESS 393 READING ROAD PARISH WINNERSH

PLOT No. Old Property ORD. SHEET No. SU.7870 60

BUILDER

Plan No.	Applicant	Description of Development	Date of Decision	Decision
333/49	Mr. J. W. Sargeant	Extensions & Additions	5-8-49	App App
99/69031/F	Mrs. A. Gorecki	2 St/S - Erect Det Garage	20.4.99	C/A.
		Demolish S/lect & Garage		
FP 99/8750	"	a) F/fl/s/extn b) det garage.	10/6/99	App
F/1999/0129	"	Cou 1st Floor to C1 Use.	22/2/00	Ref.
F/2002/6222				

DATE OF COMPLETION

MINISTRY DECISION

SPECIAL ORDERS

DRAINAGE

25.MAR2002* 6222



Notes
Do not scale except for Planning and Building Regulations purposes.

Revision Details			
E			
D			
C			
B			
A			

Gregory Gray Associates
Chartered Town Planning Consultants
'Redcliffe,'
17 Dinorben Close,
FLEET,
Hants, GU52 7SL.
Telephone: 01252 624004
Fax: 01252 684160
E-Mail: info@ggassociates.co.uk

Client
Mrs A Gorecki

Job Title
Retention of bed & breakfast use

Drawing Title
Location plan

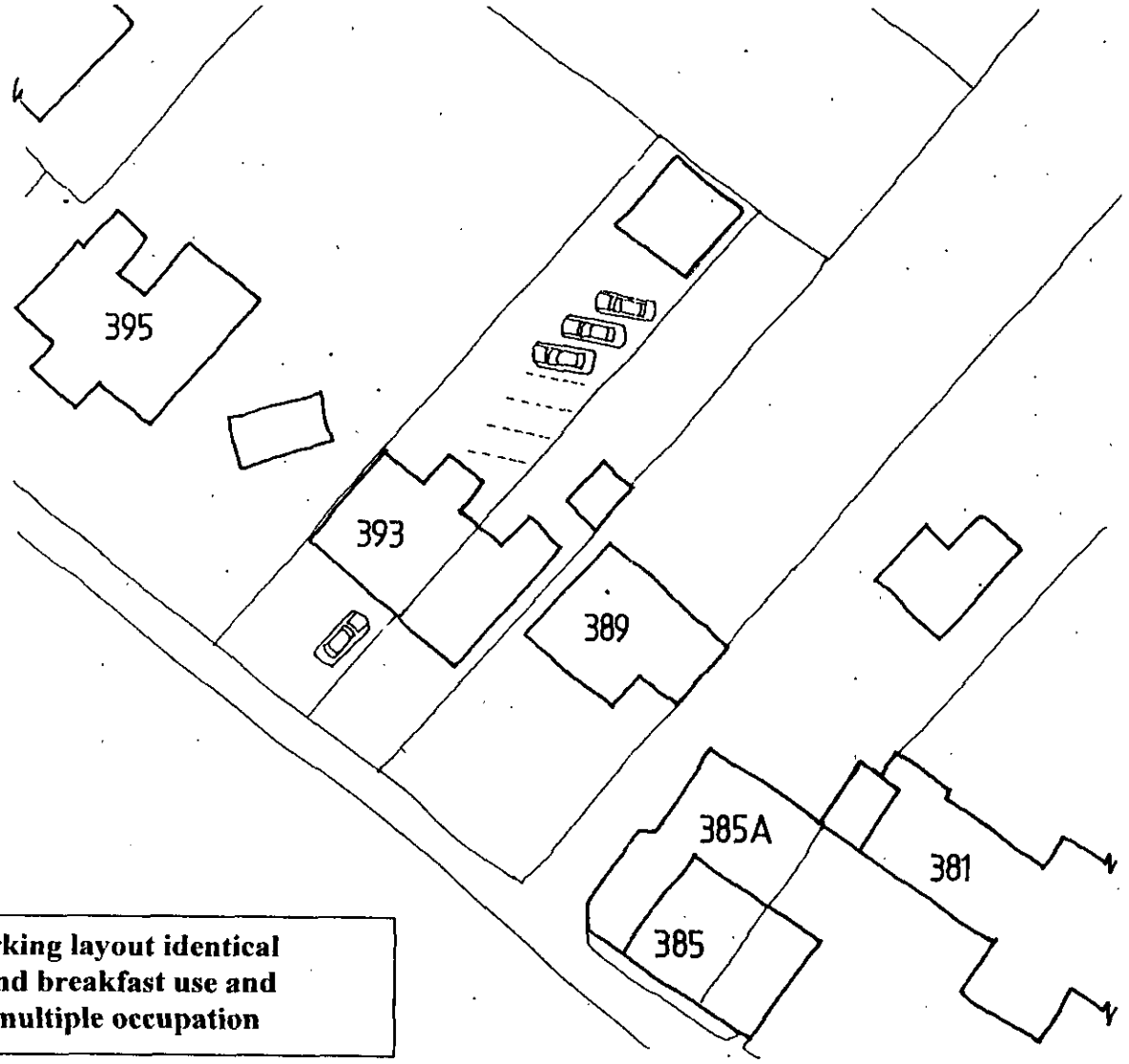
Scale
1:1,250

Date
March 2002

Drawn By
ML

Drg. No.
GGA/1

Rev.



Note: Parking layout identical for bed and breakfast use and house in multiple occupation

REFUSED

SITE PLAN 1:500

Notes
Do not scale except for Planning and Building Regulations purposes.

Revision Details			
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C			
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A			

Gregory Gray Associates
Chartered Town Planning Consultants
'Redcliffe,'
17 Dinorben Close,
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Hants, GU52 7SL.
Telephone: 01252 624004
Fax: 01252 684160
E-Mail: info@ggassociates.co.uk

Client
Mrs A Gorecki

Job Title
Retention of bed & breakfast use

Drawing Title
Site plan

Scale
1:500

Date
March 2002

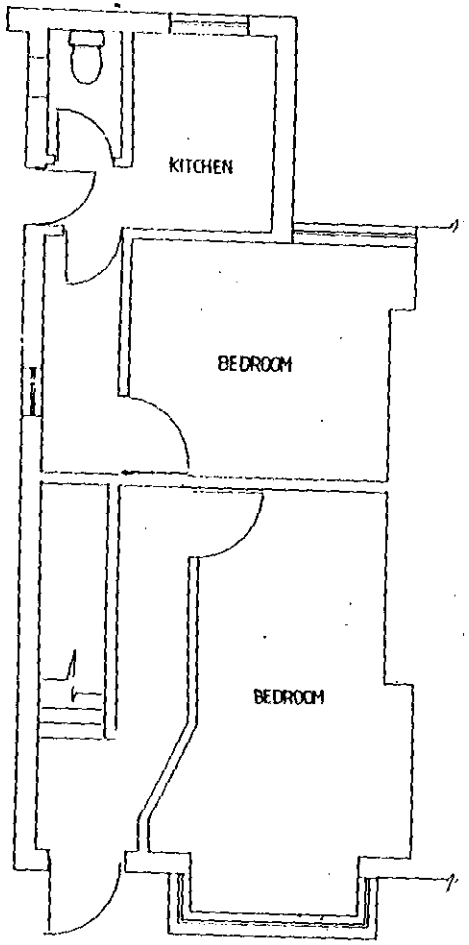
Drawn By
ML

Drg. No.
RR/02/298/003

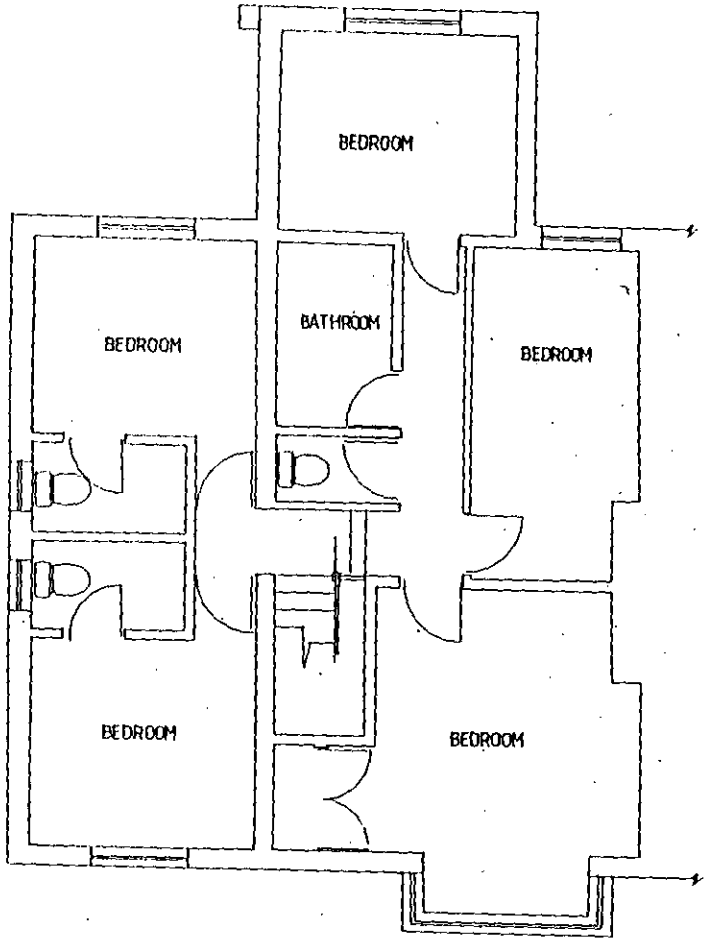
Rev.

25 MAR 2002

6777



GROUND FLOOR



FIRST FLOOR

REFUSED

Notes
Do not scale except for Planning and Building Regulations purposes.

Revision Details			
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A			

Gregory Gray Associates
Chartered Town Planning Consultants
'Redcliffe,'
17 Dinorben Close,
FLEET,
Hants, GU52 7SL.
Telephone: 01252 624004
Fax: 01252 684160
E-Mail: info@ggassociates.co.uk

Client
Mrs A Gorecki

Job Title
Retention of bed & breakfast use

Drawing Title
Floor plans as existing

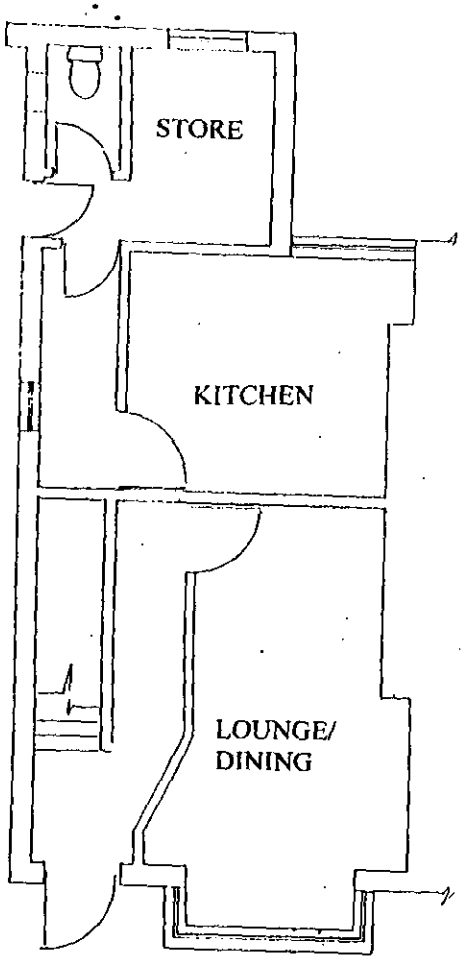
Scale
1:100

Date	Drawn By
March 2002	ML

Drg. No.	Rev.
RR/02/298/001	

RECEIVED 25 MAR 2002

6422



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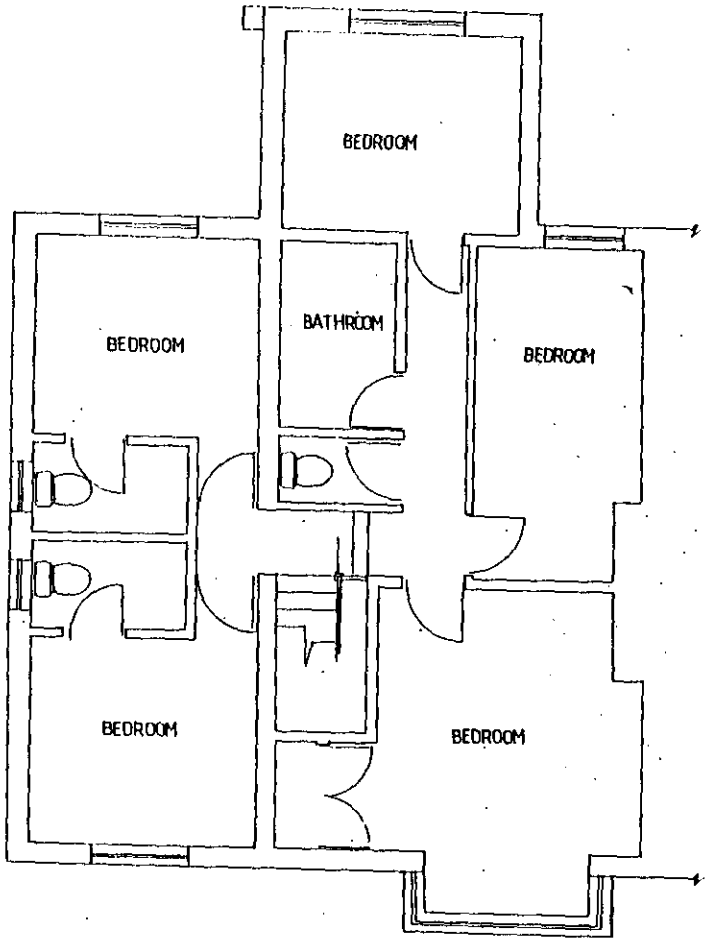

FIRST FLOOR

Notes
Do not scale except for Planning and Building Regulations purposes.

Revision Details			
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Chartered Town Planning Consultants
'Redcliffe,'
17 Dinorben Close,
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Hants, GU52 7SL.
Telephone: 01252 624004
Fax: 01252 684160
E-Mail: info@ggassociates.co.uk

Client
Mrs A Gorecki

Job Title
Retention of bed & breakfast use

Drawing Title
Floor plans for alternative house in multiple occupation

Scale
1:100

Date	Drawn By
March 2002	ML

Drg. No.	Rev.
RR/02/298/002	

25 MAR 2002

6272

25.MAR2002* 6222



Notes
Do not scale except for Planning and Building Regulations purposes.

Revision Details

E			
D			
C			
B			
A			

Gregory Gray Associates
Chartered Town Planning Consultants
'Redcliffe,'
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Client
Mrs A Gorecki

Job Title
Retention of bed & breakfast use

Drawing Title
Location plan

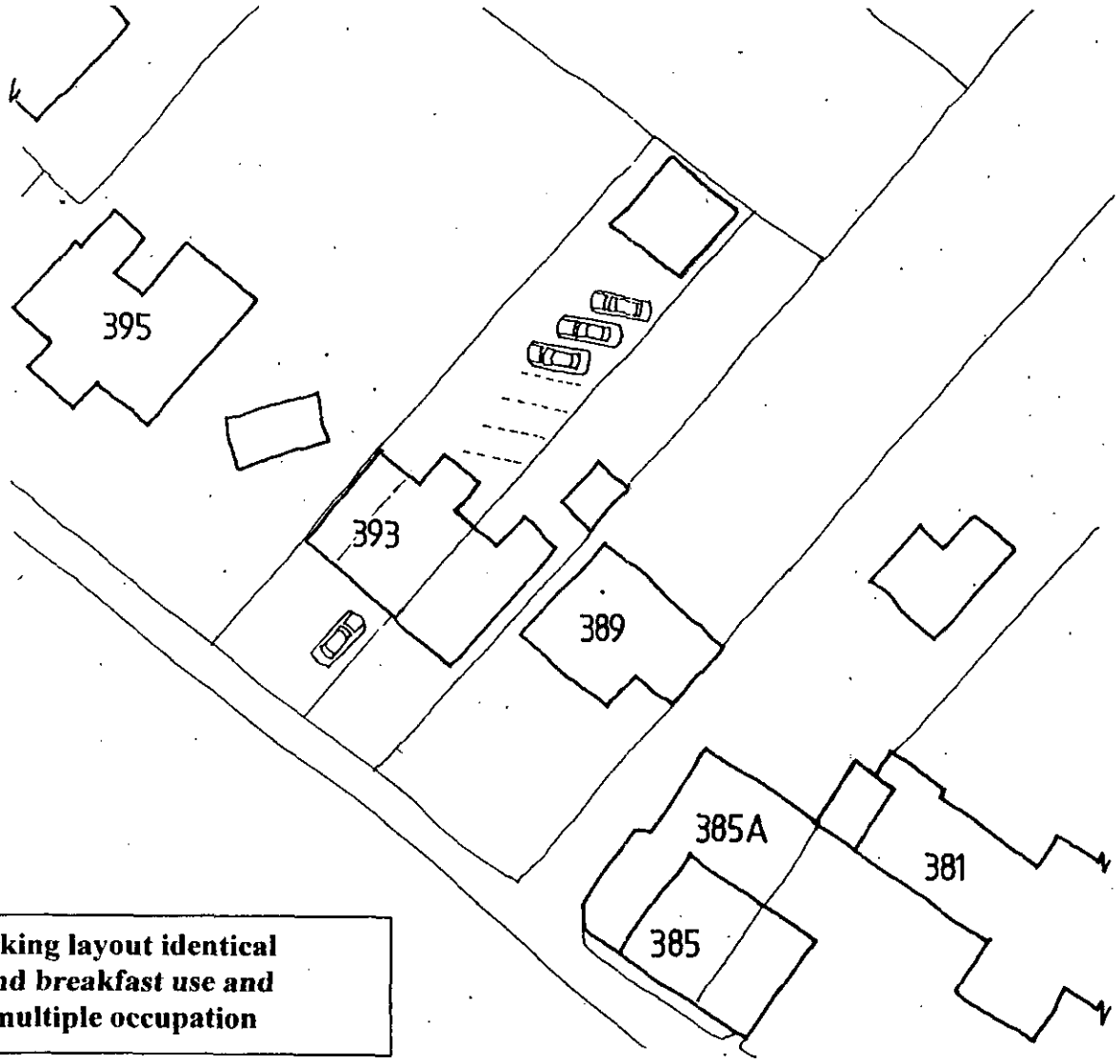
Scale
1:1,250

Date
March 2002

Drawn By
ML

Drg. No.
GGA/1

Rev.



Note: Parking layout identical for bed and breakfast use and house in multiple occupation

SITE PLAN 1:500

REFUSED

Notes
Do not scale except for Planning and Building Regulations purposes.

Revision Details

E			
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C			
B			
A			

Gregory Gray Associates
Chartered Town Planning Consultants
'Redcliffe,'
17 Dinorben Close,
FLEET,
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Telephone: 01252 624004
Fax: 01252 684160
E-Mail: info@ggassociates.co.uk

Client
Mrs A Gorecki

Job Title
Retention of bed & breakfast use

Drawing Title
Site plan

Scale
1:500

Date
March 2002

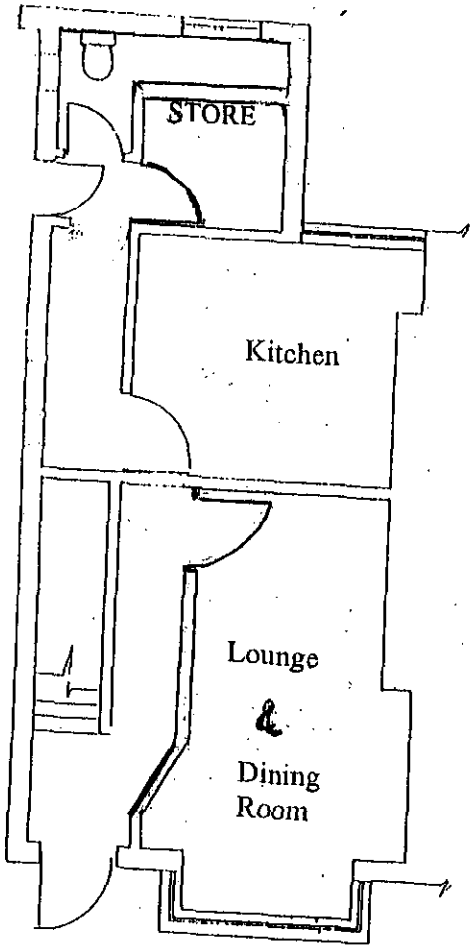
Drawn By
ML

Drg. No.
RR/02/298/003

Rev.

21 MAR 2002
6222

1972 12 MAY 04



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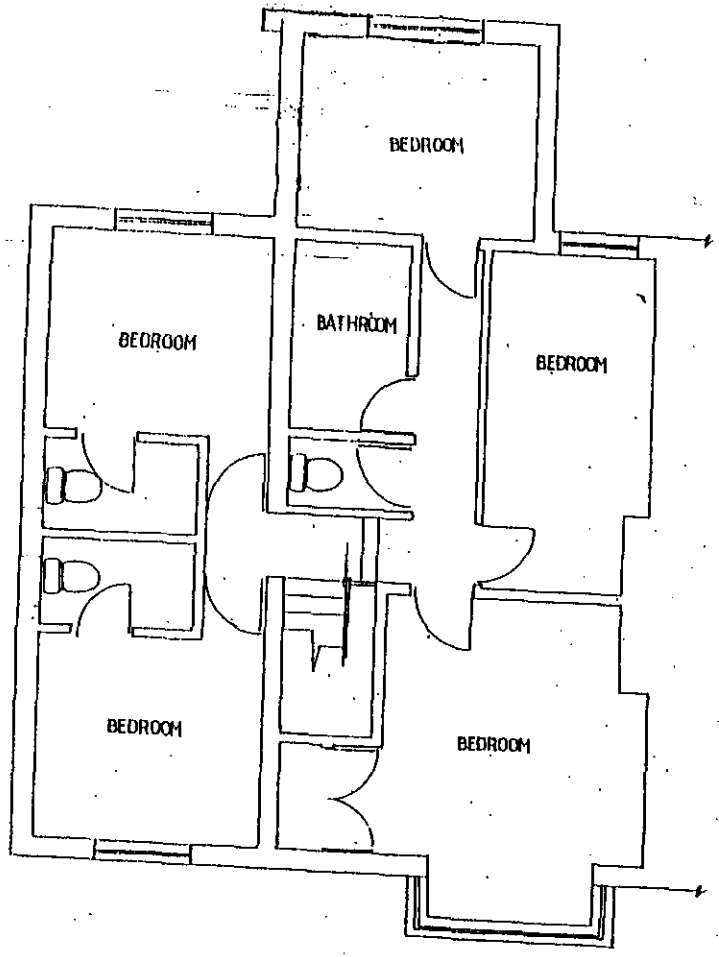


FIRST FLOOR

Notes

M Mendhir
38 Priest Avenue
Wokingham
Berks RG40 2LX

Tel: 01189771274
Fax: 01189627132

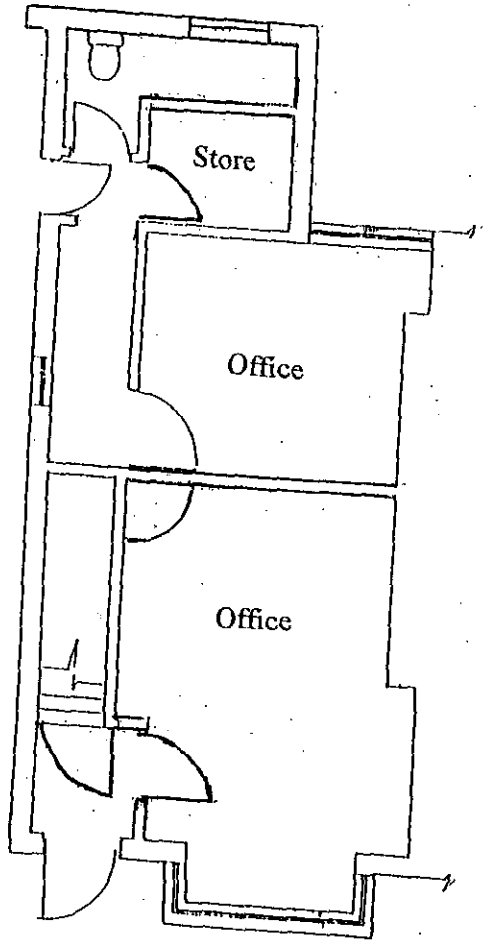
Job Title
Change of Use

Drawing Title
Existing Floor Plans
For Property

Scale
1:100

Date	**Drawn By**
May 2004	MM

Drawing No.	**Rev.**
393/MM/4	



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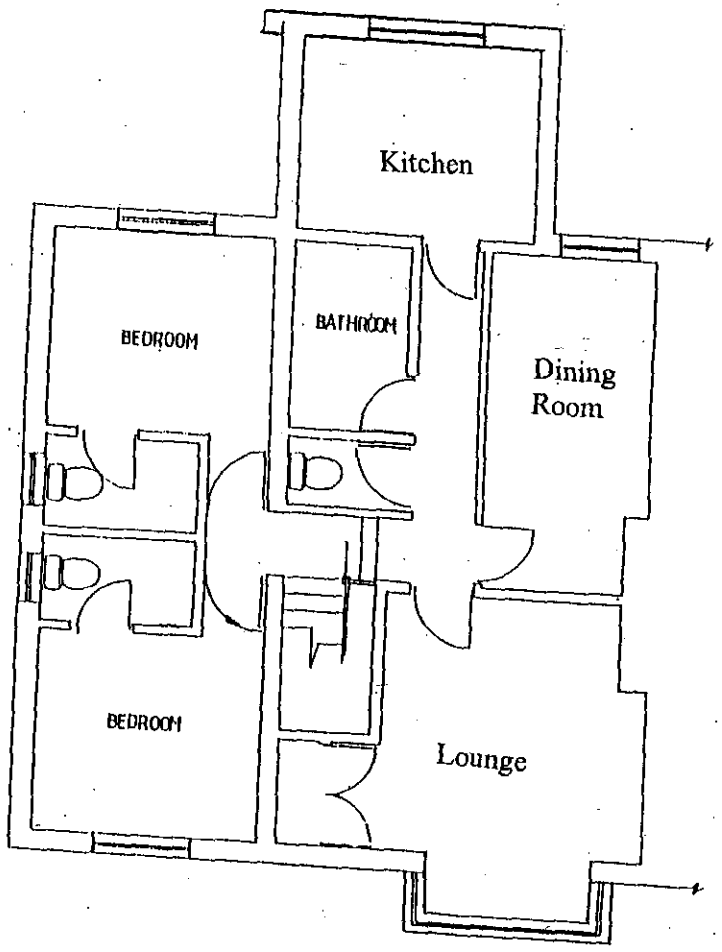

FIRST FLOOR

1972 12 MAY 04

Notes

M Mendhir
38 Priest Avenue
Wokingham
Berks RG40 2LX

Tel: 01189771274
Fax: 01189627132

Job Title
Change of Use

Drawing Title
Proposed Floor Plans For Office & 2 Bed Apartment

Scale
1:100

Date	Drawn By
May 2004	MM

Drawing No.	Rev.
393/MM/1	

EDM

Leaders in Electronic
Document Management

INFORMAL HEARING
APPEAL

FILE 2

EDM

Leaders in Electronic
Document Management

PAGE 2

APPEAL

INFORMAL HEARING

INFORMAL HEARING APPEAL

CASE OFFICER: EXC

APPLICATION NUMBER: 6222

APPELLANT: Mr A Gorecki

SITE: 393 Reading Rd, Winnersh

APPEAL REF: APP/X0360/A/02/1091496

START DATE: 30/05/02

DATE OF HEARING 17 December 2002

Circulation list
copy : [illegible]

DISMISSED
03/02/03

Progress Record	Date Actioned	Initials
Appeal Logged:	31/05/02	
Entered on Access:	05/06/02	DG
Notification Letters Due:	**13/06/02**	
Notification Letters Sent:	06/06/02	DG
Questionnaire Due:	**13/06/02**	
Questionnaire Sent:	06/06/02	DG
Venue Booked:	CR4.	
Statement Due:	11/07/02	
Checked by Team Leader:		
Statement Sent:	11/07/02	DG.
Comments Due:	01/08/02	
Comments Sent:	✓	
Hearing Date Notification sent:	29/11/02	DG
Decision Letter circulated:	04/02/03	DG
Decision entered on Access.	04/02/03	DG

Appeal Decision

Hearing held on 17 December 2002
Site visit made on 17 December 2002

by Nigel Payne BSc(Hons) DipTP MRTPI MCMI

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
03 FEB 2003

Appeal Ref: APP/X0360/A/02/1091496
393 Reading Road, Winnersh

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
- The appeal is by Mrs A Gorecki against the decision of Wokingham District Council.
- The application (ref. F/2002/6222), dated 21 March 2002, was refused by notice dated 15 May 2002.
- The development proposed is retention of bed and breakfast accommodation.

Summary of Decision: The appeal is dismissed.

Procedural Matters

1. The application is retrospective for the retention of an existing use of the premises for seven bedrooms providing bed and breakfast accommodation, which has apparently been in operation for about three years, and I shall determine the appeal on this basis.

Site and Surroundings

2. The appeal property is a two storey semi-detached dwelling, with a long narrow curtilage to the rear, on the north eastern side of Reading Road (A329), a busy primary distributor. It lies about 50m south east of Winnersh crossroads, a signalised junction with Robinhood Lane (B3030), with the egress from a superstore and its car park at traffic lights on the other side of the A329, a further 50m or so along the main road. Although the properties on both sides of the site are in residential use, the area has a mixed character with a number of commercial uses around the road junction.

Main Issues

3. From the above, the evidence at the hearing, the written representations and my inspection of the site and its surroundings, I consider that the main issues in this case are firstly, the effect of the scheme on the living conditions of neighbouring occupiers, in terms of noise and disturbance, and secondly, the implications for highway safety and the free flow of traffic on Reading Road.

Planning Policy

4. The development plan for the area includes the Loddon Area Local Plan adopted in May 1995 (LALP). Policy LR17 says that change of use of part of an existing dwelling to small scale accommodation for short term paying guests will generally be acceptable, providing that it does not detract from the character of the property or the amenity of the locality and suitable parking is available. Regarding highways, policy LT5 confirms that, amongst other things, the road safety implications of all schemes will be examined. I am required to decide the appeal having regard to the development plan and to make my determination in accordance with it unless material considerations indicate otherwise.

5. The Council has drawn attention to the deposit draft Wokingham District Local Plan of February 2000, as proposed to be amended following the Inspector's report into objections. As modified, policy WT7 generally follows LT5 of the LALP, whilst WR24 refers to guest houses and bed and breakfast accommodation and repeats the requirements of policy LR17 in respect of character and amenity. For all development, policy WOS3 confirms that, amongst other things, proposals should be appropriate in scale and character to the locality, with no significant effect on highway safety. I shall attach the appropriate weight to these policies according to their progress towards adoption based on the advice in paragraph 48 of Planning Policy Guidance Note 1 – General Policy and Principles.

Living Conditions

6. The present use occupies the whole, rather than part, of the property providing five guest bedrooms on the upper floor with two more, plus a small shared kitchen, below. At least three are capable of use as doubles and some have en-suite facilities with an additional communal bathroom. However, there are no other facilities such as a reception area, dining, sitting or TV rooms, no meals are provided other than continental type breakfasts on trays, and no staff live-in. It is common ground that use as a house in multiple occupation for up to six persons would not require permission and that this is a practical and realistic "fall-back" position, in the event that this appeal is dismissed. Similarly, the Council would probably regard the occupation of no more than two rooms by paying guests as ancillary to a main use as a dwelling.

7. The parking and manoeuvring of cars at the rear of the premises was accepted in the context of a 1999 permission for a two storey side extension to the property over an archway (ref. 99/69031/F). Nevertheless, it seems to me that use of the building and its environs by the occupants of seven rooms on a regular basis, together with the comings and goings of staff servicing the premises, is generally more intensive than occupation by either a single family or shared household. In terms of vehicle movements, particularly at the rear of the premises, I consider that the same would apply, even compared to a group of young persons (including students) living there. Given the likely need to retain one or two of the downstairs rooms for communal use, I would expect the actual level and intensity of occupation by such groups to be materially lower than that arising from what is, in effect, a use similar to seven small bed-sitters at present.

8. In my view, there must be a materially increased level of parking at the rear compared to that for a single dwelling, of up to about 50%, together with the manoeuvring required to access the spaces, which is multiplied if some are already occupied. As the Council acknowledges in the WDLP, this is not a quiet suburban location and it is affected by background traffic noise from the main road, the junction and the car park opposite. Nor have there been any formal or official complaints from neighbours about the use to date.

9. Nevertheless, I consider that this use generates more fumes, noise and disturbance close to the plot boundaries, due to its narrow width, than would arise from single family or shared household occupation as an alternative. This is due to the lower level and intensity of occupation and the number and nature of traffic movements arising. In my opinion, the concentration and level of intermittent and unpredictable activity arising from vehicle movements materially detracts from the usability and enjoyment of the surrounding rear gardens by neighbouring occupiers, despite the boundary fencing and double garage to the rear (north). Whilst resurfacing might assist I doubt that it would resolve the problems.

10. Taken together with the overall level of activity in the building arising from seven guest bedrooms, affecting adjoining habitable rooms, I conclude that the present use has a harmful effect on the living conditions of neighbouring occupiers, in terms of noise and disturbance. It is therefore contrary to policy LR17 of the LALP, as well as policy WR24 of the WDLP.

Highway Safety

11. Notwithstanding the 'ghost' island, the proximity to busy signal controlled junctions is such that turning movements into and out of the site often interrupt the free flow of traffic along this important primary route. As I saw on my visits, particularly during peak hours, drivers are sometimes tempted to performing sudden manoeuvres or take up positions across lanes in order to take advantage of the limited gaps in oncoming traffic to enter and leave the site. In this respect at least, it seems to me that familiarity with the circumstances is more likely to assist persons occupying the building on a more permanent basis than occasional or "one-off" visitors to bed and breakfast accommodation.

12. Bearing in mind the cycleway crossing the site frontage, used by schoolchildren and others, I share the Council's concerns about potential conflicts between cyclists, pedestrians and vehicles at the access. Due to a wall and pillar on the north western side of the site, visibility along the main road is restricted to about 40m from a 2.4m setback in that direction. Despite the 40mph limit, drivers are often accelerating away from the nearby junction and I therefore consider that the present relationship between the access and the cycleway is unsatisfactory in safety terms. In the absence of information confirming the ownership of the wall and in relation to a retrospective application, I do not consider it appropriate to rely on the imposition of a "Grampian style" condition to resolve this problem in all the relevant circumstances of this case.

13. The greatest risk to highway safety arises from reversing movements onto and off the main road. In this respect I note that parking at the rear of the premises has already been accepted in principle and that there have been no recorded personal injury accidents in the last three years arising from this use. Notwithstanding, any material increase in use of a car park where it is not possible to enter and leave in forward gear if more than one or two vehicles are already there is inherently dangerous. Moreover, additional reversing movements along the single width side accessway also pose a risk to other drivers and pedestrians within the site given the restricted all round visibility.

14. In particular, even one vehicle parked in front of the building prevents turning at that point (without trespassing onto no.391 next door). As a result, drivers have to attempt the hazardous reverse into the busy flow of traffic across the path and cycleway, with inadequate visibility in the more important direction. Presumably, this was why a condition (no.6) was imposed on the 1999 permission requiring the turning area at the front of the building to be kept available at all times. In the light of the above, I consider that this condition is essential in the interests of highway safety and ought not to be effectively overridden by permitting even one parking space at the front of the building. Moreover, in view of the lack of compliance to date, I do not consider that this would be resolved simply by granting permission to retain this use subject to a similar condition.

15. If a parking space is not available at the front and all visitors and staff park at the rear, I doubt the capacity of the narrow plot to accommodate even six cars. Irrespective of how the spaces are marked, at the busiest times, such as when guests arrive in the evenings, I

estimate that no more than four cars can actually be parked without one or more being "boxed-in" or having to reverse all the way in or out. Such movements are not only unsafe but also generate extra and unnecessary fumes, noise, and disturbance to neighbours and other occupiers of the premises.

16. I acknowledge that the site is in a sustainable location on a regular bus route and close to shops and a railway station. Nevertheless, for bed and breakfast use, the avowed purpose of which is to accommodate those travelling long distances to work in the area during the week, this is less likely to affect their need to bring a car onto the site, although it may reduce their propensity to use it once there. Accordingly, I do not consider that the actual number of spaces able to be used at any one time is sufficient to cater for the occupants of seven rooms, particularly where even very short duration stops on the main road would be a source of danger and delays. The fact that staff and other personnel also need to visit on a regular basis to service a commercial use exacerbates the shortfall of satisfactory parking provision. Overall, I conclude on the second issue that in its current form the use is detrimental to the interests of highway safety and the free flow of traffic on the A329. It conflicts with policy LT5 of the LALP, as well as WT7 of the WDLP, and is not acceptable.

Conclusions

17. Taking into account the advice in Circular 11/95, I have carefully considered whether the imposition of conditions, as canvassed at the hearing, could overcome the objections identified above. However, to my mind, only a significant reduction in the number of guest bedrooms/bedspaces would be likely to render the scheme acceptable in principle, even if all other matters of detail, such as noise insulation, could be satisfactorily addressed. Accordingly, in all the relevant circumstances of this case, it would not be appropriate to grant permission subject to conditions.

18. I have taken into account the other matters raised in the written representations, including the strong demand for bed and breakfast accommodation in the locality, but this does not alter the conclusions on the main issues leading to my decision. For the reasons given above and having regard to 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.

Nigel Payne

INSPECTOR

APPEARANCES

FOR THE LOCAL PLANNING AUTHORITY:

Ms E Circuit BA MSc Dip UD	Planning Officer, Wokingham DC.
Mr S McMillan MSc MIHT	Highways Officer, Wokingham DC.

FOR THE APPELLANT:

Mr S M Leedale MSc DipTP Bed(Hons) MRTPI	Gregory Gray Associates, 'Redcliffe', 17 Dinorben Close, Fleet, Hampshire, GU13 9SL.

DOCUMENTS

Doc. 1 List of persons present at the hearing.
Doc. 2 Letter of notification and list of persons notified.
Doc. 3 Parking plan as approved – 1:200 – March 1999.
Doc. 4 Extract from consolidated/modified WDLP – November 2002.

PLANS

Plan A Location plan – 1:2500 – March 2002 – GGA/1.
Plan B Site plan – 1:500 – March 2002 – RR/02/298/003.
Plan C Floor plans existing – 1:100 – March 2002 – RR/02/298/001.
Plan D Floor plans multi occupation – 1:100 – March 2002 – RR/02/298/002.

APPENDIX 1 -
Location plan at 1:1250.



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Development Control Section, Environmental Services, Wokingham District Council.

Scale: 1 : 1250

N
W E
S

APPENDIX 2 -
Copies of decision notices.

Application No: F/2002/6222 EXC

WOKINGHAM DISTRICT COUNCIL

TOWN AND COUNTRY PLANNING ACTS

Notification of Refusal of Permission

Mrs A Gorecki
C/O Gregory Grey Associates
17 Dinorben Close
FLEET
Hants
GU52 7SL

Application Number: F/2002/6222

Parish: **WINNERSH**

Location: **393 Reading Road, Winnersh, Wokingham**

Proposal: **Proposed change of use of dwelling to bed and breakfast accommodation. (Retrospective)**

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

Condition
1. The proposed use would result in noise and disturbance, which would be detrimental to the residential amenity of neighbouring properties. As such it is contrary to Policy LR17 of the Loddon Area Local Plan and Policy WR24 of the Wokingham District Local Plan (Deposit Draft).

Condition
2. The proposed change of use would generate additional traffic movements into and out of a primary distributor road in close proximity to the signalised Winnersh Crossroads which would adversely affect highway safety and the free flow of traffic along the A329 Reading Road. Therefore the proposal would be contrary to Policies LT5 of the Loddon Area Local Plan and WT7 of the Wokingham District Local Plan (Deposit Draft).

Informative
1. You are advised, in compliance with The Town and Country Planning (General Development Procedure) (England) (Amendment) Order 2000, that the following policies and/or proposals in the development plan are relevant to this decision:

Loddon Area Local Plan Policies LTV2, LR17, LBE1, LBE2, LT5
Deposit Draft Wokingham District Local Plan Policies WOS2, WR24, WBE12, WOS3, WBE1, WT6, WT7

Anna Cronin
Head of Planning & Transportation
Date: 15/05/2002

Notice checked by: _____

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

WOKINGHAM DISTRICT COUNCIL

TOWN AND COUNTRY PLANNING ACTS

Notification of Refusal of Permission

Mrs A Gorecki
C/O Martin And Pole Nicholas
7 Broad Street
Wokingham
Berkshire
RG40 1AY

Application Number: F/1999/0129

Parish: **WINNERSH**

Location: **393, Reading Road, Winnersh, Wokingham.**

Proposal: **Proposed change of use of first floor for C1 use (Retrospective).**

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

Reason
1. The proposed change of use would, by virtue of the property being semi-detached, be detrimental to the amenities of the adjoining property through noise and disturbance. As such, it is contrary to Policy SR17 of the South East Area Local Plan and Policy WR24 of the Wokingham District Local Plan (Deposit Draft) as amended.

Reason
2. The proposed change of use would generate additional traffic movements into and out of a primary distributor road in close proximity to the signalised Winnersh crossroads which would adversely affect highway safety and the free flow of traffic along the A329 Reading Road.

Head of Planning and Transportation
Date: 22 February 2000

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

WOKINGHAM DISTRICT COUNCIL

TOWN AND COUNTRY PLANNING ACTS

NOTIFICATION OF CONSENT FOR PLANNING PERMISSION

Mrs A Gorecki
C/O W M Graham and Associates
1 Rectory Road
WOKINGHAM
Berkshire
RG40 1DJ

Application No : 99/69031/F

Parish : WINNERSH PARISH

Proposal : PROPOSED TWO STOREY SIDE EXTENSION TO DWELLING AND ERECTION OF DETACHED GARAGE. DEMOLITION OF EXISTING SIDE EXTENSION AND GARAGE

Location : 393 READING ROAD, WINNERSH

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

CONDITION(S) :

01
The development hereby permitted shall be begun before the expiration of five years from the date of this permission.

02
This consent relates to the application as amended by and shall be carried out in accordance with revised plans submitted to the Local Planning Authority on 11th and 16th March 1999.

03
All new external work shall be carried out in materials that resemble in size, colour and texture, those of the existing building.

04
The bathroom windows in the north-west elevation of the proposed development shall not at any time be glazed other than with obscure glass.

05
Notwithstanding the provisions of the Town and Country Planning (General Permitted Development Order) 1995 (or any Order revoking and re-enacting that Order) no additional windows or similar openings shall be constructed in the first floor level and above north-west elevation.

06
The area shown on the permitted drawings for vehicle parking, garaging and turning shall be kept available for such use and no development, whether permitted by the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order) or not, shall be carried out on the land so shown or in such a position as to preclude vehicular access to this parking space.

REASON(S) :

01

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

02

For the avoidance of doubt.

03

To ensure a satisfactory external appearance.

04

In the interests of residential amenity.

05

In the interests of residential amenity.

06

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

Date 20 April 1999

C.E. Limmer

Development Control Manager

If this notice grants permission to proceed with the proposal the applicant is reminded that it relates to planning permission only and does not constitute approval under any other legislation including Building Regulations. The applicant should contact the Building Control Section of the District Council's Environmental Services for further information.

Note Would you please ensure that the Red Public Notice relating to this planning application which the Council sent to you to put on display is now removed, if this has not already been done. This will avoid any confusion by local residents as to whether further applications have been made, and will assist in keeping the country side and townscapes tidy.

APPENDIX 3 -
Local Plan Inspector's recommendations in relation to the relevant policies.

PROPOSAL WR23

REPRESENTATIONS

2599 Martin & Pole, Nicholas (O)

OBJECTION ISSUES

9.133 The Policy has no development control function.

CONCLUSIONS

9.134 My conclusion is the same as in respect of Proposal WR22.

RECOMMENDATION

9.135 That no amendment is made to Proposal WR23.

POLICY WR24

REPRESENTATIONS

1130 Joint Strategic Planning Unit (W)
2442 Reading Borough Council (S)

OBJECTION ISSUES

9.136 The objection originally raised under 1130 has been withdrawn.

CONCLUSIONS

9.137 Although there are no recorded objections to this Policy, I suggest that reference to Policy WR1 is unnecessary and should be deleted. On the other hand, the final paragraph deals with a particular situation and is one of the few occasions where cross reference is useful. Although no objections were raised to Policy WR25, my comments regarding cross-referencing are equally applicable to it.

RECOMMENDATION

9.138 That Policy WR24 is amended by removing the words "subject to the provisions of Policy WR1 and ...".

POLICY WR26

REPRESENTATIONS

340 D & S Nurseries Garden Centre (W)

RECOMMENDATION

10.56 That Policy WT6 is amended in accordance with PA 10/4.

10.57 That PA T/11 is adopted as part of the supporting text.

POLICY WT7

REPRESENTATIONS

327	Arborfield & Newland Par Council (O)	2602	Martin & Pole, Nicholas (O)
1439	Countryside Agency (O)	77	Rose Street Residents Society (S)
1493	St Nicholas Hurst Parish Council (O)	941	Mr D Turtle (S)
1928	South Wokingham Consortium (W/D)	1261	Gt Langborough Res Association (S)

OBJECTION ISSUES

10.58 The roads in Arborfield should have a speed limit. The Policy should avoid road safety and traffic calming measures being intrusive and insensitive. Criterion e) of the Policy should read "the implementation of traffic calming schemes and other speed reducing proposals at all locations where speed is a road safety factor". Whilst the aim of the Policy is sound, it has no development control function and should be put into the supporting text.

CONCLUSIONS

10.59 I appreciate that road safety is a key concern of residents in the District, but the Local Transport Plan has promoted this issue through a Road Safety Plan. It seems to me that is the best forum for implementing road safety schemes. Generally I agree that the policy has limited land use implications save for the last two provisions. It would be inappropriate for the detail of traffic calming proposals for example, Arborfield, to be stated in the Plan. Nor would it be appropriate for the Policy to make a commitment to introduce traffic calming measures at all locations. The Council must be left with discretion to implement schemes, including the remote possibility that such schemes would include new roads that are most urgently required, given the limited finance available. Similarly, whilst I agree that traffic calming measures can have a visually intrusive effect, this is a matter which the Council is aware of and should be taken into account in detailed design. No modification to meet these objections is therefore justified.

RECOMMENDATION

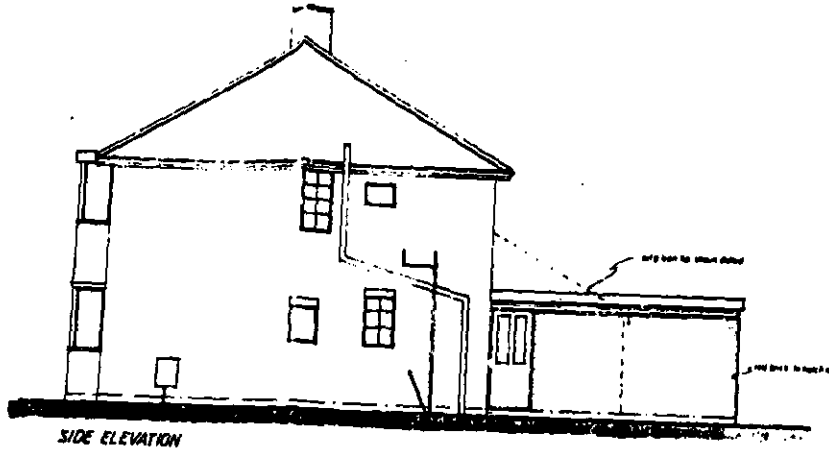
10.60 That Policy WT7 is deleted and replaced as follows:

"In order to promote road safety for all road users, the road safety implications of all proposals will be examined and traffic calming schemes pursued where it is justified by a new development proposal."

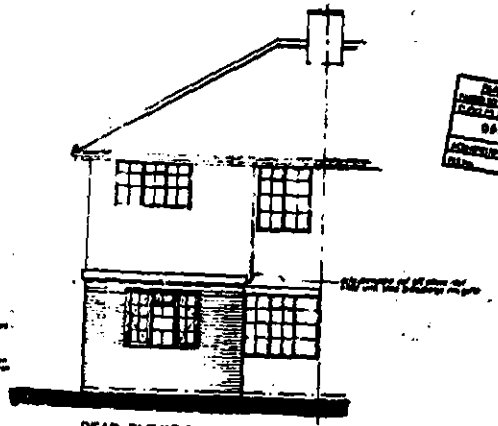
APPENDIX 4 -
Floor plans of neighbouring properties.

26901

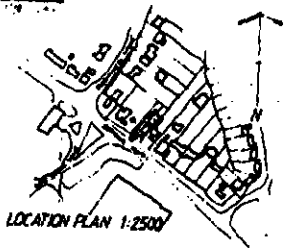
REVISED PLAN



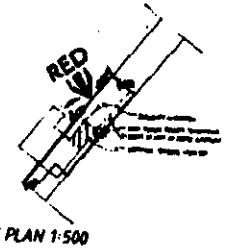
SIDE ELEVATION



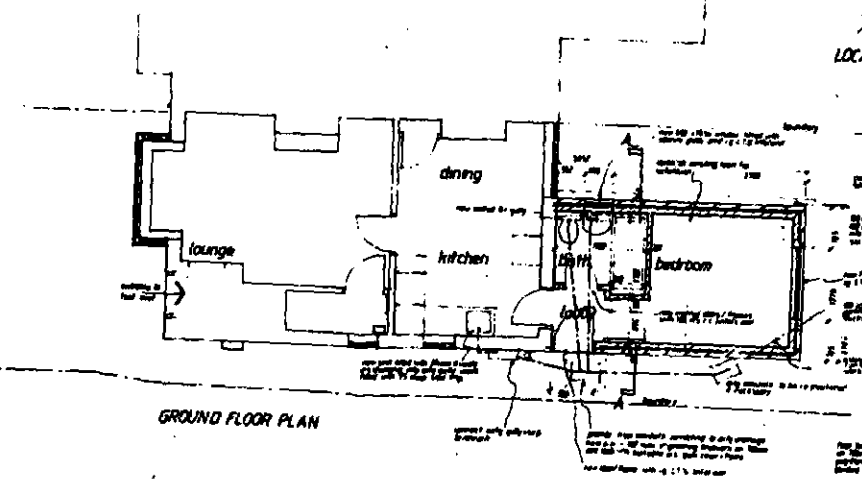
REAR ELEVATION



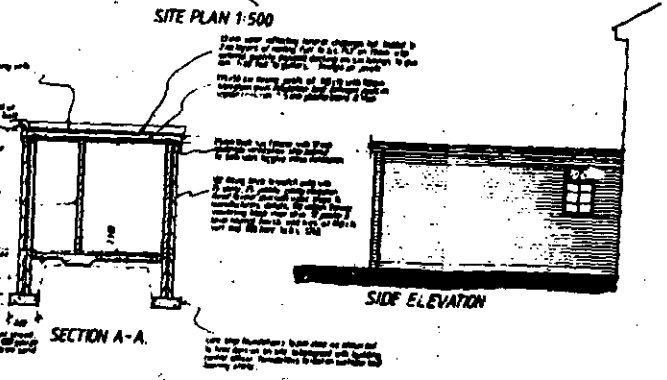
LOCATION PLAN 1:2500



SITE PLAN 1:500



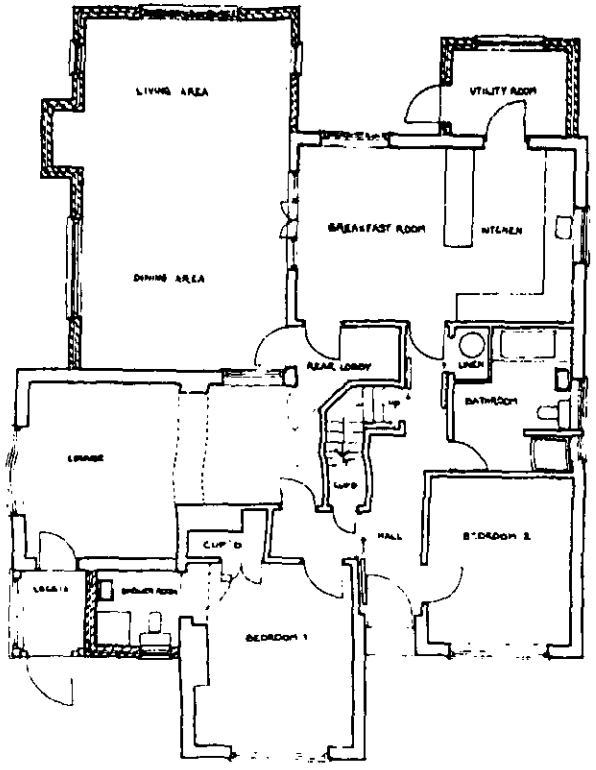
GROUND FLOOR PLAN



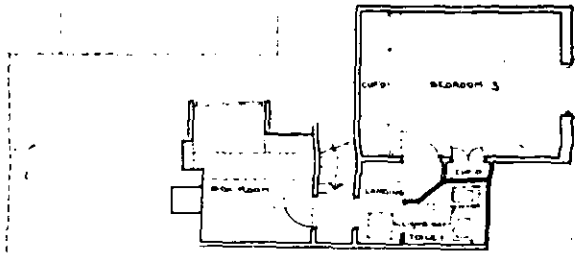
SECTION A-A.

SIDE ELEVATION

4th DIMENSION BUILDING DESIGN



GROUND FLOOR PLAN



UPPER FLOOR PLAN

CLIENT 21231

V M PARROTT
397 READING ROAD
WINNERSH

PROJECT DELEGATED

397 READING ROAD
WINNERSH

TITLE
PROPOSED FLOOR PLANS

SCALE
1:50

DATE
SEPTEMBER 1989

PLAN No.
V M P 4

AMENDMENTS

No.	Date	Description

NICHOLAS
Est. 1882
CHARTERED SURVEYORS

24 FRIAR STREET
READING
RG1 1DP
Tel: 0734-591231

1/16" 0 5 10 20 30 40 50m 1/2" 0 1 2 3 4 5m 1:200 0 1 2 3 4 5 10 15m 1:2500 0 20 50 75 100 150 250m

APPENDIX 5 –

Extract from the Berkshire Design Guide.

Car Parks

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

(c) 90 degrees parking

Where parking at right angles a forecourt depth of 6m. is required for 2.4m. wide parking spaces.

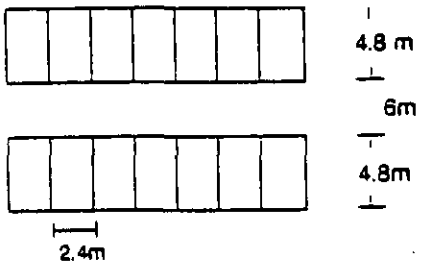


Fig 5.4

(d) 60 degrees parking

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

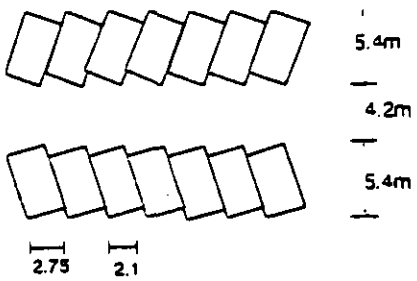


Fig 5.5

(e) 45 degree parking

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

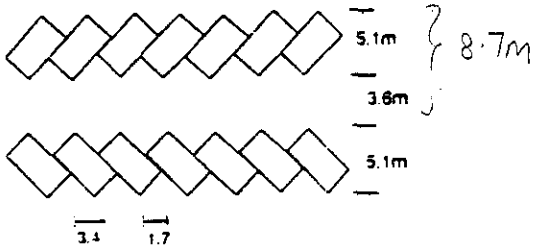


Fig 5.6

(f) 0 degree parking

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

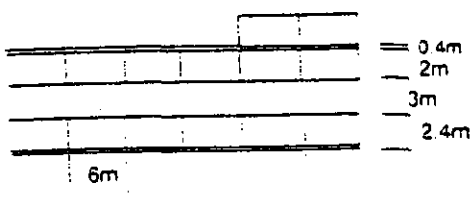


Fig 5.7

APPENDIX 6 –

Appeal decision for 193 Nine Mile Ride.

for Application File

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

Appeal Decision

Site visit on 21 March 2000

by Graham Dudley BA (Hons) Arch Dip Cons AA RIBA FRICS

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

Date 18 MAY 2000

Appeal Ref. APP/X0360/A/00/1035809

- The appeal is made under Section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
- The appeal is brought by A Syed against Wokingham District Council.
- The site is located at the Dental Surgery, 193 Nine Mile Ride, Finchampstead, Berks, RG40 4JD.
- The application (ref:99/70432/F), dated 8 September 1999, was refused on 10 December 1999.
- The development proposed is a reshaped and resurfaced staff car park at rear of property (retrospective).

Summary of Decision: The appeal is dismissed.

Procedural Matters

1. The reshaping and resurfacing of the car park has commenced, but not all proposed works have been completed in accordance with the plans submitted and therefore the planning application is not fully retrospective.

The Main Issue

2. The main issue in this case is the effect of the proposal on the living conditions of neighbours in respect of noise and disturbance.

Development Plan and Other Policies

3. The development plan includes the Berkshire Structure Plan and the South East Area Local Plan (1994). The Policy of the Local Plan relevant to this proposal is SBE2, which normally precludes development that would adversely affect the character of an area by means of siting and scale.

4. Also relevant are policies in the deposit version of the Wokingham and District Local Plan, which was the subject of a Public Inquiry in 1998, with amendments about to be the subject of a further Public Inquiry. I attach considerable weight to this emerging Local Plan, because of the stage in the process of adoption that it has reached, in accordance with Planning Policy Guidance Note 1, 1997, General Policy and Principles, paragraph 48. Policy WBE1 requires development to show good design, which respects the local context with regard to environmental impact, layout, scale, privacy and amenity.

Inspector's Reasons

5. At present, 193 Nine Mile Ride has planning permission for two rooms to be used as dentist's consultation rooms, and this includes the provision of 5 car parking spaces to the front of the property, and 4 car parking spaces and a garage to the rear. Therefore the application which is the subject of this appeal is for an increase of 3 staff parking spaces at the rear.

6. The properties to the north of Nine Mile Ride, in the vicinity of the appeal site, are generally residential bungalows. However, in the past a number of the properties, at the junction of Nine Mile Ride and Finchampstead Road, have been converted to a mixture of commercial uses, including small shops, restaurants and a veterinary practice, and there is a garage directly opposite the appeal site. Planning permission has been granted for the partial change of use of 193 for use as a dental surgery, and there is a personal planning permission for the use of part of 191 as a dental laboratory. Nevertheless, the immediate surroundings of 193 are mainly in residential use.

7. Some car parking to the rear of this property has already been accepted in principle in the previous planning approval. However, these three additional car parking spaces would effectively increase the parking provision by 60%, in a position surrounded by domestic gardens. I do not consider that the use of the outbuilding of 191 for dental laboratory purposes on a personal basis affects the fact that the area to the rear of 191 is essentially used as a garden.

8. 191 Nine Mile Ride has an extension built against the boundary, directly adjacent to the drive giving access to the rear parking of 193. This extension has four windows facing the drive, but there is no visual contact as these are at high level. However, I consider that the residents would be subject to noise and disturbance from the cars using the drive due to its proximity to the wall of the extension. The proposed increase in parking provision would add to this disturbance. The parking and access to the veterinary practice at 177 is also positioned between residential dwellings in a similar arrangement to 193, and has car parking to both front and rear, but here the width between properties is significantly greater. Even so, there will be disturbance to the neighbours, and the poor arrangement of one scheme could not be used to justify the similar design of another; the end result would be a gradual deterioration of standards for occupiers.

9. The garden of 193 is relatively narrow and therefore cars would be using the full width of the rear garden for manoeuvring and parking. The fences provided to each side of the parking area would not prevent noise and fumes migrating across to all three residential gardens which adjoin the appeal site, even those not directly adjacent to the parking area.

10. In my view, the additional car movements, because of the proximity of the proposed access and parking to 191 Nine Mile Drive and to the surrounding gardens, would increase the scale of the present parking to an unacceptable level. This would be incongruous with the surrounding residential dwellings and gardens, causing unacceptable additional noise and disturbance, which would be detrimental to the adjoining occupiers' living conditions. Restricting the parking to staff only would result in a reduced number of car movements, but there would still be substantial additional disturbance. I conclude on the main issue that noise and disturbance would result in a loss of amenity for the neighbours, and the proposal would therefore be contrary to Structure Plan Policy SBE2 and Local Plan Policies WBE1 (a) & (h).

Other Matters

11. I appreciate that the appellants wish to provide parking for staff. However, in my view it would not be acceptable for more of these spaces to be provided close to neighbouring residential dwellings and back gardens, and there is a public car park located 2 to 3 minutes walk from the site.

12. I note from the representations that there is some personal animosity between neighbours, but this has not been taken into consideration, as it is not a planning matter.

Conclusion

13. I find that the proposed extra parking and associated additional vehicle movements would, because of increased noise and disturbance, have an unacceptable impact on the amenity of neighbours.

Formal Decision

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

G C Dudley

Inspector

APPENDIX 7 -
Conditions for Appeal if Allowed.

CONDITIONS

1. Within two months of the date of this decision the areas identified for access and parking area shall be surfaced in a bonded material.
2. Within six months of the date of this decision the party wall shall be sound insulated, in accordance with details that have been submitted to and approved in writing by the Local Planning Authority.

REASONS

1. To reduce disturbance to the occupants of neighbouring properties.
2. To reduce disturbance to the occupants of neighbouring properties.

WOKINGHAM DISTRICT COUNCIL



WOKINGHAM UNITARY
Aiming for Excellence

WOKINGHAM DISTRICT LOCAL PLAN

CONSOLIDATED MODIFIED LOCAL PLAN

November 2002

9.49 Within the plan area there is a demand for hotel accommodation, largely because of the demand from the business sector seeking business accommodation for staff/clients especially within the hi-tech industrial sector. The Thames Valley is also a popular location for short break holidays.

9.50 Besides accommodation, hotels can provide a valuable range of other facilities such as:

~~a)~~ a) conference facilities
~~b)~~ b) venues for receptions/social occasions
~~c)~~ c) recreation facilities including swimming pools and saunas.

9.51 At the time of the last survey in 1991 there were 14 establishments offering serviced accommodation within the plan area, providing a total of 756 bed spaces. Planning permission has since been granted for a hotel at Winnersh Triangle and Thames Valley Park, and for extensions to some existing hotels. ~~Land has been secured by a legal agreement for leisure/recreational facilities at Thames Valley Park which may include a youth hostel (see Proposal WR23).~~ (M/9/67)

9.52 In particular, a need for additional accommodation in Wokingham town centre has been identified (*Wokingham District Council Town Centre Strategy* by C. Buchanan and Partners, July 1994), whilst only 12 establishments throughout the plan area are known to offer bed and breakfast, most having less than three rooms. In view of these findings, changes of use of existing buildings to small scale, low cost, visitor accommodation are encouraged. For a sustainable approach to tourism, accommodation should be within existing settlements, in locations well served by public transport. Exceptions include re-use and minor extension of appropriate buildings in the countryside and small-scale camping sites, subject to the restrictions of other relevant policies in the plan. The sensitive conversion of large country residences could accommodate hotel use providing that no other policies within the plan are breached, especially the encouragement of traffic along unsuitable country roads.

POLICY WR24: GUEST HOUSES AND BED AND BREAKFAST ACCOMMODATION

PROPOSALS FOR THE CHANGE OF USE OF EXISTING BUILDINGS TO SMALL SCALE VISITOR ACCOMMODATION WILL BE ACCEPTABLE ~~SUBJECT TO THE PROVISIONS OF POLICY WR1~~ AND PROVIDED THAT THE COUNCIL IS SATISFIED THAT: (M/9/68)

a) THE USE DOES NOT DETRACT FROM THE CHARACTER OF THE PROPERTY

b) THE RESIDENTIAL AMENITY OF NEIGHBOURING PROPERTIES IS NOT ADVERSELY AFFECTED.

IN ADDITION, PROPOSALS FOR THE RE-USE OF REDUNDANT RURAL BUILDINGS WILL BE EXPECTED TO COMPLY WITH THE DETAILED PROVISIONS OF RURAL ECONOMY POLICY WRE2.

Implementation: Through the development control process.

~~streets a more pleasant place in which to be. There is, however, concern about the detail of some of the traffic calming schemes that have been implemented. Speed humps have been opposed by the emergency services who consider that they increase response times; they are a problem for patients in ambulances. The bus operators have also opposed speed humps for reasons of passenger comfort and safety. Concern has been expressed about the effect of traffic calming measures on roads that are used as an alternative to avoid such measures, particularly road humps, and the lack of alternative approaches to traffic calming. Offset parking areas, for example can reduce the speed of traffic. Other approaches include footway widening, width restrictions and variation in surface treatments. Traffic calming schemes, however modest, do incur a cost. In view of this, and the fact that schemes can arouse opposition, they will only be undertaken where clearly justified.~~

The control and design of proper vehicular access to the public highway can have an important effect on safety. The Council wishes to ensure that all new accesses are designed to a good standard incorporating adequate visibility for vehicles and pedestrians, pedestrian facilities and signing where appropriate. On primary, secondary and other busy routes it is important to ensure that accesses are designed to permit vehicles to turn round on site, thereby avoiding the need for reversing on to the highway, which is a particularly dangerous activity. In considering the location of accesses for new development, decisions will be taken having regard to the proximity to other road junctions, traffic signals, pedestrian crossings, other highway features and the access arrangements for adjoining properties.

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

The formation of certain vehicular cross-overs requires planning consent. In determining applications for cross-overs, the Council will pay particular attention to their implications for the safe flow of traffic and pedestrian safety. All schemes will be expected to provide adequate visibility.

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

POLICY WT7: ROAD SAFETY

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

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

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

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

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

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

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

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

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

Street Lighting

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

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

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

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

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

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

~~c)THE VIEWS OF THE LOCAL COMMUNITY.~~

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

~~Monitoring: Through road safety statistics, information on traffic flow and liaison with the Community Safety Officer.~~ (M/10/27)

ALTERNATIVES TO THE PRIVATE CAR

Pedestrians

WOKINGHAM DISTRICT COUNCIL



WOKINGHAM UNITARY
Aiming for Excellence

WOKINGHAM DISTRICT LOCAL PLAN

STATEMENT OF DECISIONS AND REASONS, EXCLUDING HOUSING

November 2002

Modification Ref. No	Inspectors Report		Recommendation	Council Decision	Council's Reasons
	Page	Para.			
M/9/63			**Policy WR21 Recreational Use of the Thames**	The reference to WGB8 is **deleted** from the policy	Consequential modification arising from the Council decision to accept Inspector's conclusion in paragraph 3.84 of his report
-	9-24	9.132	**Proposal WR22** That no amendment is made to Proposal WR22	**Accepted** recommendation **not to modify**	The Council agrees with the reasoning and conclusions of the Inspector at paragraph 9.131 of his report
M/9/MAP/ 10			**Proposal WR22**	**Insert** "WR22" onto the Proposals Map next to the "Proposed Recreational Facility" symbol.	To aid clarity on the Map, it is appropriate to include details of the site's reference on the Proposals Map.
M/9/64 M/9/MAP/ 11			**Paragraph 9.46 and Policy WR23**	**Delete** paragraph 9.46 and Policy WR23. That the consequential amendment to the Proposals Map is made.	While the Inspector made no formal recommendation the policy and supporting text are deleted to update the plan as the application has been implemented. This includes a consequential amendment to the Proposal Map.
M/9/65			**Paragraph 9.46**	**Delete** last sentence.	While the Inspector made no formal recommendation the words are deleted to update the plan.
-	9-25	9.135	**Proposal WR23** That no amendment is made to Proposal WR23	**Accepted** recommendation **not to modify**	The Council agrees with the reasoning and conclusions of the Inspector at paragraph 9.134 of his report
M/9/66			**Paragraph 9.48 Water Activities**	In paragraph 9.48 reference to policy WGB8 is **deleted.**	Consequential modification arising from the Council decision to accept Inspector's conclusion in paragraph 3.84 of his report
M/9/67			**Paragraph 9.51**	**Delete** final sentence	Consequential modification arising from modification M/9/62
M/9/68	9-25	9.138	**Policy WR24** That Policy WR24 is amended by removing the words "subject to the provisions of Policy WR1 and..."	**Accepted** recommendation **to modify**	The Council agrees with the reasoning and conclusions of the Inspector at paragraph 9.137 of his report
M/9/69			**Policy WR25: Hotel Accommodation Within Identified Settlements** Although no objections were raised to policy WR25, my comments regarding cross-referencing are equally applicable to it.	**Deletion** of reference to WR1 in first sentence, "subject to the detailed provisions of Policy WR1."	Consequential modification arising from Council decision to accept Inspector's recommendation in paragraph 9.137.

Modification Ref. No	Inspectors Report			Council Decision	Council's Reasons
	Page	Para.	Recommendation		
				In second sentence **delete** 'elsewhere' and **insert** 'Where additional development takes place' **Delete** 'for' and **insert** 'of'. **Delete** 'adopted' **Delete** second, third and fourth paragraphs.	Inspector's recommendation that appendix 7 (parking standards) is completely reviewed to reflect government guidance in PPG3 and PPG 13
M/10/24	10-11	10.57	**Policy WT6: Parking Provision** That PA T/11 is adopted as part of the supporting text.	**Accepted Inspector's** recommendation to **modify**	The Council agrees with the reasoning and conclusions of the Inspector at paragraph 10.55 of his report
M/10/26	10-11	10.60	**Policy WT7: Road Safety** That Policy WT7 is deleted and replaced as follows: "In order to promote road safety for all road users, the road safety implications of all proposals will be examined and traffic calming schemes pursued where it is justified by a new development proposal."	**Accepted Inspector's recommendation to modify but with further changes to wording. Wording to read** 'In order to promote road safety for all road users, the road safety implications of all proposals will be examined and safety measures implemented where it is justified by a new development proposal' The monitoring part of the policy is updated by **deleting** the words "the annual capital programme of transport investment and environmental	The Council agrees with the reasoning and conclusions of the Inspector at paragraph 10.59 of his report However, the appropriate measures are not confined to traffic calming. If the development proposal justifies safety measures these should be implemented rather than merely pursued. This would be in accordance with the test of necessity in circular 1/97. To update the plan.

Modificati on Ref. No	Inspectors Report			Council Decision	Council's Reasons
	Page	Para.	Recommendation		
				improvement" and **replacing** them with 'development control'.	
M/10/27	10-12	10.63	**Policy WT8: Street Lighting** That Policy WT8 is deleted.	**Accepted Inspector's recommendation to delete.**	The Council agrees with the reasoning and conclusions of the Inspector at paragraph 10.63 of his report. The issue of light pollution is covered in policy WOS6
M/10/28 **M/10/29** **M/10/30**	10-12	10.66 and 10.73	**Paragraph 10.43, 10.45a and 10.46a** That the Plan is amended in accordance with PA 10/5 and T/14.	**Accepted Inspector's** recommendation with regards to PA10/5. Accepted Inspector's recommendation with regards to T/14 subject to the omission of the word **'green' in line 3 of paragraph 10.46A.** **Also, the words 'recently published DETR' will be deleted and replaced with 'Central Government'.**	The Council agrees with the reasoning and conclusions of the Inspector at paragraph 10.65 of his report. However, as a consequence of Government guidance being updated, this supporting text also needs to be updated.
M/10/31	10-14	10.72	**Policy WT9: Pedestrian Routes and Footpaths** That Policy WT9 is amended by deleting paragraphs two and four.	**Accepted Inspector's** recommendation to **modify**	The Council agrees with the reasoning and conclusions of the Inspector at paragraph 10.65 of his report The content of the second paragraph already appears in paragraphs 10.24, 10.29, 10.34 and 10.46. The content of the fourth paragraph is covered in paragraphs 10.43 and 10.44
M/10/29 **M/10/28** **M/10/30**	10-14	10.73	**Paragraphs 10.45a, 10.43, 10.46a and Policy WT9: Pedestrian Routes and Footpaths** That PA 10/5, T/14 and T/15 are adopted.	**Accepted Inspector's** recommendation with regards to PA10/5 and T/15.	The Council agrees with the reasoning and conclusions of the Inspector at paragraph 10.71 of his report The modification is in accordance with the

TOWN AND COUNTRY PLANNING ACT 1990

SECTION 78 APPEAL

APPELLANT: **Mrs A Gorecki**

APPEAL SITE: **393 Reading Road, Winnersh**

REASON FOR APPEAL: **Refusal of planning permission (retrospective) for the change of use of dwelling to bed and breakfast accommodation.**

LOCAL PLANNING AUTHORITY REFERENCE : F/2002/6222

DEPARTMENT OF THE ENVIRONMENT, TRANSPORT AND THE REGIONS REFERENCE : APP/X0360/A/02/1091496

1.00 SITE DESCRIPTION

1.01 The appeal site is a 0.04 hectare piece of land, located on the north-eastern side of Reading Road, to the east of Winnersh Crossroads. The area has a mixed character, containing both residential and commercial properties. The properties to either side of the appeal site are in residential use. The commercial properties that form part of the Local Shopping Centre are identified on the site location plan in Appendix 1. Reading Road is also designated as a Green Route.

2.00 RELEVANT PLANNING HISTORY

2.02 The existing property is a two-storey, semi-detached house, construction of which predates planning records.

2.03 Extensions and alterations were approved in 1949 and, in 1999, planning permission was granted for a two-storey, side extension and replacement garage. The extension comprises of first-floor accommodation, supported by pillars, with vehicular access to the rear of the site under.

2.04 In February 2000 a retrospective planning application for the change of use of the first-floor of the building to Class C1 bed and breakfast use

was refused. The reasons for refusal related to the impact on the residential amenity of the adjoining property and additional traffic movements in the vicinity of the crossroads. A copy of the decision notice is contained in Appendix 2.

2.05 In May 2002, a retrospective application for the change of use of the whole of the property to bed and breakfast accommodation was also refused. This proposal is the subject of the current appeal.

3.00 POLICY BACKGROUND

3.01 The development plan for the area comprises of the Berkshire Structure Plan and the Loddon Area Local Plan. There is also an emerging district wide local plan.

3.02 The Berkshire Structure Plan (1991-2006) was adopted on 4 November 1995.

3.03 The Loddon Area Local Plan was adopted on 5 May 1995 and, on 26 November 1996, the Planning and Transportation Committee resolved that it should continue to carry weight as the most up to date adopted plan, except in relation to housing provision. The following South East Area Local Plan policies are relevant to this appeal.

LR17 Change of Use from Private Residential to Guest House/Private Bed and Breakfast Accommodation,

LT5 Road Safety

Copies of these policies has already been provided.

3.04 The emerging local plan is the Wokingham District Local Plan Deposit Draft. Berkshire County Council issued a statement of general conformity with the structure plan in May 1997 and the plan was placed on deposit in 21 October 1997. The Public Local Inquiry into the

emerging plan took place in two phases. The Inspector's report became public in November 2001 and the recommendations are currently under consideration. The following policies are relevant to this appeal:

WR24 Guest Houses and Bed and Breakfast Accommodation
WT7 Road Safety

Copies of these policies have already been provided.

Other than recommending that the cross-reference to Policy WR1 is deleted the Inspector has not recommended any changes to this policy.

A copy of the comments relating to the relevant policies is contained in appendix 3.

4.00 THE COUNCIL'S CASE

4.01 There are two reasons for refusal, one relating the residential amenity of occupants of neighbouring properties and one to highway issues. The latter will be addressed in a separate report.

4.02 Policy LR17 of the adopted local plan and WR24 of the emerging local plan refer to the change of use of existing buildings to bed and breakfast or guest house accommodation. Such proposals will be acceptable where they would not detract from the character of the property or adversely affect the residential amenity of neighbouring properties. In the case the application was refused because it was considered that the proposal would be detrimental to the residential amenity of occupants of neighbouring properties. This harm would arise due to the number of vehicle movements on site and the intensive occupation of the building itself.

4.03 393 Reading Road is a semi-detached house. The proposal is for the entire house to be used for bed and breakfast accommodation, comprising of five bedrooms on the first-floor and two on the ground-floor. There would be a small shared kitchen and some shared bathroom facilities but no other communal accommodation. In terms of the appearance of the property, no changes are proposed but there is an increase in on site parking.

4.04 The entire front and rear gardens of the property are gravel surfaced. The parking layout indicates one parking space at the front of the property and six at the rear, excluding the existing garage. When the extension to the dwelling was approved the layout initially submitted showed two spaces at the front and two in the garage. This was not considered acceptable and a revised layout was submitted, with parking for four cars at the rear and turning at the front of the property, to enable vehicles to enter and leave the property in forward gear. A subsequent minor amendment showed the garage with parking for one car only.

4.05 The adjoining property, 391 Reading Road has been divided to form two flats (this was the subject of a retrospective planning permission in 1952). Subsequently permission was granted to replace a single-storey rear element of the ground-floor flat with a larger, flat-roofed extension. No plans of the first-floor flat are available but the approved plans for the extension indicate that the bedroom and bathroom are located in the rear extension. A copy of the ground-floor plan is contained in Appendix 4. There is no vehicular access to the rear of the adjoining property.

4.06 397 Reading Road is a two-storey detached dwelling. There is 13 metres between the flank of this property and the boundary with the application site but the windows in the side elevation include the only window to bedroom 3. A detached garage lies between the neighbouring property and the application site.

4.07 The number of vehicle movements arising from the proposed use of the property would be a source of disturbance to neighbours, particularly as parking would be concentrated at the rear of the property, adjacent to the bedroom of the ground-floor flat at 391 Reading Road and the private amenity areas of both the neighbouring properties. While the principle of parking at the rear of the property has been established by the permission for the first-floor extension, the appeal proposal would intensify this activity: the total number of vehicles potentially parked on the site would increase by three to seven (one per guest room) and the number parked at the rear would increase from ~~four~~ 3 to six, a 50% 100% double! increase. In addition the on site turning space, which condition 6 of planning permission 99/69031/F required to be retained, would be lost.

4.08 The manoeuvring and parking of cars can result in considerable disturbance due to the starting and running of engines and opening and closing doors and, in addition, there may be the noise of car radios and talking. The gravelled surface would exacerbate the noise caused by moving vehicles. The site is only eight metres in width, which is not sufficient to allow on site turning (see the details in Appendix 5) but the busy nature of Reading Road may encourage people to attempt to turn and this would result in additional movements. The narrow width of the site would also concentrate activity close to the boundaries with the neighbouring properties. The noise and fumes from vehicles would be detrimental to the living conditions of occupants of adjoining property and would be harmful to the enjoyment of the gardens surrounding the appeal site.

4.09 In a recent appeal relating to a dentist surgery, the Inspector concluded that an increase in the number of cars parked at the rear of the property, from five to seven, would be incongruous with the surrounding dwellings and gardens and cause unacceptable additional disturbance, even if the use of the spaces were limited to staff only. A copy of the appeal decision is contained in Appendix 6.

a wide range of activities. If the house were occupied as a single-family dwelling or was in shared occupation, with some communal rooms, the number of occupants would almost certainly be lower and activities would be distributed through several rooms rather than each room fulfilling a whole range.

5.00 COMMENTS ON THE APPELLANT'S GROUNDS OF APPEAL

5.01 The proposal is not in accordance with the development plan and emerging local plan. It would result in unacceptable disturbance to occupants of neighbouring properties and, hence, would be contrary to Loddon Area Local Plan Policy LR17 and Wokingham District Local Plan (Deposit Draft) Policy WR24.

5.02 Five requests for service, relating to 393 Reading Road, have been received by the Council's Planning Enforcement Team since February 1999.

5.03 Consideration was given to the alternative proposal, for multiple occupation of the property, and it is considered that this would be preferable to the appeal proposal, as it would result in a less intensive use of the site and, therefore, the disturbance to neighbours would not be so great. It is suggested that there would be five bedrooms on the first-floor and communal accommodation on the ground-floor. On this basis, the number of parking spaces required would be reduced by two to five and the ground-floor rooms would be in communal uses.

5.04 While the local plan acknowledges the need for short-term accommodation, in accordance with Loddon Area Local Plan Policy LR17 and Wokingham District Local Plan (Deposit Draft) Policy WR24, such uses may be acceptable providing there is no adverse impact on the character or amenities of the surrounding area. In this case the proposal would have an adverse impact on the residential amenity of surrounding properties.

6.00 CONCLUSION

6.01 The appeal proposal has resulted in an unacceptable intensification in the use of the site, in terms of the number of vehicles on site and the patterns of activity within the building and this is detrimental to the living conditions of neighbouring properties, in particular the two flats at 191 Reading Road. Therefore, the Inspector is respectfully requested to dismiss this appeal.

LIST OF APPENDICES

1. Location plan at 1:1250.
2. Copies of decision notices.
3. Local Plan Inspector's recommendations in relation to the relevant policies.
4. Floor plans of neighbouring properties.
5. Extract from the Berkshire Design Guide.
6. Appeal decision for 193 Nine Mile Ride
7. Conditions for appeal if allowed.

WOKINGHAM UNITARY
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WOKINGHAM DISTRICT LOCAL PLAN

INSPECTOR'S REPORT

PART TWO

CHAPTERS OTHER THAN HOUSING

Mr D Hollis
October 2001

5/2

RECOMMENDATION

10.56 That Policy WT6 is amended in accordance with PA 10/4.

10.57 That PA T/11 is adopted as part of the supporting text.

POLICY WT7

REPRESENTATIONS

327	Arborfield & Newland Par Council (O)	2602	Martin & Pole, Nicholas (O)
1439	Countryside Agency (O)	77	Rose Street Residents Society (S)
1493	St Nicholas Hurst Parish Council (O)	941	Mr D Turtle (S)
1928	South Wokingham Consortium (W/D)	1261	Gt Langborough Res Association (S)

OBJECTION ISSUES

10.58 The roads in Arborfield should have a speed limit. The Policy should avoid road safety and traffic calming measures being intrusive and insensitive. Criterion e) of the Policy should read "the implementation of traffic calming schemes and other speed reducing proposals at all locations where speed is a road safety factor". Whilst the aim of the Policy is sound, it has no development control function and should be put into the supporting text.

CONCLUSIONS

10.59 I appreciate that road safety is a key concern of residents in the District, but the Local Transport Plan has promoted this issue through a Road Safety Plan. It seems to me that is the best forum for implementing road safety schemes. Generally I agree that the policy has limited land use implications save for the last two provisions. It would be inappropriate for the detail of traffic calming proposals for example, Arborfield, to be stated in the Plan. Nor would it be appropriate for the Policy to make a commitment to introduce traffic calming measures at all locations. The Council must be left with discretion to implement schemes, including the remote possibility that such schemes would include new roads that are most urgently required, given the limited finance available. Similarly, whilst I agree that traffic calming measures can have a visually intrusive effect, this is a matter which the Council is aware of and should be taken into account in detailed design. No modification to meet these objections is therefore justified.

RECOMMENDATION

10.60 That Policy WT7 is deleted and replaced as follows:

"In order to promote road safety for all road users, the road safety implications of all proposals will be examined and traffic calming schemes pursued where it is justified by a new development proposal."

6/2

PROPOSAL WR23

REPRESENTATIONS

2599 Martin & Pole, Nicholas (O)

OBJECTION ISSUES

9.133 The Policy has no development control function.

CONCLUSIONS

9.134 My conclusion is the same as in respect of Proposal WR22.

RECOMMENDATION

9.135 That no amendment is made to Proposal WR23.

POLICY WR24

REPRESENTATIONS

1130 Joint Strategic Planning Unit (W)
2442 Reading Borough Council (S)

OBJECTION ISSUES

9.136 The objection originally raised under 1130 has been withdrawn.

CONCLUSIONS

9.137 Although there are no recorded objections to this Policy, I suggest that reference to Policy WR1 is unnecessary and should be deleted. On the other hand, the final paragraph deals with a particular situation and is one of the few occasions where cross reference is useful. Although no objections were raised to Policy WR25, my comments regarding cross-referencing are equally applicable to it.

RECOMMENDATION

9.138 That Policy WR24 is amended by removing the words "subject to the provisions of Policy WR1 and ...".

POLICY WR26

REPRESENTATIONS

340 D & S Nurseries Garden Centre (W)

7/2

CHANGE OF USE OF EXISTING RETAIL (A1) TO OTHER USES WILL NOT NORMALLY BE PERMITTED, EXCEPT IN THE CASE OF A LISTED BUILDING WHERE IT HAS BEEN DEMONSTRATED THAT A NON A1 USE IS NECESSARY TO SECURE THE RETENTION AND MAINTENANCE OR HISTORIC CHARACTER OF THE BUILDING.

Implementation: Through the development control process.

Monitoring: Annual commercial monitoring.

Winnersh

8.55 The opening of a new foodstore on the former Hewlett Packard site at the junction of King Street Lane and Reading Road has met the qualitative needs of Winnersh. There is other land in the vicinity of the crossroads that may become available in the plan period for change of use or redevelopment. Some of the premises in this area suffer from the effects of traffic and their proximity to other commercial uses, which rely on passing trade. The use of these buildings for retail and community uses could make for a more cohesive shopping area and integrate the existing small shops with the new store. Proposals should be of a size appropriate to the position of the shopping centre in the hierarchy, should respect the local context and should not cause serious problems of access, road safety or traffic congestion.

8.56 A village design statement has been prepared and adopted as supplementary planning guidance, which gives advice on local needs and aspirations for the development of the centre of the village.

PROPOSAL WSH18: SHOPPING FACILITIES IN WINNERSH

THE PROVISION OF SMALL SCALE SHOPPING AND OTHER SERVICES TO SERVE THE LOCAL COMMUNITY WILL BE ENCOURAGED IN THE VICINITY OF THE CROSSROADS, PARTICULARLY BETWEEN NUMBERS 400 - 426 READING ROAD (SOUTH SIDE) AND 427 - 439 READING ROAD (NORTH SIDE), SUBJECT TO DEVELOPMENT COMPLYING WITH THE REQUIREMENTS OF POLICIES WOS3 AND WSH2.

Implementation: Through the development control process in consultation with the Environmental Health Officer.

Monitoring: Annual commercial and housing monitoring.

TOWN CENTRES

8.57 The town centres within the plan area are the historic market town of Wokingham, the district centres at Woodley and Earley and the village of Twyford. Each centre is complementary to the others and each has a different character and emphasis. PPG 6 places an emphasis on a plan-led approach to promoting development in town centres. The identification of development sites and measures to support the functioning of the town centres is a way in which the key objectives of the plan can be met.

1/3

Tel: (0118) 974 6449 (Direct Line)
Fax: (0118) 974 6484
E-mail mike.hamlin@wokingham.gov.uk
Date: February 25, 2002
My ref: RFS/4960
Your ref:BR/02/298

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

Mr M Leedale
Gregory Gray Associates
Redcliffe, 17 Dinorben Close
Fleet
Hants GU 52 7SL

Dear Mr Leedale

392 READING ROAD WINNERSH

Further to your letter dated 11th February regarding the above.

The reasons for refusal of application F/1999/0129 are still pertinent. I do not feel that the circumstances have changed since February 2000, therefore it is unlikely that a new application would receive a favourable outcome.

I agree that your client could have up to six unrelated people living as a family at this property. This would not constitute a material change of use and therefore would not require planning permission.

I must point out that the views expressed in this letter are officer comments and should in no way be taken as binding on any future decision the Council may take.

I would be grateful if you could let me know your clients intentions regarding this matter within the next 14 days.

Yours sincerely

M D Hamlin
Senior Planning Enforcement Officer

1/4

File: letter

Tel: (0118) 974 6479 (Direct Line)
Fax: (0118) 974 6484
Email: Emy.Circuit@wokingham.gov.uk
Date: 12 June 2002
My ref: EXC/Winnersh PD
Your ref: RR/02/298

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

Mark Leedale
Gregory Gray Associates
'Redcliffe'
17 Dinorben Close
Fleet
Hampshire
GU52 7SL

Dear Mr Leedale

USE OF 393 READING ROAD, WINNERSH AS A DWELLING

I write in response to your fax of 28 May regarding use of 393 Reading Road as a dwelling.

Construction of the property predates planning records but there have been two applications for domestic extensions, in 1949 and, more recently, in 1999.

In June 1999, an application for change of use of part of the building to Class C1, hotels and hostels (F/1999/0129), with the remainder retained in residential use, was refused. A subsequent, retrospective application for change of use of the whole building Class C1 use (F/2002/6222) was also refused, in May 2002.

Therefore, the use of the property for Class C1 purposes is unauthorised and it is considered as a Class C3 dwelling house. Hence, a planning application would not be required for the property to revert to a dwelling.

I hope this information is of assistance to you. If you would like any further advice on this matter, please contact Emy Circuit on (0118) 974 6479.

Yours sincerely

M L Thorp,
Principal Development Control Officer

cc: Mike Hamlin, Planning Enforcement, Wokingham District Council

2/4

Gregory Gray Associates

CHARTERED TOWN PLANNING CONSULTANTS
'Redcliffe', 17 Dinorben Close, Fleet, Hants, GU13 9SL.
Telephone: 01252 624004 Fax: 01252 684160
E-Mail: info@ggassoociates.co.uk

TOWN & COUNTRY PLANNING ACT 1990 (SECTION 78)
APPEAL BY MRS E GORECKI
IN RESPECTOF THE REFUSAL BY WOKINGHAM DISTRICT COUNCIL
OF AN APPLICATION TO RETAIN BED AND BREAKFAST ACCOMMODATION

AT 393 READING ROAD, WINNERSH, BERKSHIRE.

GREGORY GRAY ASSOCIATES CHARTERED TOWN PLANNING CONSULTANTS

LPA REF:	**F/2002/6222**
APPEAL REF:	**APP/X0360/A/02/1091496**
GGA REF:	**RR/02/298**

JUNE 2002

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1.0. INTRODUCTION

1.1. This appeal is made under Section 78 of the Town and Country Planning Act 1990 (as amended). It is in respect of the decision by Wokingham District Council to refuse permission for the retention of bed and breakfast accommodation at no.393 Reading Road, Winnersh, Berkshire.

1.2. The application was submitted on 21st March 2002 and determined on 15th May, under powers delegated to the Head of Planning.

1.3. During the course of determination the following consultation responses were received.

(1) The Highway Authority raised objections subject to financial contributions as set out with the appeal questionnaire.

(2) The Parish Council raised no objections.

(3) There were no letters of representations from Third Parties

(4) The Council's Environmental Health Officer raises no objections.

1.4. The following section sets out the appellant's case with reference to:

- The appeal site and surrounds.
- Relevant planning history.
- Relevant planning Policy.
- The appellants case having regard to the reasons for refusal.
- Suggested planning conditions.

1.5. On the basis of this appraisal I conclude as follows:

(1) The application to retain the existing use is wholly in accordance with Development Plan and emerging Local Plan policies and there are no other material considerations indicating a case for departure from them.

(2) The continuance of the use would allow for acknowledged and pressing demand to be satisfied for short term bed and breakfast accommodation within the locality. This need is identified within the emerging Local Plan and remains largely unsatisfied.

(3) The bed and breakfast accommodation has been operational for in excess of three years. During this period there have been no complaints to the local authority. Of itself, this is evidence that the operation has been carried out without detriment to amenity. This is further evidenced by the lack of third party representations in relation to this application.

(4) Traffic conditions have not be significantly altered by the use. Moreover, the material circumstances are such that there has been and would not be a highway safety issue justifying the withholding of planning permission.

(5) Officers of the Council correctly acknowledge that there is no requirement for planning permission for the dwelling to return to its authorised use as a dwelling. This represents the appellants fall back position to which regard must be had in the making of this decision.

(6) Having regard to the nature of the current use it is a practical and realistic alternative that it would return to a house in multiple occupation. This would be for 5 or 6 persons paying rent as opposed to bed and breakfast tariffs on a monthly basis. Under these circumstances amenity and highways/parking considerations are entirely similar for the alternative as they are fully on going uses.

(7) Setting this aside the property could return to a dwelling with two persons staying in bed and breakfast accommodation which would not require planning permission. Again the material considerations are similar to that which currently exist in respect of amenity and parking.

2.0. DESCRIPTION OF THE APPEAL SITE AND SURROUNDS

2.1. The appeal site comprises half of a pair of semi detached dwellings. It was extended in late 1999. The curtilage is entirely hard surfaced, as was the case when the appellant purchased it. There is a double garage at the north-east end of the plot and a 2.0 metre high close boarded fence between the semi detached properties and adjoining residential property.

2.2. Adjoining to the south east and north west are residential uses. Immediately opposite the appeal site is a food superstore with several independent retail units. An application for a gymnasium above the supermarket is currently being considered. Around the traffic lit junction – known as the Winnersh cross roads – are a variety of commercial uses including offices, a petrol filling station and shop, a garden centre and an estate agent. Approximately 150 metres from the cross roads is Winnersh railway station which lies on the Reading – Gatwick line with half hourly services to these destinations.

2.3. Reading Road is heavily trafficked especially during peak periods. As a result of the manner in which residential development has occurred along its course, there are individual access points serving properties along virtually the whole of its length.

2.4. In the late 1990's and approximately 200 metres south east of the appeal site, a guest house/motel was constructed and I would ask the appointed Inspector to observe this during the course of the appeal proceedings and in particular its relationship to adjoining residential property.

2.5. It is important to consider the nature of use as detailed in the application particulars. As a result of demand, the appeal premises are occupied continuously by employees of the computer and construction industries. Typical patrons come from as far away as Leeds and Cornwall and stay from Sunday night to Thursday evening. Their agreement with the appellant is on a weekly, monthly and even annual basis. I return to this matter at section 5.0.

3.0. PLANNING HISTORY

3.1. There have been two applications relating to the appeal site.

99/69031/F	First Floor Extension	Granted 1999
F/1999/0129	Retention of bed and breakfast use	Refused 2000

3.2. The application for retention of a bed and breakfast use (1999) was submitted at the behest of the Councils officers. This resulted from observations of a small bed and breakfast sign at the frontage of the property and not from complaints relating to amenity. I return to this matter below.

4.0. PLANNING POLICY

4.1. The Council rely on adopted Local Plan policies:

- LR17 Change of use from private residential to guest house/private bed and breakfast accommodation.
- LT5 Road safety.

4.2. They also cite emerging Local Plan policies:

- WR24 Guest houses and bed and breakfast accommodation.
- WT7 Road safety.

4.3. Adopted Local Plan policies are attached as document 1 and emerging Local Plan policies as document 2. The emerging Local Plan has reached an advanced stage of preparation and the Inspectors report has been received. Extracts relating to these policies are attached with document 2 and although the Council has not formally considered these, they are material having regard to Bath Society v Secretary of State for the Environment and other (1991). In particular it is noted that the Inspector recommends the deletion of policy WT7 and amendment to policy WR24.

4.4. Leaving aside these policies I also note that the appeal site lies in an area considered suitable for small scale shopping and other services. I attach as document 3 policy WSH18 relating to this matter and draw particular attention to the sub text at paragraph 8.55 which states, inter alia, *some of the premises in this area suffer from the effects of traffic and their proximity to other commercial uses, which rely on passing trade. The use of these buildings for retail and community uses could make a more cohesive shopping are and integrate the existing small shops with the new store.* This policy is consistent with the nature of existing surrounding land use, which I have detailed at section 2.0.. Of themselves, the use and surrounds have a material effect on residential amenity.

4.5. Adopted policy LR17 and emerging policy WR24 state, in terms, that the change of use to bed and breakfast accommodation is acceptable in principle, provided that:

(1) There is no loss of character of the property.

(2) There is no adverse impact on residential amenity.

(3) There is adequate parking.

4.6. The Council do not take issue with (1) and (3) and for the reasons I set out below, there is no case to support the contention that the on going use has resulted in an material loss of amenity to adjoining residential properties. As such there is no conflict with either policy.

4.7. In respect of highway safety, I set out below the nature of the existing use and the alternatives which would generate largely similar vehicular turning movements. On this basis I am firmly of the view that there is no conflict with adopted or emerging Local Plan policy (as recommended to be altered by the Local Plan Inspector). As such permission should be granted.

4.8. I also draw attention to the sub-text of policy WR24. Here the pressing need for accommodation is set out (pg. 9.49); as is the desirability of providing bed and breakfast facilities within sustainable locations (pg. 9.52). These matters, whilst not embodied in policy, should not be lost on the decision-maker since they form the derivation of the policy. Use of the appeal premises entirely reflects these criteria.

5.0. THE APPELLANT'S CASE

4.1. The key matters having regard to planning policy and the reasons for refusal are:

(1) Does the ongoing use result in a material loss of amenity?

(2) Does the ongoing use result in additional traffic movements which would adversely affect highway safety?

(3) Would alternative residential and multiple occupation use of the property be manifestly different to the existing situation?

Amenity

4.2. The Council suggest that the use results in "noise and disturbance" which would be harmful to residential amenity of neighbouring properties.

4.3. In considering this matter, it is material that the use has been on going for in excess of three years without complaint to the local authority or third party representations in respect of either planning application. It may be said that this does not necessarily reflect satisfaction with the use. Nevertheless, the test is one of proven demonstrable harm to interests of acknowledged importance (PPG1, para. 40), and the onus in establishing that harm falls with the local authority. I respectfully suggest that they will have difficulty defending this position having regard to the fact that no harm has resulted over the past 40 or so months.

4.4. Setting this aside, the common areas which local planning authorities cite in these circumstances are noise and disturbance from traffic movements and from the level of activity within the premises. In assessing these issues, I have regard to the nature of use against which control can be exercised by the imposition of conditions, in accordance with Circular 11/95 – see section 6.0 below. It is in my judgement appropriate to control current and future use in this manner.

4.5. As for the current use, I set out at section 2.0, the use is low key in nature. In practice patrons have the option of a continental breakfast leave/return to the premises during rush hour periods. Most take evening meals in the locality and there is no cooking whatsoever on the premises. In consequence there is very little activity within or outside the premises and no loss of amenity as a result of cooking odours or related activities. This has, implicitly, been the experience of neighbours.

4.6. If those circumstances were to change and a bed and breakfast use more akin to tourist accommodation were implemented, then I suggest that circumstances relating to amenity would be largely similar. For example, most people making use of bed and breakfast accommodation for tourist/visitor related activity would wish to leave by no later than 10.00am and, indeed, this is usually the wish of the proprietors. Arrivals would normally be in the late afternoon. There would not be, as in the case of a guest house or hotel, comings and goings throughout the day or areas for outside recreation, eating or general enjoyment.

4.7. Finally in respect of amenity, I return to the emerging local plan and the acknowledgement - in respect of policy WSH18 -, that the locality is by nature noisy and some of the properties may suffer loss of amenity due to this and the proximity of surrounding commercial uses. This is an important material consideration when appraising amenity issues in what is a low key bed and breakfast use. Clearly we are not considering a quiet suburban road or even remotely similar circumstances. The Council, in my view, entirely fail to contemplate this in refusing the application.

Traffic movements

4.8. Traffic movements associated with the use are perhaps 12 –14 per day. I base this on the nature of use and the number of patrons/rooms, as shown on the submitted plans. As I describe at section 2.0, patrons are usually employed in the Reading area and use the appeal premises in a manner which involves an exit journey and return journey during peak periods.

4.9. Reading Road is heavily trafficked at peak times. The additional vehicular movements into and out of the appeal premises do not, of themselves, significantly add to the volume of traffic on Reading Road. Further, there are on site turning facilities and all vehicular movements are made in a forward gear.

4.10. Visibility when exiting the premises is perfectly satisfactory and there is a ghost lane which facilitates waiting space for turning movements when travelling north east towards Reading. With the intermittent changes at the traffic lights, turning in to the appeal site can be undertaken in a perfectly safe and satisfactory manner.

4.11. When travelling towards Wokingham in a south westerly direction, traffic speeds are not excessive as there is often a standing start at the traffic lights which are situated some 40 metres away. Further, due to the number of exits from residential and commercial properties along this section of Reading Road, drivers may reasonably expect turning movements to be taking place. There is no perception of an urban clearway or similar road conditions.

4.12. There is, to our knowledge, no adverse accident record at this point and certainly no accidents associated with the use as bed and breakfast accommodation. It is also noteworthy that because of the nature of occupation, patrons are familiar with traffic and road conditions.

Alternative uses

4.13. It is appropriate and indeed necessary to examine alternative use of the appeal premises. Officers of the Council have correctly expressed the view that a return to Class C3 residential use does not require planning permission (see document 4). From this uses include:

(1) A dwelling in multiple occupation for no more than six persons; and

(2) Use as a dwelling with two bedrooms assigned for bed and breakfast guests.

4.14. In the first case and as a result of the nature of current patrons needs, it would be practical to rearrange the premises as per submitted drawing no. RR/02/298/002. This would include five or six persons with bedrooms on the first floor and communal living space on the ground floor. Rooms would be unsecured by locks as is the case at present.

4.15. In the alternative, the dwelling could be occupied by a family with 2 rooms being let for bed and breakfast purposes. I have experience with Wokingham District that they accept such an arrangement would not require planning permission in a property of this size and nature.

4.16. Both of these alternatives fall within Class C3 and have a material impact in terms of noise/disturbance and traffic movements. Moreover, in the event that this appeal is dismissed, the appellants would be forced into the position a house in multiple occupation. Under these circumstances residents would simply pay rent as opposed to a bed and breakfast tariff.

4.17. The nature of patrons needs makes this a practical alternative which the decision maker is obliged to take into account. It is a pragmatic fall back position which the appellant would adopt.

4.18. In summary, it is clear that the on going use does not result in a material loss of amenity. The additional traffic movements manifestly do not result in adverse highway safety conditions and both of these matters are borne out in occupation of the premises for bed and breakfast purposes over the past 40 or so months. The alternative uses are a practical proposition and would generate entirely similar circumstances in terms of residential amenity and traffic movements. The decision maker is obliged to have regard to these matters.

6.0 SUGGESTED PLANNING CONDITIONS

6.1. In consideration of the particular circumstances of the case, I suggest the following conditions are appropriate. In so doing I have regard to the tests set out within Circular 11/95.

C1 Hotels, boarding + guest houses.

(1) Model condition 48 – insert "bed and breakfast accommodation" and "Class C1"

(2) No hot food should be prepared or cooked on the premises.

(3) The parking area shown on the approved plan shall be retained for that purpose.

6.2. In setting this out I have given consideration that the nature of other Class C1 uses may differ markedly from the relatively low key bed and breakfast accommodation. In a similar way the preparation of hot food on a commercial basis may result in some loss of residential amenity to adjoining properties by reason of odour nuisance. The parking should be retained on site so that it is adequate for the bed and breakfast use.

7.0 SUMMARY AND CONCLUSIONS

7.1 By way of conclusion I set out the following points:

(1) The application to retain the existing use is wholly in accordance with Development Plan and emerging Local Plan policies and there are no other material considerations indicating a case for departure from them.

(2) The continuance of the use would allow for acknowledged and pressing demand to be satisfied for short term bed and breakfast accommodation within the locality. This need is identified within the emerging Local Plan and remains largely unsatisfied.

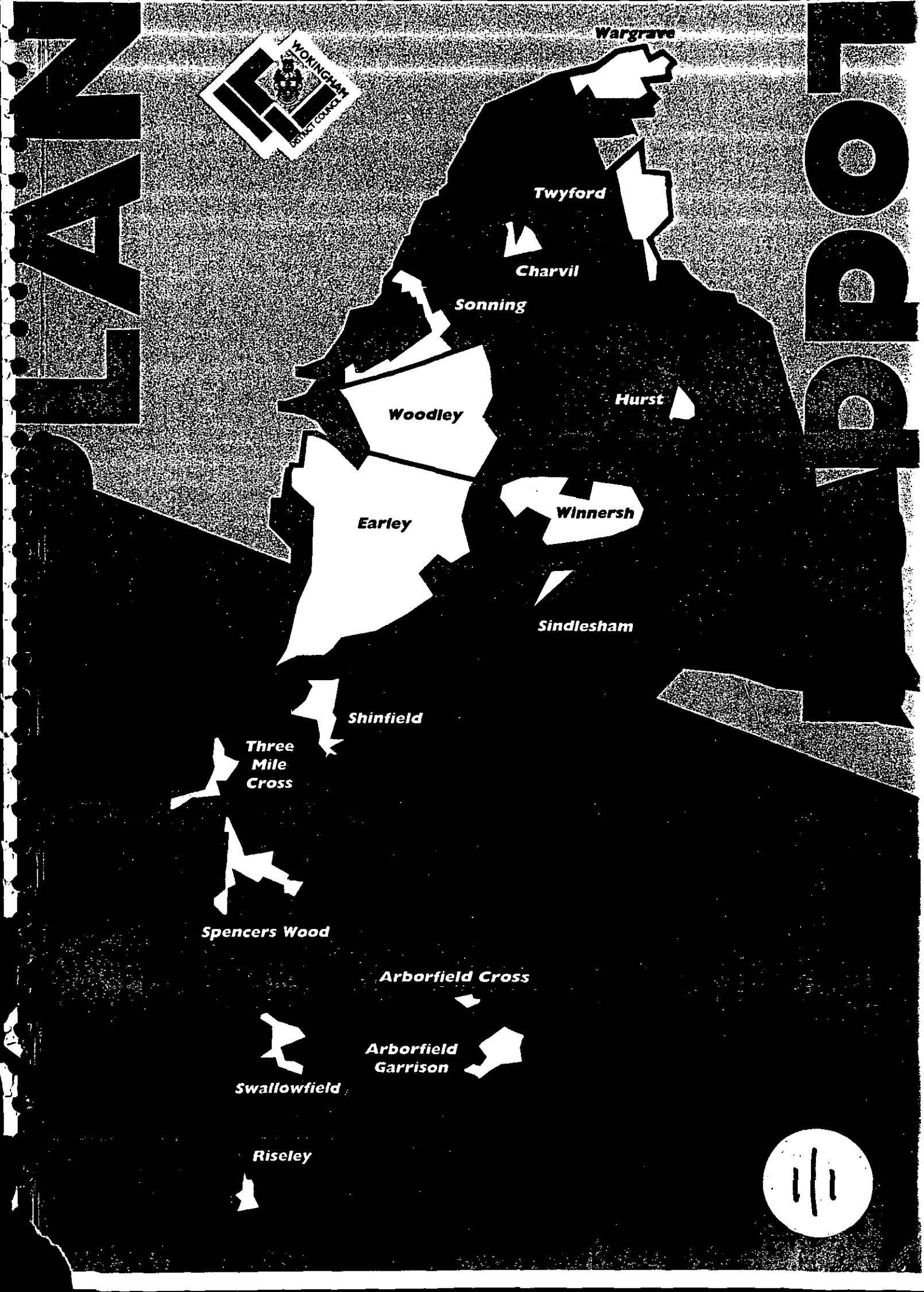
(3) The bed and breakfast accommodation has been operational for in excess of three years. During this period there have been no complaints to the local authority. Of itself, this is evidence that the operation has been carried out without detriment to amenity. This is further evidenced by the lack of third party representations in relation to this and the previous application, where an opportunity to object is available.

(4) Traffic conditions have not been significantly altered by the use. Moreover, the material circumstances are such that there has been and would not be a highway safety issue justifying the withholding of planning permission.

(5) There is no requirement for permission to change the property to a dwelling under Class C1. This is the appellants fall back position in so far as it relates to a house in multiple occupation. It is a practical alternative to which the decision-maker is obliged to have regard. Moreover, and having regard to the nature of the current use, a house in multiple occupation is a realistic and practical alternative. This would be for 5 or 6 persons paying rent as opposed to bed and breakfast tariffs on a monthly basis. Under these circumstances amenity and highways/parking considerations are entirely similar for the alternative as they are fully on going uses.

(6) Setting this aside the property could return to a dwelling with two persons staying in bed and breakfast accommodation, which would not, of itself, require planning permission. Again the circumstances are entirely similar to that which exist.

7.2 Having regard to the foregoing the appeal should be allowed.


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

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

THE FOLLOWING MAY BE SUBJECT TO IMPROVEMENT WORKS:

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

❖ LT5 ROAD SAFETY

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

A) MONITORING OF ACCIDENT STATISTICS TO IDENTIFY BLACKSPOTS;

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

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

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

CAR AND MOTORCYCLE PARKING

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



❖ LT6 PARKING PROVISION

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

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

❖ LR15 CONVERSION OF BUILDINGS TO LOW COST TOURIST ACCOMMODATION

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

Note: See also Policy LC21, Re-use or Conversion of Buildings in Rural Areas for New Commercial Uses.



Camping and Caravanning

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

❖ LR16 CAMPING AND TOURING CARAVAN FACILITIES

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

Guest House/Private Bed and Breakfast Accommodation

1.7.56 Accommodation which is of a higher requirement, e.g. the provision of meals and more than just basic facilities could be offered within existing dwellings. The use of existing dwellings within settlements will offer the opportunity for visitors to see and stay in some of the historic villages. However, there will be dwellings, especially farmhouses, which could offer suitable accommodation within the rural areas. The scale of the use will be of particular concern where it is considered that the use could be of detriment to the rural character of the area.

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

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

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

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

Hotel Accommodation

1.7.58 Within the plan area, there is likely to be a rapidly growing demand for hotel accommodation. This is largely because of the demand from the business sector seeking business accommodation for staff and clients. The Thames Valley is also becoming a popular location for short break holidays, and is becoming used as a touring base for a wide area including London, with visitors making good use of the excellent road and rail network. In particular, the shortage of reasonably priced good hotel accommodation in London is encouraging visitors to stay out of the city in pleasant country locations and travel into London to see the sights. The sensitive reconversion of large country residences could accommodate hotel use providing that no other policies within the local plan are breached.

❖ *LR18 HOTEL DEVELOPMENT*

PROPOSALS FOR HOTEL FACILITIES WILL BE FAVOURABLY CONSIDERED PROVIDED THAT:

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

OR

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

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

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

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



Wokingham District Local Plan

Deposit Draft 1997

Consolidated Document November 1999

November 1999

Water Activities

9.48 The Survey of Active Open Air Recreational Facilities (see para. 9.16) did not indicate additional demand for watersports other than for rowing and fishing. Since then, a rowing lake near Eton has been approved which may satisfy that demand. The more recent District Plan consultation carried out during Spring 1995 indicated a demand for more, affordable, water-based sports. Planning applications for water sports will be considered against Policies WR3/WR13/WGB8, depending on the location of the proposal.

HOTELS AND TOURISM

9.49 Within the plan area there is a demand for hotel accommodation, largely because of the demand from the business sector seeking business accommodation for staff/clients especially within the hi-tech industrial sector. The Thames Valley is also a popular location for short break holidays.

9.50 Besides accommodation, hotels can provide a valuable range of other facilities such as:

a) conference facilities
b) venues for receptions/social occasions
c) recreation facilities including swimming pools and saunas.

9.51 At the time of the last survey in 1991 there were 14 establishments offering serviced accommodation within the plan area, providing a total of 756 bed spaces. Planning permission has since been granted for a hotel at Winnersh Triangle and Thames Valley Park, and for extensions to some existing hotels. Land has been secured by a legal agreement for leisure/recreational facilities at Thames Valley Park, which may include a youth hostel (see Proposal WR23).

9.52 In particular, a need for additional accommodation in Wokingham town centre has been identified (*Wokingham District Council Town Centre Strategy* by C. Buchanan and Partners, July 1994), whilst only 12 establishments throughout the plan area are known to offer bed and breakfast, most having less than three rooms. In view of these findings, changes of use of existing buildings to small scale, low cost, visitor accommodation are encouraged. For a sustainable approach to tourism, accommodation should be within existing settlements, in locations well served by public transport. Exceptions include re-use and minor extension of appropriate buildings in the countryside and small-scale camping sites, subject to the restrictions of other relevant policies in the plan. The sensitive conversion of large country residences could accommodate hotel use providing that no other policies within the plan are breached, especially the encouragement of traffic along unsuitable country roads.

POLICY WR24: GUEST HOUSES AND BED AND BREAKFAST ACCOMMODATION

PROPOSALS FOR THE CHANGE OF USE OF EXISTING BUILDINGS TO SMALL SCALE VISITOR ACCOMMODATION WILL BE ACCEPTABLE SUBJECT TO THE PROVISIONS OF POLICY WR1 AND PROVIDED THAT THE COUNCIL IS SATISFIED THAT:

a) THE USE DOES NOT DETRACT FROM THE CHARACTER OF THE PROPERTY

Cont.

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b) THE RESIDENTIAL AMENITY OF NEIGHBOURING PROPERTIES IS NOT ADVERSELY AFFECTED.

IN ADDITION, PROPOSALS FOR THE RE-USE OF REDUNDANT RURAL BUILDINGS WILL BE EXPECTED TO COMPLY WITH THE DETAILED PROVISIONS OF RURAL ECONOMY POLICY WRE2.

Implementation: Through the development control process.

Monitoring: Planning applications determined.

POLICY WR25: HOTEL ACCOMMODATION WITHIN IDENTIFIED SETTLEMENTS

PROPOSALS FOR HOTEL FACILITIES WITHIN IDENTIFIED SETTLEMENT BOUNDARIES WILL BE FAVOURABLY CONSIDERED SUBJECT TO THE DETAILED PROVISIONS OF POLICY WR1. PARTICULAR ATTENTION WILL BE GIVEN TO ENSURING THAT:

a) THE SCHEME IS SYMPATHETIC TO, AND DOES NOT DETRACT FROM, THE CHARACTER OR AMENITY OF THE AREA, THE SCALE AND CHARACTER OF EXISTING BUILDINGS AND THE CHARACTER OF THEIR SETTING

b) THE COUNCIL IS SATISFIED THAT THE RESIDENTIAL AMENITY OF NEIGHBOURING PROPERTIES IS NOT ADVERSELY AFFECTED

c) FACILITIES ARE LOCATED CLOSE TO PUBLIC TRANSPORT ROUTES.

Implementation: Through the development control process.

Monitoring: Planning applications determined.

POLICY WR26: HOTEL ACCOMMODATION IN THE COUNTRYSIDE

PROPOSALS FOR HOTEL DEVELOPMENT OUTSIDE IDENTIFIED SETTLEMENTS WILL BE CONSIDERED AGAINST THE PROVISIONS OF POLICY WR1 AND COUNTRYSIDE POLICY WCC1. PARTICULAR ATTENTION WILL BE GIVEN TO ENSURING THAT DEVELOPMENT:

a) IS SYMPATHETIC TO, AND DOES NOT DETRACT FROM, THE RURAL CHARACTER OF THE AREA, THE SCALE AND CHARACTER OF EXISTING BUILDINGS AND THE CHARACTER OF THEIR SETTING

b) IS NOT VISUALLY INTRUSIVE.

Implementation: Through the development control process.

Monitoring: Planning applications determined.

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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.

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

Street Lighting

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

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

POLICY WT8: STREET LIGHTING

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

a) THE VOLUME OF PEDESTRIAN AND VEHICULAR FLOWS

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

Cont.

4/2

Tel. (0118) 974 6448 (Direct Line)
Date. November 29, 2002
My ref: F/2002/6222
Your ref:

The Owner /Occupier
6 Robinhood Lane
Winnersh
Wokingham
B erks

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

NOTICE OF INFORMAL HEARING

APPEAL BY: Mr A Gorecki
SITE: 6 Robinhood Lane, Winnersh
PROPOSAL: Proposed change of use of dwelling to bed & breakfast accommodation (retrospective)

This is to inform you that an Inspector appointed by the Secretary of State for the Environment, Transport and the Regions, will hold an Informal Hearing into this Appeal at the Civic Offices, Shute End, Wokingham commencing at 10.00 on Tuesday 17th December 2002.

If you wish, you may attend the Hearing and, at the Inspector's discretion, take part in the discussion.

Documents relating to the appeal may be inspected in the Environmental Services Department (Planning) at the Civic Offices, Shute End, Wokingham, Berkshire during normal office hours (8:30 –17:00 Mondays to Thursdays & 8:30 – 16:00 on Fridays).

Anyone with a disability who wishes to attend the Hearing is advised to contact the Council to check that suitable provisions are available.

If you wish to be notified of the decision, you should write 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 number APP/X0360/A/1091496.

Yours faithfully

Denise Gumbrell

Appeals Assistant

Gregory Gray Associates

CHARTERED TOWN PLANNING CONSULTANTS
'Redcliffe', 17 Dinorben Close, Fleet, Hants, GU52 7SL.
Telephone: 01252 624004 Fax: 01252 684160
E-Mail: info@ggassociates.co.uk

Head of Planning,
Planning Department,
Wokingham District Council,
Shute End,
Wokingham, Berks, RG40 1WR.

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WITH COMPLIMENTS

WOKINGHAM DISTRICT COUNCIL

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSED CHANGE OF USE OF DWELLING TO BED & BREAKFAST ACCOMMODATION (Retrospective)

393 READING ROAD, WINNERSH

PLANNING APPLICATION No. F/2002/6222

STATEMENT BY THE HIGHWAY AUTHORITY

1. The appeal site is located on the north side of Reading Road, Winnersh, approximately 50 metres east of the junction of Reading Road with Robinhood Lane. The junction is controlled by traffic signals.

2. Reading Road (A329) forms part of the Primary Distributor Road network as defined in the Berkshire Design Guide and a 'road of more than local importance' in the Berkshire Structure Plan. It is subject to a 40 mph speed limit.

3. Robinhood Lane (B3030) is defined in the Berkshire Design Guide as a Local Distributor Road and is subject to a 30 mph speed limit.

4. Approximately 55 metres to the east of the appeal site, along Reading Road, is the egress from the local Sainsbury superstore which is controlled by a traffic signalled junction.

5. The approximate average daily traffic flow along this length of Reading Road is 20,000 vehicles (2001 figures).

6. At this location Reading Road has an overall width of 22.5 metres, comprising a 17.4 metre carriageway with a 2.9 metre wide footway

on the south side and a 2.2 metre wide shared footway/ cycleway on the north side.

7. The carriageway is split into four lanes with a hatched safety zone separating the eastbound and westbound lanes, as indicated on plan A in the Appendix.

8. For westbound traffic, the three lanes are dedicated lanes;-
a) for right turning into Robinhood Lane,
b) for straight on towards Reading,
c) for left turning into Kingstreet Lane.

9. DETR publication 'Places Streets and Movements' a companion guide to design Bulletin 32 (GCDB32) sets out criteria with respect to visibility splays. In view of the speed limit on Reading Road (40mph) Table B indicates that a 'y' dimension (major road distance) of 120m is required to allow a vehicle to slow down and stop if necessary, in this instance with an 'x' dimension of 4.5m for busy minor roads and busy private accesses.

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

11. On site measurements have indicated that visibility available from the access, from a 2.4m setback, is to the crossroads (approximately 40m.) to the west (looking right). Visibility to the east (looking left) is acceptable though the post for a road sign partially obstructs it.

12. The proposal to provide bed and breakfast accommodation will necessarily involve an increased number of turning movements into and out of the access from/onto a heavily trafficked distributor road and this is not in the interest of highway safety and the free flow of traffic.

13. These turning movements will be taking place in close proximity to a busy junction of two distributor roads controlled by traffic signals (50m distant) and an egress from a superstore again controlled by traffic signals (55m distant). This could cause danger to other road users

having to slow down while accelerating away from the lights and this is not in the interest of highway safety and the free flow of traffic.

14. DB32 sets out criteria for visibility splays where a driveway meets the back edge of a footway. The recommendation is that both the 'x' and 'y' distances are 2.4m. and the area within this 'envelope' should have clear visibility at a level of 0.6m above road level. An extract from DB32 (fig.114) is included as B in the Appendix.

15. As the driveway meets a shared footway/ cycleway the 'y' distance should be increased and further recommendation in DB32 suggests a stopping distance of 20m. would be appropriate.

16. Along the western boundary of the appeal site is a wall some 1.2m. high with a pillar some 1.5m. high, on the end, where it abuts the footway/ cycleway.

17. From the information contained in para. 16 it is clear that the intervisibility of exiting drivers with pedestrians/ cyclists on the footway/ cycleway is severely impaired by the wall and this is not in the interest of highway safety.

18. There have been 4 recorded personal injury accidents in the past three years on Reading Road in the vicinity of the app eal site. Details of these accidents are included as C in the Appendix.

19. A similar proposal for a change of use to Bed and Breakfast accommodation further to the west, still on the A329, at 397 Wokingham Road, Earley was the subject of an appeal, ref. APP/X0360/A/00/1047142, the Appeal Decision is included as D in the Appendix..

CONCLUSION

In view of the inability to be able to provide the required visibility for vehicles, pedestrians and cyclists and the increased turning movements on a Primary Distributor Road the Inspector is respectfully requested to dismiss this appeal.

APPENDIX

A – PLAN OF READING ROAD

B – EXTRACT FROM DB32

C – ACCIDENT DETAILS

D – APPEAL DECISION

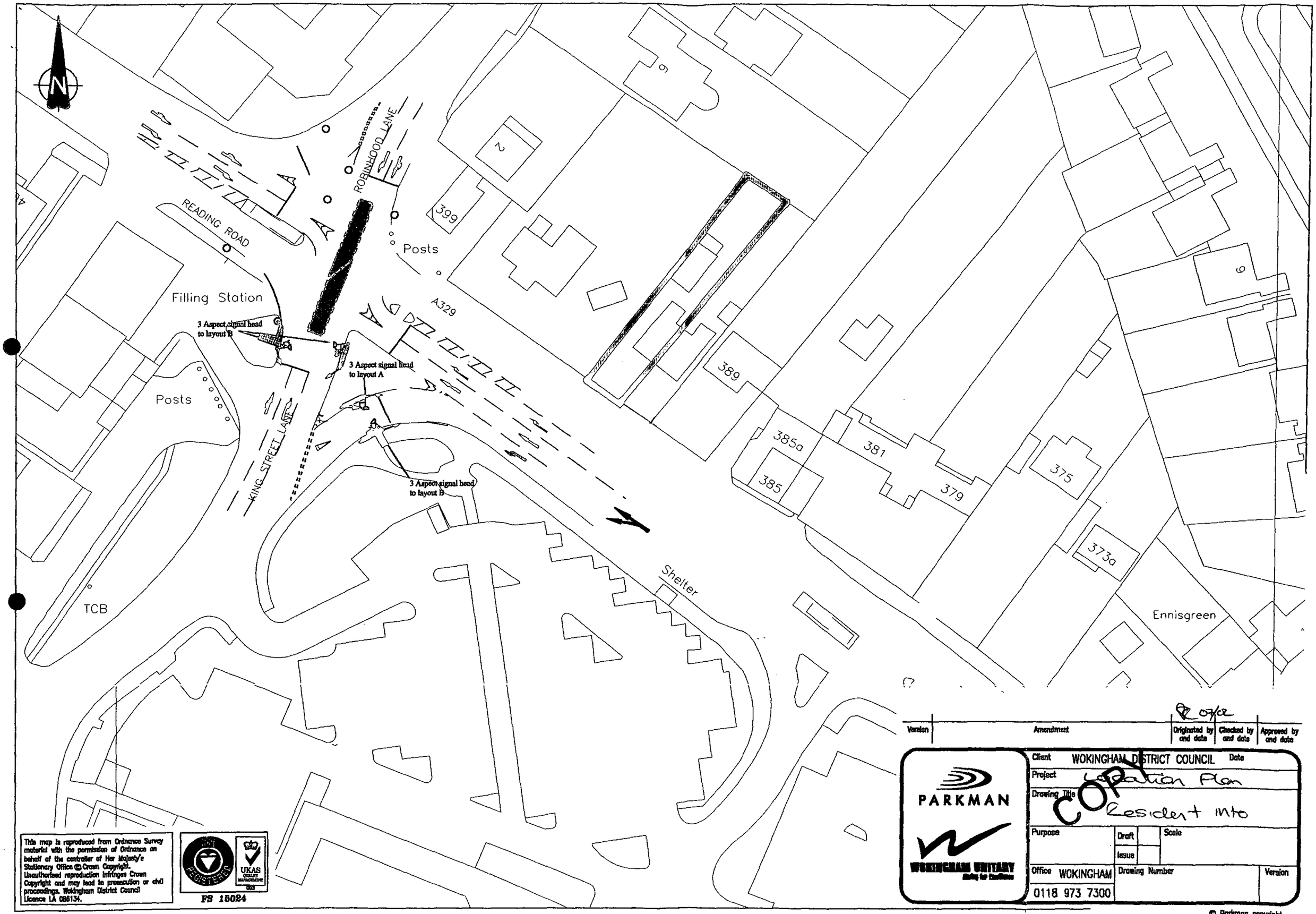
APPENDIX

A – PLAN OF READING ROAD

B – EXTRACT FROM DB32

C – ACCIDENT DETAILS

D – APPEAL DECISION



A

Version	Amendment	Originated by and date	Checked by and date	Approved by and date
		Roger		

PARKMAN

WOKINGHAM UNITARY

Client	WOKINGHAM DISTRICT COUNCIL
Date	
Project	Location Plan
Drawing Title	COPY Resident into
Purpose	
Draft / Issue	
Scale	
Office	WOKINGHAM
	0118 973 7300
Drawing Number	
Version	

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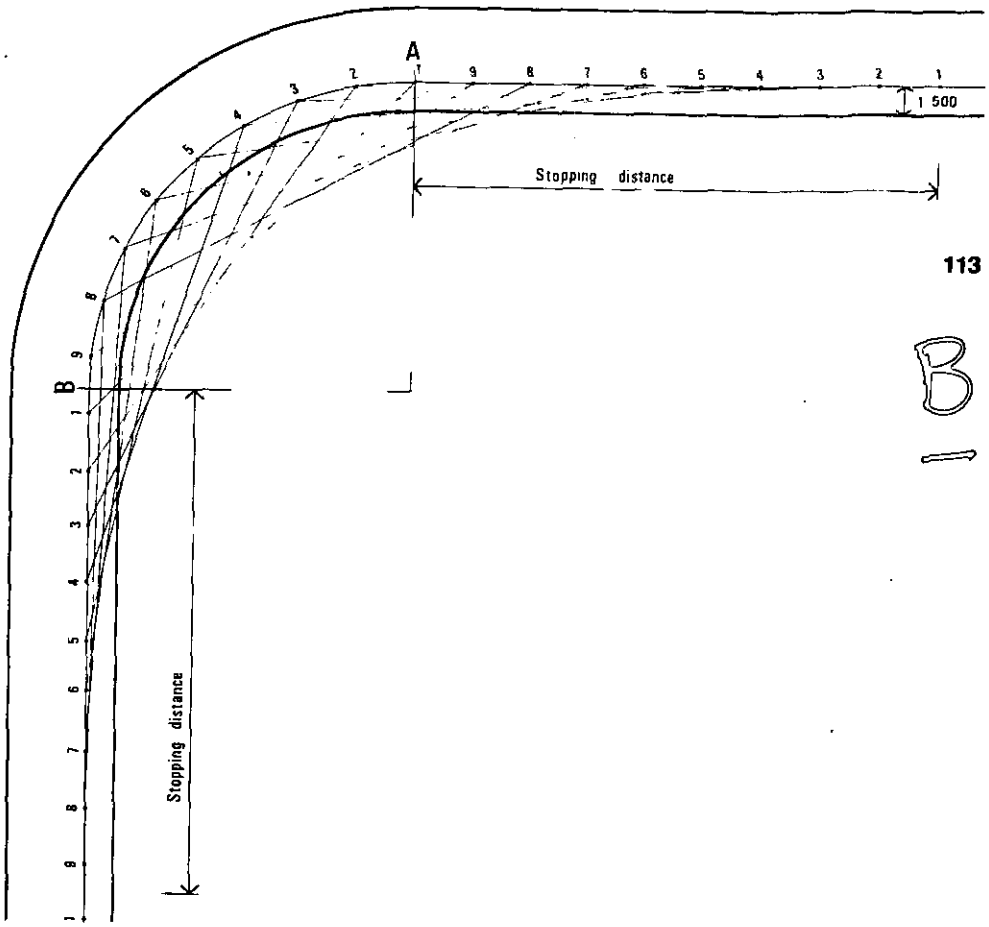
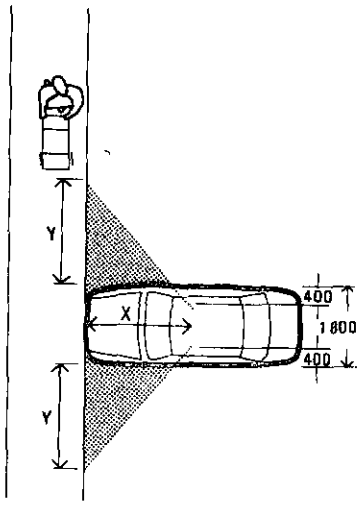


113

(a) X and Y dimensions of 2.4m should be provided where a driveway meets the back edge of a footway (Figure 114), with clear visibility at a level of 0.6m above road level in addition to visibility at the 1.05m level;

(b) an X dimension of 2.4m should be provided where a driveway meets a carriageway or shared surface (Figure 115), though in urban areas with a speed limit of 30mph or less this distance may be reduced to 2m;[54]

(c) the Y dimension where a driveway meets a carriageway (Figure 115) or shared surface should be as set out in Paragraph 3.64.



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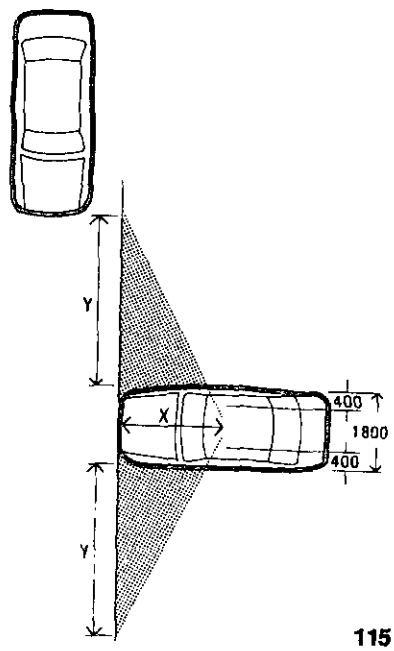

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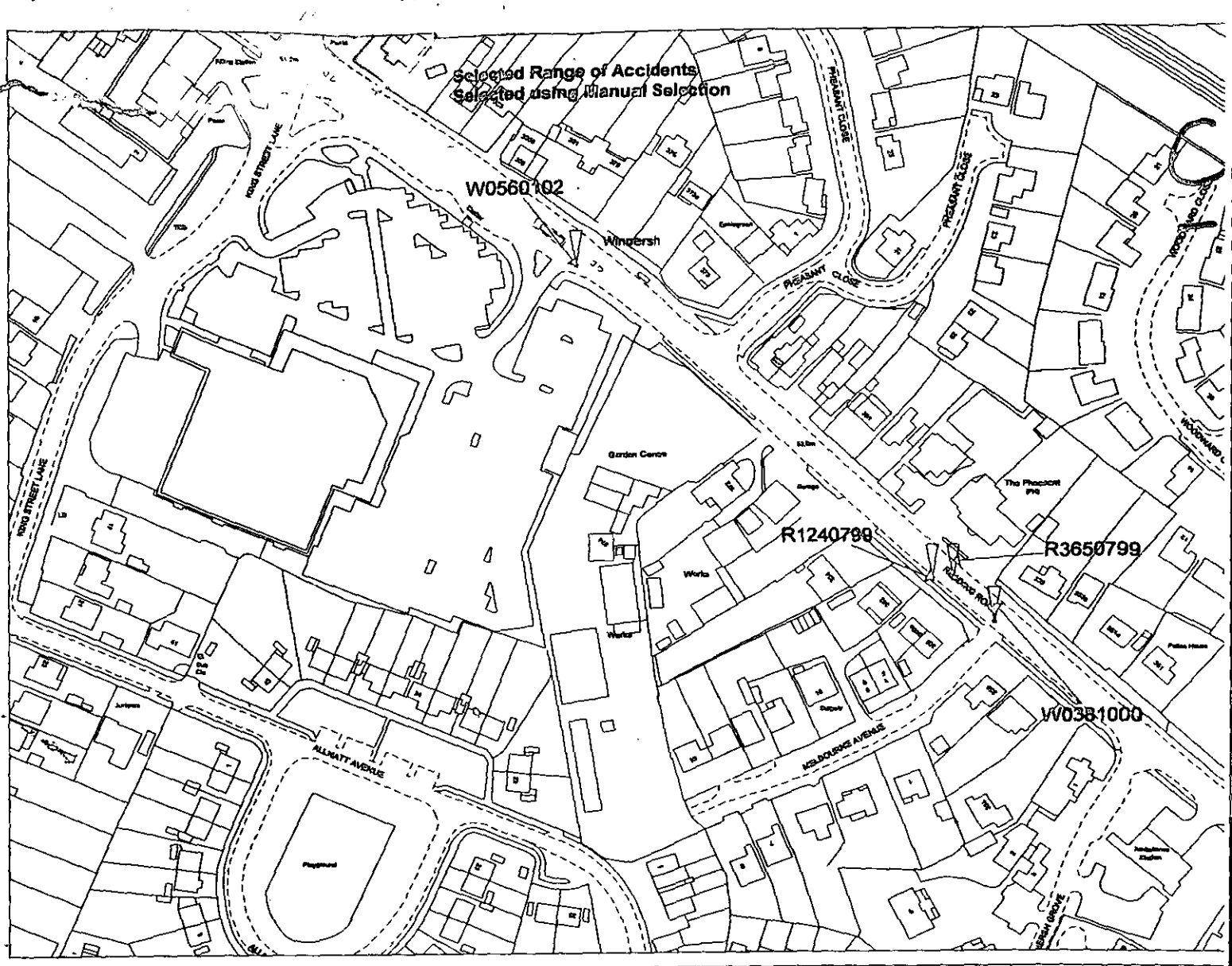

WOKINGHAM UNITARY
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Selected map area

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Accidents between dates **01/04/1999 and 31/03/2002** (36) months

Selection:

Notes:

Police Ref.	Date	Cas.	Sev.	Cycs	Peds	Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Easting	Northing	Location
R1240799	09/07/1999	1	Slight	0	0	0	1	Light	No turn	Dry	1917	478350	170390	A329 READING RD 280M SE ROBINHOOD LN O/S PHEASANT PH WINN
R3650799	31/07/1999	1	Slight	0	0	0	0	Light	No turn	Dry	1208	478357	170390	A329 READING RD OPP PHEASANT P.H. APP 250M SE KING ST. LN WC
W0381000	03/10/2000	1	Slight	0	0	0	0	Light	Right	Wet/Damp	1420	478370	170375	A329 READING RD JCN MELBOURNE AVE, WINNERSH
W0560102	04/01/2002	1	Slight	0	0	0	0	Dark	No turn	Wet/Damp	1947	478231	170500	A329 READING RD JNC S'BURYS ENT APP 110M E JNC KINGS ST LANE
Column Totals		4		0	0	0	1							
No. of Accidents				0	0	0	1							

Total number of accidents listed: 4

Accidents between dates **01/04/1999 and 31/03/2002** (36) months
Selection: **Notes:**

R1240799 09/07/1999 Time 1917 Vehicles 3 Casualties 1 Slight
E: 478350 N:170390 First Road: A 329 Road Type Single carriageway - 2 lanes
Speed limit: 40 Junction Detail:Not at junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at SiteNone Carriageway Hazards None
Place accident reported: At scene DETR Special Projects:
Contributory factors: 12 27
C2 7 C3 TRAV NW 7 STAT IN TRAFF HIT FRM BHND BY HGV1
Occurred on A329 READING RD 280M SE ROBINHOOD LN O/S PHEASANT PH WINNERSH

Vehicle Reference 1 Goods <= 3.5 tonnes Going ahead
Vehicle movement from SW to NE No tow or articulation On the main road
Not restricted lane No skidding, jack-knifing or overturning
Location at impact Not at junction First impact Front Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carriageway Age of Driver 30 Male
Parts damaged: Front Front Front Not hit and run
Breath test Negative

Vehicle Reference 2 Car Waiting to go ahead but held up
Vehicle movement from SW to NE No tow or articulation On the main road
Not restricted lane No skidding, jack-knifing or overturning
Location at impact Not at junction First impact Back Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carriageway Age of Driver 68 Male
Parts damaged: Front Front Front Not hit and run
Breath test Negative

Casualty Reference: 1 Vehicle: 2 Age: 68 Male Driver/rider Severity: Slight
Not a school pupil Postcode RG415LH Seatbelt

Vehicle Reference 3 Car Waiting to go ahead but held up
Vehicle movement from SW to NE No tow or articulation On the main road
Not restricted lane No skidding, jack-knifing or overturning
Location at impact Not at junction First impact Back Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carriageway Age of Driver 27 Male
Parts damaged: Back Back Back Not hit and run
Breath test Negative

Accidents between dates **01/04/1999 and 31/03/2002** (36) months
Selection: **Notes:**

R3650799 31/07/1999 Time 1208 Vehicles 3 Casualties 1 Slight
E: 478357 N: 170390 *First Road:* A 329 *Road Type* *Single carriageway - 2 lanes*
Speed limit: 40 Junction Detail: Not at junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight: street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards None
Place accident reported: At scene *DETR Special Projects:*
Contributory factors: 12 14 16
ALL VEHS TRAV NW. C2 & C3 STAT IN QUEUE FOR ATS SHUNTED BY C1
Occurred on A329 READING RD OPP PHEASANT P.H. APP 250M SE KING ST. LN WOKINGHAM

Vehicle Reference 1 Car Going ahead
Vehicle movement from SE to NW No tow or articulation On the main road
Not restricted lane No skidding, jack-knifing or overturning
Location at impact Not at junction First impact Front Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carriageway *Age of Driver* 36 *Male*
Parts damaged: Front Front Front Not hit and run
Breath test Not requested

Casualty Reference: 1 Vehicle: 1 Age: 37 Female Passenger Severity: Slight
Not a school pupil *Postcode* *Seatbelt*
Front seat car passenger

Vehicle Reference 2 Car Waiting to go ahead but held up
Vehicle movement from SE to NW No tow or articulation On the main road
Not restricted lane No skidding, jack-knifing or overturning
Location at impact Not at junction First impact Back *Hit vehicle:* 1
Hit object in road None Off road: None
Did not leave carriageway Age of Driver 39 Male
Parts damaged: Front Front Front Not hit and run
Breath test Not requested

Vehicle Reference 3 Car Waiting to go ahead but held up
Vehicle movement from SE to NW No tow or articulation On the main road
Not restricted lane No skidding, jack-knifing or overturning
Location at impact Not at junction First impact Back Hit vehicle: 0
Hit object in road None Off road: None
Did not leave carriageway Age of Driver 37 Male
Parts damaged: Back Back Back Not hit and run
Breath test Not requested

Accidents between dates **01/04/1999 and 31/03/2002** (36) months
Selection: **Notes:**

W0381000 03/10/2000 Time 1420 Vehicles 2 Casualties 1 Slight
E: 478370 N: 170375 First Road: A 329 Road Type Single carriageway - 2 lanes
Speed limit: 30 Junction Detail: T or staggered junction Control: Give way Road2: U 7514
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight: street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards None
Place accident reported: At scene DETR Special Projects:
Contributory factors: 16
C2 TRAV NW ON MAIN RD HIT BY C1 TRNG RT FRM SW TO SE
Occurred on A329 READING RD JCN MELBOURNE AVE, WINNERSH

Vehicle Reference 1 Car Turning right
Vehicle movement from SW to SE No tow or articulation Entering the main road
Not restricted lane No skidding, jack-knifing or overturning
Location at impact Approaching junction First impact Offside Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carriageway Age of Driver 42 Male
Parts damaged: Front Offside Not hit and run
Breath test Not requested

Casualty Reference: 1 Vehicle: 1 Age: 42 Male Driver/rider Severity: Slight
Not a school pupil Postcode RG65QA Seatbelt

Vehicle Reference 2 Car Going ahead
Vehicle movement from SE to NW No tow or articulation On the main road
Not restricted lane No skidding, jack-knifing or overturning
Location at impact Approaching junction First impact Nearside Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carriageway Age of Driver 24 Male
Parts damaged: Front Nearside Not hit and run
Breath test Not requested

Accidents between dates **01/04/1999 and 31/03/2002** (36) months
Selection: **Notes:**

W0560102 04/01/2002 Time 1947 Vehicles 2 Casualties 1 Slight
E: 478231 N: 170500 First Road: A 329 Road Type Single carriageway - 2 lanes
Speed limit: 40 Junction Detail: Private drive Control: ATS
Crossing: Control None Facilities: Central refuge Road surface Wet/Damp
Darkness: street lights present and lit Raining without high winds
Special Conditions at Site None Carriageway Hazards None
Place accident reported: At scene DETR Special Projects:
Contributory factors: 12 22 41
C2 TRAV W & SLOWING FOR ATS HIT IN REAR BY C1
Occurred on A329 READING RD JNC S'BURYS ENT APP 110M E JNC KINGS ST LANE WINNERSH

Vehicle Reference 1 Car Stopping
Vehicle movement from E to W No tow or articulation On the main road
Not restricted lane Skidded
Location at impact Approaching junction First impact Back Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carriageway Age of Driver 99 Male
Parts damaged: Front Hit and run
Breath test Driver not contacted

Vehicle Reference 2 Car Stopping
Vehicle movement from E to W No tow or articulation On the main road
Not restricted lane No skidding, jack-knifing or overturning
Location at impact Approaching junction First impact Back Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carriageway Age of Driver 57 Male
Parts damaged: Back Not hit and run
Breath test Not requested

Casualty Reference: 1 Vehicle: 2 Age: 57 Male Driver/rider Severity: Slight
Not a school pupil Postcode SL3 8JT Seatbelt

Highways

Appeal Decision

Site visit made on 3 October 2000

by M A Hillyer BSc MSc CEng MICE FCIWEM

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

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Date 17 OCT 2000

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

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

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

Summary of Decision: The appeal is dismissed.

Procedural Matters

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

Main Issues

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

Planning Policy Context

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

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

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

Consideration

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

Issue 1

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

Issue 2

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

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

occupants of No 399.

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

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

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

Issue 3

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

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

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

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

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

Other Issues

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

Conclusions

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

Formal Decision

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

Information

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

Michael A. Hilliard.

INSPECTOR



Wokingham District Local Plan
Deposit Draft

With Proposed Amendments Highlighted

February 2000

- **Proposed Amendments April 1999**
- **Additional Proposed Amendments September 1999**
- **Proposed Transport Amendments February 2000**

IS CONSERVED WHILST PROVIDING APPROPRIATE DEVELOPMENTS WHICH MEET LOCAL NEEDS

B) GIVE PRIORITY WITHIN a) TO MEETING THE DISTRICT'S ECONOMIC AND SOCIAL NEEDS, INCLUDING THE PROVISION OF LOW-COST HOUSING AND A WIDER RANGE OF EMPLOYMENT OPPORTUNITIES

C) CONSERVING AND ENHANCING THE PATTERN OF TOWN AND PARISH COMMUNITIES BY RETAINING AND EMPHASISING THE BALANCE BETWEEN TOWNS AND VILLAGES, COUNTRYSIDE AND SETTLEMENTS, OPEN RIVER VALLEYS AND ENCLOSED WOODLANDS

D) TO PROVIDE FOR EMPLOYMENT, HOUSING, SHOPPING AND SERVICES IN PLACES THAT MINIMISE THE NEED FOR TRAVEL BY PRIVATE CAR

E) THAT NEW DEVELOPMENT MAKES A POSITIVE CONTRIBUTION TO THE CHARACTER, ENVIRONMENT, LANDSCAPE, HERITAGE WITHIN THE PLAN AREA

F) ~~TO CONSERVE NATURAL RESOURCES TO MINIMISE POLLUTION~~ (PA 1/3)

F1) TO CONSERVE NATURAL RESOURCES (PA 1/3)

F2) TO MINIMISE POLLUTION (PA 1/3)

G) TO SEEK IMPROVEMENTS TO INFRASTRUCTURE, SERVICES AND AMENITIES.

H) TO ENCOURAGE AND SUSTAIN BALANCED RURAL COMMUNITIES (PA 1/1)

I) TO DEVELOP BROWNFIELD SITES IN PREFERENCE TO GREENFIELD SITES (PA 1/2)

Implementation: Through the development control process.

Monitoring: Planning applications determined.

Limiting the Spread of Development

1.6 The 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 special reason to locate there~~ *OR FOR WHICH A RURAL LOCATION IS ESSENTIAL.* **(PA 1/4)** Although these uses are acceptable in principle, they must also be acceptable in practice.

1.7 In order to be consistent in the treatment of settlements having common characteristics, it has been necessary to draw up a definition of the classification of settlements as used in the policies and proposals contained in this plan and as shown on the proposals map.

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

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

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

(iii) be physically and socially cohesive.

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

ARBORFIELD CROSS	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)**

POLICY WOS3: DEVELOPMENT CONTROL PRINCIPLES

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

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

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

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

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

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

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

Implementation: Through the development control process.

Monitoring: Planning applications determined.

Services, Amenities and Infrastructure

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

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

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

Cont.

Water Activities

9.48 The Survey of Active Open Air Recreational Facilities (see para. 9.16) did not indicate additional demand for watersports other than for rowing and fishing. Since then, a rowing lake near Eton has been approved which may satisfy that demand. The more recent District Plan consultation carried out during Spring 1995 indicated a demand for more, affordable, water-based sports. Planning applications for water sports will be considered against Policies WR3/WR13/WGB8, depending on the location of the proposal.

HOTELS AND TOURISM

9.49 Within the plan area there is a demand for hotel accommodation, largely because of the demand from the business sector seeking business accommodation for staff/clients especially within the hi-tech industrial sector. The Thames Valley is also a popular location for short break holidays.

9.50 Besides accommodation, hotels can provide a valuable range of other facilities such as:

a) conference facilities
b) venues for receptions/social occasions
c) recreation facilities including swimming pools and saunas.

9.51 At the time of the last survey in 1991 there were 14 establishments offering serviced accommodation within the plan area, providing a total of 756 bed spaces. Planning permission has since been granted for a hotel at Winnersh Triangle and Thames Valley Park, and for extensions to some existing hotels. Land has been secured by a legal agreement for leisure/recreational facilities at Thames Valley Park, which may include a youth hostel (see Proposal WR23).

9.52 In particular, a need for additional accommodation in Wokingham town centre has been identified (*Wokingham District Council Town Centre Strategy* by C. Buchanan and Partners, July 1994), whilst only 12 establishments throughout the plan area are known to offer bed and breakfast, most having less than three rooms. In view of these findings, changes of use of existing buildings to small scale, low cost, visitor accommodation are encouraged. For a sustainable approach to tourism, accommodation should be within existing settlements, in locations well served by public transport. Exceptions include re-use and minor extension of appropriate buildings in the countryside and small-scale camping sites, subject to the restrictions of other relevant policies in the plan. The sensitive conversion of large country residences could accommodate hotel use providing that no other policies within the plan are breached, especially the encouragement of traffic along unsuitable country roads.

POLICY WR24: GUEST HOUSES AND BED AND BREAKFAST ACCOMMODATION

PROPOSALS FOR THE CHANGE OF USE OF EXISTING BUILDINGS TO SMALL SCALE VISITOR ACCOMMODATION WILL BE ACCEPTABLE SUBJECT TO THE PROVISIONS OF POLICY WR1 AND PROVIDED THAT THE COUNCIL IS SATISFIED THAT:

a) THE USE DOES NOT DETRACT FROM THE CHARACTER OF THE PROPERTY

Cont.

b) THE RESIDENTIAL AMENITY OF NEIGHBOURING PROPERTIES IS NOT ADVERSELY AFFECTED.

IN ADDITION, PROPOSALS FOR THE RE-USE OF REDUNDANT RURAL BUILDINGS WILL BE EXPECTED TO COMPLY WITH THE DETAILED PROVISIONS OF RURAL ECONOMY POLICY WRE2.

Implementation: Through the development control process.

Monitoring: Planning applications determined.

POLICY WR25: HOTEL ACCOMMODATION WITHIN IDENTIFIED SETTLEMENTS

PROPOSALS FOR HOTEL FACILITIES WITHIN IDENTIFIED SETTLEMENT BOUNDARIES WILL BE FAVOURABLY CONSIDERED SUBJECT TO THE DETAILED PROVISIONS OF POLICY WR1. PARTICULAR ATTENTION WILL BE GIVEN TO ENSURING THAT:

a) SCHEME IS SYMPATHETIC TO, AND DOES NOT DETRACT FROM, THE CHARACTER OR AMENITY OF THE AREA, THE SCALE AND CHARACTER OF EXISTING BUILDINGS AND THE CHARACTER OF THEIR SETTING

b) THE COUNCIL IS SATISFIED THAT THE RESIDENTIAL AMENITY OF NEIGHBOURING PROPERTIES IS NOT ADVERSELY AFFECTED

c) FACILITIES ARE LOCATED CLOSE TO PUBLIC TRANSPORT ROUTES.

Implementation: Through the development control process.

Monitoring: Planning applications determined.

POLICY WR26: HOTEL ACCOMMODATION IN THE COUNTRYSIDE

PROPOSALS FOR HOTEL DEVELOPMENT OUTSIDE IDENTIFIED SETTLEMENTS WILL BE CONSIDERED AGAINST THE PROVISIONS OF POLICY WR1 AND COUNTRYSIDE POLICY WCC1. PARTICULAR ATTENTION WILL BE GIVEN TO ENSURING THAT DEVELOPMENT:

a) IS SYMPATHETIC TO, AND DOES NOT DETRACT FROM, THE RURAL CHARACTER OF THE AREA, THE SCALE AND CHARACTER OF EXISTING BUILDINGS AND THE CHARACTER OF THEIR SETTING

b) IS NOT VISUALLY INTRUSIVE.

Implementation: Through the development control process.

Monitoring: Planning applications determined.

4.21 Many of the routes into Wokingham and other settlements are lined with trees and other vegetation that make a significant contribution to environmental character. It is the Council's intention that these 'green' routes should be maintained and enhanced wherever possible. This is to be achieved through protecting the existing trees, managing the trees and other vegetation, resisting inappropriate development, and ensuring a high quality streetscape including trees, hard and soft landscaping, and well-designed signage. In addition, certain stretches of road that have the potential to be green routes, particularly sections running between existing green routes, will be enhanced.

POLICY WBE12: GREEN ROUTES

THE APPEARANCE OF THE GREEN ROUTES AS DEFINED ON THE PROPOSALS MAP WILL BE PROTECTED BY SERVING TREE PRESERVATION ORDERS AND RESISTING DEVELOPMENT THAT WOULD DETRACT FROM THE VISUAL QUALITY OF THESE ROUTES.

THE COUNCIL WILL SEEK TO IMPROVE THOSE SECTIONS OF GREEN ROUTES IDENTIFIED ON THE PROPOSALS MAPS WHERE IMPROVEMENT IS CONSIDERED NECESSARY THROUGH A PROGRAMME OF ENVIRONMENTAL ENHANCEMENT AND OTHER APPROPRIATE MEASURES.

WHERE DEVELOPMENT IS ALLOWED, APPROPRIATE LANDSCAPE AND PLANTING SCHEMES, *IN ACCORDANCE WITH POLICY WBE10*, (PA 4/7) WILL BE REQUIRED.

Implementation: Through the capital programme and the development control process.

Monitoring: Through quality of the environment surveys.

4.22 The Council would like to see tree cover in the District, particularly on routes that are well used, further improved. It will therefore encourage additional planting of appropriate species in suitable locations.

POLICY WBE13: STREET TREE PLANTING

THE COUNCIL WILL ENCOURAGE STREET TREE PLANTING WHERE APPROPRIATE, PARTICULARLY WHERE DEVELOPMENT FRONTS ONTO IMPORTANT PUBLIC ROUTES. IN CONSIDERING TREE PLANTING SCHEMES THE COUNCIL WILL WISH TO ENSURE THAT THE SIZE, FORM AND SPECIES ARE APPROPRIATE TO THE CHARACTER OF THE STREET SCENE.

Implementation: Through the development control process, including use of section E of the Planning Guidelines and through highway management and improvement schemes.

Monitoring: Check quantity of new planting.

THE RESIDENTIAL ENVIRONMENT

4.23 The Council is in a good position to bring together landowners, public bodies and other interested parties to implement environmental improvements. A full list of the schemes that the Council currently has under consideration is available separately from this document.

POLICY WBE14: ENVIRONMENTAL ENHANCEMENTS

THE COUNCIL WILL SEEK TO IMPLEMENT SCHEMES OF ENVIRONMENTAL ENHANCEMENT, WHERE APPROPRIATE, THROUGHOUT THE PLAN AREA. WHERE DEVELOPMENT ADJACENT TO THE AREA IS IDENTIFIED BY THE COUNCIL AS HAVING AN EFFECT ON THE ENHANCEMENT SCHEME THE COUNCIL WILL SEEK SUPPORT FOR THE SCHEME FROM THE DEVELOPER.

Cont.

POLICY FRAMEWORK

National Policy

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

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

Strategic Policy

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

Supplementary Planning Guidance

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

THE BUILT ENVIRONMENT

DESIGN PRINCIPLES

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

POLICY WBE1: DEVELOPMENT IN ITS LOCAL CONTEXT

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

a) ITS ENVIRONMENTAL IMPACT

b) ITS VISUAL IMPACT

c) ACCESSIBILITY

Cont.

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

e) THE LOCAL TOWNSCAPE

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

g) SAFETY AND SECURITY

h) THE PRIVACY AND AMENITY OF THE EXISTING ENVIRONMENT

i) SUPPLEMENTARY PLANNING DESIGN GUIDANCE ADOPTED BY THE COUNCIL.

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

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

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

POLICY WBE2: IMPROVING ON THE LOCAL CONTEXT

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

Implementation: Through the development control process.

Monitoring: Check quality of development on the ground.

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

POLICY WBE3: CHARACTER OF LARGE SCALE DEVELOPMENT

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

Cont.

POLICY WT5: ACCESS TO TOWN CENTRES

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

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

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

Implementation: Through the annual capital programme ~~of transport investment~~. *AND THE FIVE YEAR LOCAL TRANSPORT PLAN PROGRAMME* {T/10}

Monitoring: Through ~~Travel in Berkshire~~, *THE ROAD TRAFFIC REDUCTION ACT AND THE LOCAL TRANSPORT PLAN*, {T/10} other transport statistics and surveys.

Parking

10.32 In applying the parking standards, set out at Appendix 7, the District Council will have regard to whether a public transport alternative is available, and if so, its quality in terms of frequency and range of destinations served. In some cases, rather than to make provision on site, e.g. where it would lead to a multiplicity of crossings over heavily used footways or where it could only be used for a single purpose such as staff parking in connection with offices, it would be better to make communal provision. Thus in the centres of Wokingham, Woodley, Earley and Twyford, as defined on the inset maps, parking will be provided in communal areas and on-site parking will be restricted to that required for operational purposes only.

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

10.34 There is already concern about on-street parking, particularly as an impediment to the movement of emergency vehicles. Control of on-street parking is needed in congested areas and in particular in residential areas close to town centres. Also, the space used for on-street parking could be used to increase the width of pavements and other pedestrian areas. However, the policies do not restrict the availability of on-street parking where this is appropriate, for example, for casual visitors to residential properties or for short term parking in shopping areas.

10.35 In making suitable provision for parking, the needs of disabled people require special consideration.

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

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

POLICY WT6: PARKING PROVISION

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

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

THE COUNCIL WILL SEEK THE PROVISION OF COVERED, WELL LIT AND SECURE CYCLE PARKING WITHIN CAR PARKS AND IN OTHER LOCATIONS WHERE IT IS LIKELY TO BE NEEDED SUCH AS SHOPPING CENTRES, RAILWAY STATIONS, SCHOOLS, LIBRARIES, DOCTORS' SURGERIES, COUNTRY PARKS AND LEISURE FACILITIES. CYCLE STANDS FOR INDIVIDUAL OR PAIRS OF CYCLES WILL BE SITED WHERE LARGER CYCLE PARKS ARE NOT APPROPRIATE. (PA 10/4)

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

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

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

Monitoring: ~~Through surveys of need including problems caused by vehicles parked on street, restricting access particularly by the emergency services, and problems of cycle parking on the pavement and obstruction.~~ *THROUGH THE LOCAL TRANSPORT PLAN PROCESS.* {T/11}

Safety

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

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

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

The provision of street lighting is an important aid to safety at night and promotes security and a sense 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.

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.

The Planning Inspectorate

For offical use only Date received

QUESTIONNAIRE

PLANNING, LISTED BUILDING CONSENT OR CONSERVATION AREA CONSENT

APPEAL REF: APP/X0360/A/02/1091496 GRID REF: _____

APPEAL BY: Mrs A Gorecki

SITE: 393 READING RD, WINNERSH

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.***	2	
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?	11/07/02	
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	3	
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 06/06/02 OUR Ref: F/2002/6222.

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

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WOKINGHAM DISTRICT COUNCIL

TOWN AND COUNTRY PLANNING ACT 1990

APPEAL BY: Mr A Gorecki
SITE: 393 Reading Rd, Winnersh
APPLICATION NO.: 6222
PROPOSAL: **Proposed change of use of dwelling to bed & breakfast accommodation (retrospective)**

LIST OF PERSONS CIRCULATED WITH NOTICE OF APPEAL

District Councillor(s) for Winnersh

Mr D Ball

Mrs P Bray

Mrs E Siggery

Clerk(s) of Parish / Town Council of Winnersh

Mrs J Harlin, Winnersh Community Centre, New Rd, Sindlesham, Wokingham RG41 5DU

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

Disabled Access Officer, WDC

The Owner/Occupiers of the following addresses in Winnersh:

6 & 8 Robinhood Lane

385a, 389, 391 (Flats 1 & 2) 393 & 397 Reading Road
and Mitsubishi Motors Reading Roads.

HIGHWAYS CONSULTATION SHEET

From: Emy Circuit **Date:** 08 April 2002

Application Number: F/2002/6222

Proposal: Proposed change of use of dwelling to bed and breakfast accommodation. (Retrospective)

Parish: WINNERSH PARISH

Site Address:
393, Reading Road, Winnersh, Wokingham.

Applicant:
Mrs A Gorecki C/O Gregory Grey Associates.

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).

As previous F/1999/0129

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

14.5.02

To:
Highways

From: Simon Lewis

Date: 13 December 1999

Application Number: F/1999/0129

Proposal: Proposed change of use of first floor for C1 use (Retrospective)..

Site Address:
393, Reading Road, Winnersh.

Applicant:
Mrs A Gorecki C/O Martin And Pole Nicholas.

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

RECOMMENDATION FOR REFUSAL

THE PROPOSED CHANGE OF USE WOULD GENERATE ADDITIONAL TRAFFIC MOVEMENTS INTO AND OUT OF A PRIMARY DISTRIBUTOR ROAD IN CLOSE PROXIMITY TO THE SIGNALISED WINNERSH CROSSROADS WHICH WOULD ADVERSELY AFFECT HIGHWAY SAFETY AND THE FREE FLOW OF TRAFFIC ALONG THE A329, READING ROAD.

N.S. Tait

5-1-00

FROM: Emy Circuit

RECEIVED
10 APR 2002

DELEGATED

DATE: 08 April 2002

WINNERSH PARISH CONSULTATION SHEET

Application Number: F/2002/6222

Proposal: Proposed change of use of dwelling to bed and ~~breakfast accommodation~~. (Retrospective).

PLANNING S
01 MAY 2002
COPIES TO
ACK:
FILE:

Site Address: 393, Reading Road, Winnersh, Wokingham.

Applicant: Mrs A Gorecki C/O Gregory Grey Associates.

Your observations are required in respect of this application ~~by 02/05/2002~~.

No comments

SIGNED: _____ DATE: 30.04.02

Clerk To Winnersh Parish/Town Council.

Emy Circuit

From: Joe Dray
Sent: 22 April 2002 13:55
To: Emy Circuit
Subject: 393 Reading Rd Winnersh

F/2002/6222
Proposed change of use of dwelling to bed and breakfast accommodation (retrospective)
393 Reading Road
Winnersh

I have no objections to this application

JOE DRAY
Senior Environmental Health Officer
Environmental Protection & Housing
Wokingham District Council
Tel: 01189 746516
Fax: 01189746401
Joe.Dray@wokingham.gov.uk
www.wokingham.gov.uk

Emy Circuit

From: Joe Dray
Sent: 18 April 2002 13:32
To: Emy Circuit
Subject: F/2002/6222 - 393 Reading Road Winnersh

Hi
This job has been tranferred to me because it is a 'housing issue'. I am trying to arrange a visit to the site and having trouble getting hold of the applicant. I discussed the matter with Tony Sheath in the Commercial Team and he was aware of problems with fire precautions and means of escape in the past. I hope to get a chance to check this out but you may wish to consult with the fire authority.

Will get back to you as soon as possible

JOE DRAY
Senior Environmental Health Officer
Environmental Protection & Housing
Wokingham District Council
Tel: 01189 746516
Fax: 01189746401
Joe.Dray@wokingham.gov.uk
www.wokingham.gov.uk

LODDON AREA LOCAL PLAN

Adopted 5 May 1995

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

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

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

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

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

(iii) be physically and socially cohesive.

On this basis the following policy is put forward.

❖ LTV1 'IDENTIFIED SETTLEMENTS'

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

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

LIMITING THE SPREAD OF DEVELOPMENT

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



❖ LTV2 DEVELOPMENT IN RURAL AREAS

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

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

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

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

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

(D) MINERAL EXTRACTION;

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

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

(G) PUBLIC UTILITIES THAT CANNOT BE LOCATED ELSEWHERE;

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

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

NEW SETTLEMENTS IN RURAL AREAS

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

❖ *LTV3 NEW SETTLEMENTS IN RURAL AREAS*

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

DEFINITION OF BOUNDARIES

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

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

❖ LR15 CONVERSION OF BUILDINGS TO LOW COST TOURIST ACCOMMODATION

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

Note: See also Policy LC21, Re-use or Conversion of Buildings in Rural Areas for New Commercial ...es.



Camping and Caravanning

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

❖ LR16 CAMPING AND TOURING CARAVAN FACILITIES

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

Guest House/Private Bed and Breakfast Accommodation

1.7.56 Accommodation which is of a higher requirement, e.g. the provision of meals and more than just basic facilities could be offered within existing dwellings. The use of existing dwellings within settlements will offer the opportunity for visitors to see and stay in some of the historic villages. However, there will be dwellings, especially farmhouses, which could offer suitable accommodation within the rural areas. The scale of the use will be of particular concern where it is considered that the use could be of detriment to the rural character of the area.

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

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

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

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

Hotel Accommodation

1.7.58 Within the plan area, there is likely to be a rapidly growing demand for hotel accommodation. This is largely because of the demand from the business sector seeking business accommodation for staff and clients. The Thames Valley is also becoming a popular location for short break holidays, and is becoming used as a touring base for a wide area including London, with visitors making good use of the excellent road and rail network. In particular, the shortage of reasonably priced good hotel accommodation in London is encouraging visitors to stay out of the city in pleasant country locations and travel into London to see the sights. The sensitive reconversion of large country residences could accommodate hotel use providing that no other policies within the local plan are breached.

❖ *LR18 HOTEL DEVELOPMENT*

PROPOSALS FOR HOTEL FACILITIES WILL BE FAVOURABLY CONSIDERED PROVIDED THAT:

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

OR

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

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

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

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

1.4 QUALITY AND CONSERVATION OF THE BUILT ENVIRONMENT



NEW DEVELOPMENT, REDEVELOPMENT AND REFURBISHMENT

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

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

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

❖ *LBE1 DESIGN OF NEW DEVELOPMENT*

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

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

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

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

❖ *LBE2 INAPPROPRIATE DESIGN*

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

ENVIRONMENTAL IMPROVEMENT

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

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

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

❖ *LBE3 REFURBISHMENT AND REDEVELOPMENT*

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

❖ *LBE4 ENVIRONMENTAL ENHANCEMENT SCHEMES*

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

SUNLIGHT, DAYLIGHT AND NOISE

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

❖ ***LBE5 SUNLIGHT AND DAYLIGHT***

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

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

THE FOLLOWING MAY BE SUBJECT TO IMPROVEMENT WORKS:

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

❖ LT5 ROAD SAFETY

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

A) MONITORING OF ACCIDENT STATISTICS TO IDENTIFY BLACKSPOTS;

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

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

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

CAR AND MOTORCYCLE PARKING

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



❖ LT6 PARKING PROVISION

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

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

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

65694

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

Your Ref: F/2002/6222

Our Ref: APP/X0360/A/02/1091496

Date: 3 February 2003

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY MRS A GORECKI
SITE AT 393 READING ROAD, WINNERSH, BERKSHIRE, RG41 5LU

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

The attached leaflet explains the right of appeal to the High Court against the decision and how the documents can be inspected.

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

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

Phone No. 0117 372 8252

Fax No. 0117 372 8139

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

Yours faithfully

Mrs Margaret Pocock

COVERDL1

The Planning Inspectorate

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

Direct Line 0117-3728901
Switchboard 0117-3728000
Fax No 0117-
GTN 1371-8901

63222

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

Your Ref: F/2002/6222

Our Ref: APP/X0360/A/02/1091496

Date: 12 November 2002

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY MRS A GORECKI
SITE AT 393 READING ROAD, WINNERSH, BERKSHIRE, RG41 5LU

NOTIFICATION OF INSPECTOR

I am writing to inform you that the Inspector appointed to hold the hearing into the above appeal will now be:

Mr Nigel Payne BSc(Hons) DipTP MRTPI MIMGT.

You have already been given notice of the arrangements for this hearing.

Yours faithfully

Mr Neil Ackland

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

206C

The Planning Inspectorate

58551

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

Direct Line 0117-3728775
Switchboard 0117-3728000
Fax No 0117-3728804

GTN 1371-8775

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

Your Ref: F/2002/6222

Our Ref: APP/X0360/A/02/1091496

Date: 11 July 2002

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY MRS A GORECKI
SITE AT 393 READING ROAD, WINNERSH, BERKSHIRE, RG41 5LU

I am writing to advise you that the hearing into this appeal will start at 10:00 on Tuesday 17 December 2002 at the Council Offices, Shute End, Wokingham. Please arrange a car-parking space for the Inspector. Could you send the details, together with a location plan of the venue, to the case officer quoting our appeal reference number.

The name of the Inspector will be confirmed to you at a later date.

Please write to those persons you consider appropriate, telling them about the hearing details at least 2 weeks before the hearing date. Your letter should cover:

- An Inspector has been appointed by the Secretary of State to determine this appeal;
- The location of the site and a description of the development;
- Where your, and the appellant's, statements and future comments can be inspected;
- that they may attend the hearing, and at the Inspector's discretion, give their views;
- that we will send a copy of the decision letter only to those who ask for one in writing;
- what facilities are available for people with disabilities e.g. parking spaces, access and seating arrangements etc.

If you have not already done so, please send 2 copies of your written statement to the case officer and one copy to any statutory party. We must receive it within 6 weeks of the starting date.

If you consider it appropriate, please notify the press of the hearing. Please also note that people with disabilities who may be concerned about facilities at the hearing venue have been advised to write to, or contact your Council to confirm that proper provisions are in place.

We aim to issue decisions within 7 weeks of the close of the hearing. If there is likely to be significant delay, we will let you know.

Yours faithfully

K Hallett

Miss Kate Hallett

206J(BPR)

Tel: (0118) 974 6448 (Direct Line)
Fax: (0118) 974 6484
Date: July 22, 2002
My ref: F/2002/6222
Your ref: APP/X0360/A/02/1091496

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

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

Dear Mrs Pocock

APPEAL BY: **Mrs A Gorecki**

SITE: **393 Reading Rd, Winnersh**

HEARING DATE: **TUESDAY 17 DECEMBER 2002**

Enclosed with this letter is a leaflet showing the venue for the Hearing Inquiry & the car park recommended for the Inspector's use. Both are circled in red.

Please forward this letter & the leaflet to the Inspector concerned.

I hope this is helpful, and that the Inspector finds a parking space without a problem.

Yours sincerely

Denise Gumbrell (Mrs)
Appeals Assistant
Enc.

The Planning Inspectorate

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

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

58618

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

Your Ref: F/2002/6222

Our Ref: APP/X0360/A/02/1091496

Date: 12 July 2002

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY MRS A GORECKI
SITE AT 393 READING ROAD, WINNERSH, BERKSHIRE, RG41 5LU

I enclose a copy of the appellant's statement 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.

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

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

Yours faithfully

pp Mrs Margaret Pocock

211AL(BPR)

Tel. (0118) 974 6448 (Direct Line)
Date: July 11, 2002
My ref: F/2002/6222
Your ref: APP/X0360/A/02/1091496

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

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

Dear Mrs Pocock

APPEAL BY: Mr A Gorecki
SITE: 393 Reading Rd, Winnersh

With reference to this appeal, I enclose 2 copies of the statements of case prepared by the LPA & Highway Authority.

Yours sincerely

Denise Gumbrell (Mrs)
Appeals Assistant

Enc

The Planning Inspectorate

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

Direct Line 0117-3728775
Switchboard 0117-3728000
Fax No 0117-3728804

GTN 1371-8775

58074 DC EXC

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

CR4

Your Ref: F/2002/6222

Our Ref: APP/X0360/A/02/1091496

Date: 28 June 2002

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY MRS A GORECKI
SITE AT 393 READING ROAD, WINNERSH, BERKSHIRE, RG41 5LU

I am writing to tell you that we propose to hold a hearing into this appeal at 10:00 on Tuesday 17 December 2002 at a venue to be arranged.

It is now our policy to allow only one refusal of a hearing date, before we fix a date, time and place for a hearing. If you refuse the date offered you should give a good reason for doing so.

If you cannot accept the date offered you may agree a reasonable alternative with the other party. The availability of the Inspector is a crucial factor in this process. We will let you know whether we can supply an Inspector for any date you agree between yourselves, but it must meet with our general aim of deciding appeals quickly.

You can reply to me by telephone or letter. If I do not hear from you by Tuesday 9 July 2002, I will assume that the proposed hearing date is acceptable, and that you are not intending to negotiate an alternative hearing date with the other party.

You should not assume that the hearing date offered here is the one that will eventually go ahead. We will write to you again to confirm final arrangements.

Yours faithfully

Miss Kate Hallett

NB: Only correspondence concerning the hearing date (and venue) should be addressed to the above room. All other correspondence should be addressed to the case officer mentioned in the initial letter.

Tel. (0118) 974 6448 (Direct Line)
Date: June 6, 2002
My ref: F/2002/6222
Your ref: APP/X0360/A/02/1091496

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: Mrs A Gorecki
SITE: 393 Reading Rd, Winnersh

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 6, 2002
My ref: F/2002/6222
Your ref:RR/02/298

Gregory Gray Associates
17 Dinorben Close
Fleet
Hants
GU52 7SL

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

Dear Sirs

APPEAL BY: **Mrs A Gorecki**
SITE: **393 Reading Rd, Winnersh**

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

I have also sent copies to The Planning Inspectorate.

Yours faithfully

Denise Gumbrell (Mrs)
Appeals Assistant

Enc

The Planning Inspectorate

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

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

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

Your Ref: F/2002/6222

Our Ref: APP/X0360/A/02/1091496

Date: 30 May 2002

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY MR A GORECKI
SITE AT 393 READING ROAD, WINNERSH, BERKSHIRE

We have decided that a hearing will be held into this appeal and we will now arrange a date.

I am the case officer and, 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 date of this letter is the **starting date** for the appeal.

You must **submit** the following documents within this timetable:

Within 2 weeks from the starting date -

You must notify any statutory parties and 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 and supporting documents, including relevant development plan policies to the appellant and me.

Within 6 weeks from the starting date -

You and the appellant must submit 2 copies of your hearing statement to me. I will send a copy of your hearing statement to the appellant and send you a copy of their hearing statement. You and the appellant must send a copy of your hearing statements to any statutory parties. 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.

You **must keep to the timetable** set out above and ensure that 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. As I have given details of the timetable, I will not send you reminders.

Withdrawing the appeal

If you hear that the appeal is to be withdrawn, please telephone me immediately. If I receive written confirmation of this from the appellant, I will write to you.

Further information about the terms we use in this letter and appeal procedures is on the attached sheet.

Yours faithfully

Mrs Margaret Pocock

H4B(BPR)

Questionnaire

The appeal questionnaire must be sent complete with copies of all necessary documents referred to in it. It is particularly essential to us that details of all relevant development plan policies are included with the questionnaire at this early stage.

Hearing Statement

In your hearing statement you will need to give full details of the case which you will put forward at the hearing. You must include copies of any documents, including copies of maps and plans, to which you intend to refer. Please also include a list of any conditions or limitations you would agree to, if the appeal were to be allowed. The format of a statement for hearing cases is in Annex 2(i) of DETR Circular 05/2000.

Statutory parties

'Statutory parties' are owners or tenants of the appeal site who made comments within the time limit on the application or appeal. You must give details of any statutory parties at application stage in reply to question 15e of the questionnaire. I will tell you about any statutory parties at appeal stage, before your hearing statement is due.

Late Representations

Comments or representations received after any of the time limits will normally be disregarded and we will send them back. Late representations will only be considered in extraordinary circumstances.

Costs

Costs can be awarded in hearing cases. If a hearing is subsequently adjourned because of the submission of late evidence, there is the possibility of a successful claim of costs. DOE Circular 8/93 gives more advice.

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, a final draft must be submitted at least 10 working days before the date of a hearing. Obligations should be completed by the close of a hearing. An Inspector will not normally delay the issue of a decision to wait for the completion of an obligation.

Gregory Gray Associates
CHARTERED TOWN PLANNING CONSULTANTS
'Redcliffe', 17 Dinorben Close, Fleet, Hants, GU52 7SL.
Telephone: 01252 624004 Fax: 01252 684160
E-Mail: info@ggassoociates.co.uk

The Planning Inspectorate,
Room 3/15A,
Eagle Wing,
Temple Quay House to the Square,
Temple Quay, Bristol, BS1 6PN.

23rd May 2002

Our Ref: NL/01/272

Dear Sir,

APPEAL BY MRS A GORECKI
393 READING ROAD, WINNERSH, BERKSHIRE.

We enclose the appeal proforma duly completed along with the relevant plans and particulars.

We confirm that a copy of these papers have been forwarded to the local planning authority.

Yours faithfully,

Mark Leedale.

The Planning Inspectorate

For official use only
Date received

PLANNING APPEAL FORM

Please send each appeal on a separate form

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

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

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

A. APPELLANT DETAILS

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

Name Mrs A Gorecki

Address c/o the agent

Your reference

Daytime phone no

Fax no

Postcode

E-mail address

B. AGENT DETAILS (if any)

Name Gregory Gray Associates, Chartered Town Planning Consultants

Address 17 Dinorben Close
Fleet
Hampshire
Postcode GU52 7SL

Your reference RR/02/298

Daytime phone no 01252 624004

Fax no 01252 684160

E-mail address infor@ggassociates.co.uk

C. LOCAL PLANNING AUTHORITY (LPA) DETAILS

Name of the LPA Wokingham District

Date of the planning application 21st March 2002

LPA's application reference no F/2002/6222

Date of LPA's decision notice (if issued) 15th May 2002

D. APPEAL SITE ADDRESS

Address 393 Reading Road, Winnersh, Berkshire

Postcode RG41 5LU

National grid reference

(Please see the key on an Ordnance Survey map for instructions; this should be 2 letters and 6 numbers, eg TQ 298407)

E. DESCRIPTION OF THE DEVELOPMENT

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

Retention of bed and breakfast accommodation

Size of the whole appeal site (*in hectares*)

0.037

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

120.00

F. REASON FOR THE APPEAL

This appeal is against the decision of the LPA to:

*Please tick **one** box only* ✓

1. Refuse planning permission for the development described in Section E. ☑
2. Grant planning permission for the development subject to conditions which you do not like. ☐
3. Refuse approval of details listed under a previous outline planning permission. ☐
4. Grant approval of details listed under a previous outline planning permission subject to conditions which you do not like. ☐
5. Refuse to approve any matter required by a condition on a previous planning permission *(other than those in 3 or 4 above)*. ☐

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

G. GROUNDS OF APPEAL

If you want your appeal dealt with by the written procedure, your **FULL STATEMENT MUST** be made, otherwise we will return the appeal form. You should give a clear explanation of why you disagree with each of the LPA's reasons for not granting permission, if appropriate. Please continue on a separate sheet(s) if you need to and attach them to this form. If you have requested a hearing or an inquiry, please provide a brief outline of your case.

Please refer to attached

Gregory Gray Associates
CHARTERED TOWN PLANNING CONSULTANTS
'Redcliffe', 17 Dinorben Close, Fleet, Hants GU52 7SL
Telephone: 01252 624004 Fax: 01252 684160
E-mail : info@ggassociates.co.uk

G. GROUNDS OF APPEAL

The appellants' case will establish the following:

(1) The application is wholly in accordance with development plan and emerging Local Plan policy pertaining to the change of use of buildings to bed and breakfast/guest house accommodation. In the absence of a reasoned case establishing other material considerations justifying a departure from development plan policies, the appeal must be allowed and permission granted for the use.

(2) In setting out this case it is noteworthy that the bed and breakfast accommodation has been operational for in excess of 3 years. During this period there have been no complaints to the local authority. Of itself, this is evidence that the operation has been carried out without detriment to amenity and there have been no letters of representation in respect of this application. Taken together, this reinforces the point that there is no prima face case supporting reason for refusal 01.

(3) The Local authority fail to have regard to the nature of use and the fall back position, which they are obliged/bound to take into account. In short, the accommodation is occupied on a long-term arrangement by employees of the computer and construction industries in the Thames Valley. This is due to their temporary accommodation needs during weekdays.

The fall back position is that the appellant would simply use the ground floor as a communal room and kitchen and let the first floor as 5 bedrooms. This would constitute a Class C3 use – dwelling in multiple occupation – which would not require permission. It is a realistic proposition to which the appellant would have to revert should this appeal be dismissed. The material difference between the fall back position and the existing use is diminimis in terms of amenity and traffic movements.

(4) There is an acknowledged pressing need for short-term bed and breakfast accommodation in the locality. The appellant will produce evidence to this effect. It is apparent that the local authority has no regard for these circumstances as detailed in the sub-text of the emerging Local Plan.

G. GROUNDS OF APPEAL (continued)

H. CHOICE OF PROCEDURE

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

*Please tick **one** box only* ✔

1. WRITTEN REPRESENTATIONS ☐

Can the whole site be seen from a road or other public land and there is no need for the Inspector to enter the site (eg to take measurements or to enter a building)? If yes, please tick the box. If so, we will arrange an unaccompanied site visit. ☐

2. HEARING ☑

Although you may prefer a hearing, we will decide whether a hearing is suitable for your appeal after consulting the LPA.

3. INQUIRY ☐

Please give reasons why you think an inquiry is necessary.

I. APPEAL SITE OWNERSHIP DETAILS

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

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

CERTIFICATE A

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

OR

CERTIFICATE B ☐

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

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

CERTIFICATES C and D ☐

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

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

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

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

OR

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

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

PLEASE SIGN BELOW

I confirm that this section has been fully completed and the details of the ownership of the appeal site are correct, to the best of my knowledge.

Signed Gregory Gray Associates (on behalf of) Mrs A Gorecki

Name (in capitals) Gregory Gray Associates Date 23rd May 2002

Please turn over

J. ESSENTIAL SUPPORTING DOCUMENTS

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

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

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

7.	***Additional plans or drawings*** *relating to the application but not previously seen by the LPA.* Please number them clearly and list the numbers here: _____ _____	☐
8.	Any relevant **correspondence** with the LPA.	☐
9.	If the appeal is against the LPA's refusal or failure to grant permission for 'details' imposed on a grant of outline permission, please enclose:	
	(a) the relevant outline application;	☐
	(b) all plans sent at outline application stage;	☐
	(c) the original outline planning permission;	☐
10.	*A copy of any Environmental Statement plus certificates and notices relating to publicity* (if one was sent with the application, or required by the LPA).	☐
11.	If you have sent other appeals for this or nearby sites to us and these have not been decided, please give details and our reference numbers. _____ _____	☐

K. PLEASE SIGN BELOW

(Unsigned forms will be returned. Signed forms must be received by us within the 6 month time limit)

1. I confirm that I have sent a copy of this appeal form and documents to the LPA – ***N.B.*** *if you do not, your appeal will not normally be accepted.*
2. I confirm that section J has been fully completed.
3. I will send 2 copies of any further documents relating to this appeal to the Inspectorate.

Signed Gregory Gray Associates (on behalf of) Mrs A Gorecki

Name (in capitals) Gregory Gray Associates Date 23rd May 2002

The Planning Inspectorate is registered under the Data Protection Act to hold personal data supplied by you.

NOW SEND:

- **1 COPY to us at:**
  The Planning Inspectorate
  Appeals Registry
  Tollgate House
  Houlton Street
  BRISTOL
  BS2 9DJ
  Fax no: 0117 987 8769

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

- **1 COPY for you to keep**

When we receive your appeal form, we will:

1) Tell you if it is valid.

2) Write to you and the LPA and tell you the procedure for your appeal.

3) Tell you the timetable for us receiving further information or representations.
If your representations are received after the deadline, they will not normally be seen by our Inspector and will be returned to you.

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

5) Tell you our Inspector's decision.

Published by the Planning Inspectorate September 2000

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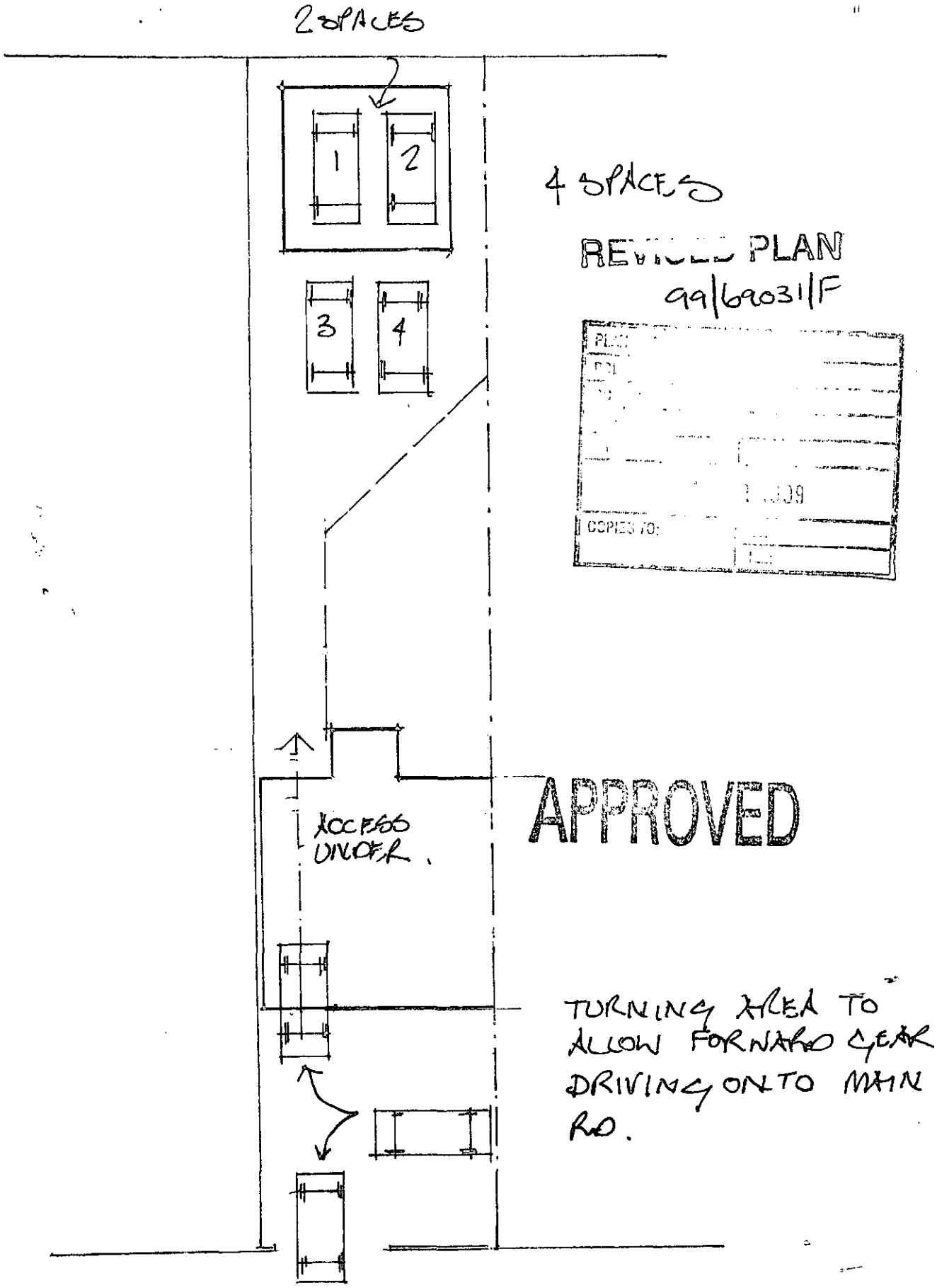
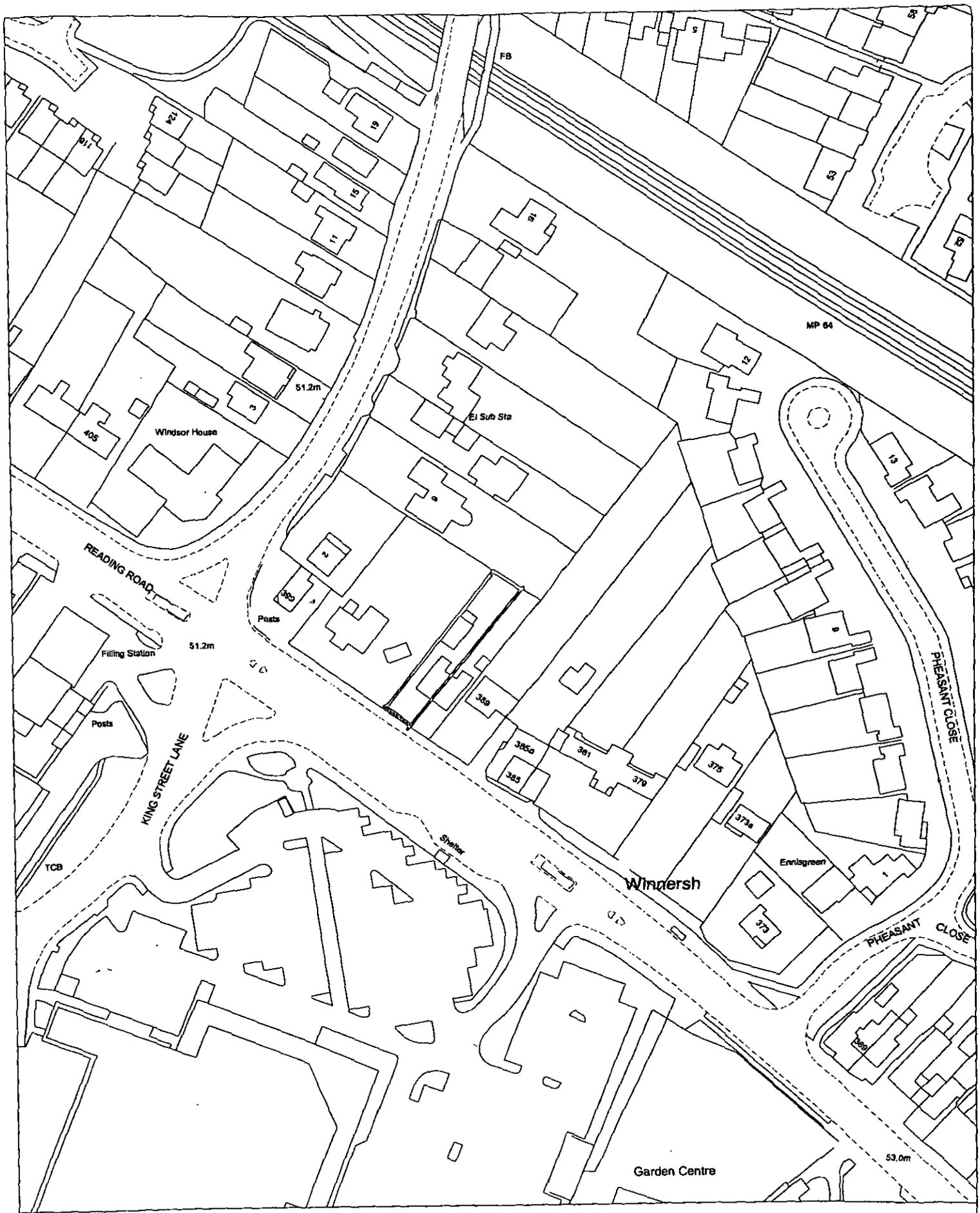


393 REDDING ROAD PROPOSED PARKING (A)
SCALE 1:200.



Site Plan, Scale: 1 to 1250

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Date: 6 June 2002

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W E
S

Tel: (0118) 974 6448 (Direct Line)
Email: Denise.Gumbrell@wokingham.gov.uk
Date: June 6, 2002
My ref: **F/2002/6222**

WOKINGHAM UNITARY
Aiming for Excellence

The Owner / Occupier
391 FLAT 2
READING ROAD
WINNERSH
WOKINGHAM
BERKSHIRE
RG415LT

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

NOTICE OF INFORMAL HEARING

Dear Sir/Madam

APPLICATION No: F/2002/6222
APPEAL BY: Mrs A Gorecki
SITE: 393 Reading Road Winnersh Wokingham
PROPOSAL: Proposed change of use of dwelling to bed and breakfast accommodation. (Retrospective)

This is to inform you that an Inspector appointed by the Secretary of State for the Environment, Transport and the Regions, will hold an Informal Hearing into this Appeal at the Civic Offices, Shute End, Wokingham on a date to be advised.

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, quoting reference **APP/X0360/A/02/1091496**. Comments received after **11/07/2002** will not normally be seen by the Inspector & will be returned.

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

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

If you would like a copy of the decision on this Appeal, you should write to Mrs Pocock & ask for one.

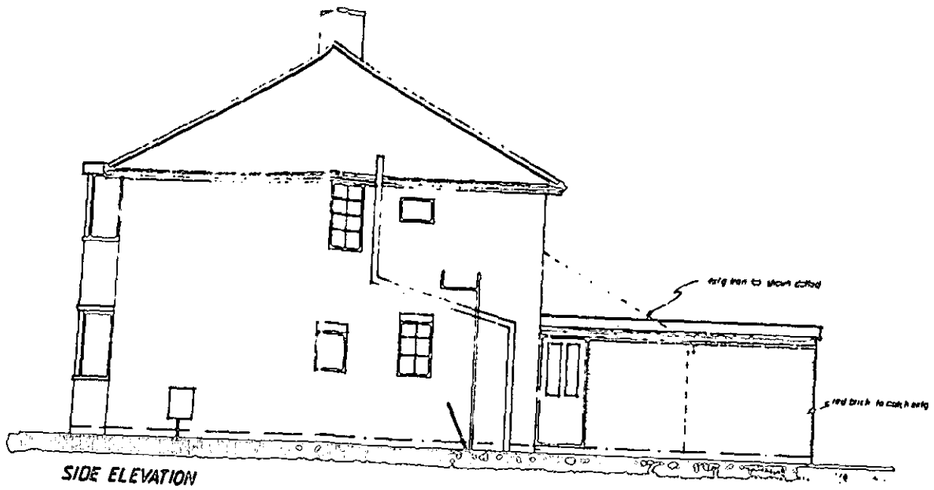
Yours faithfully

Denise Gumbrell

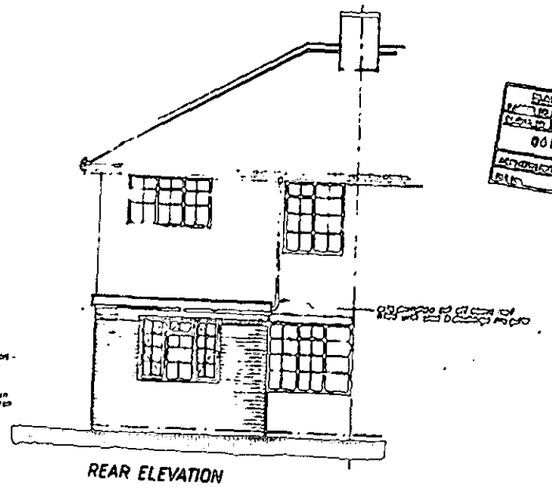
Appeals Assistant

26901

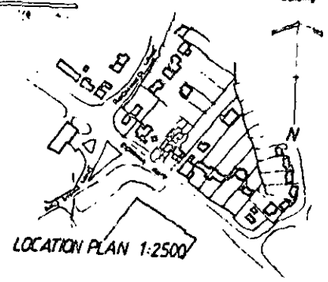
REVISED PLAN



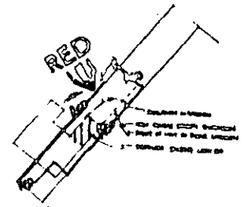
SIDE ELEVATION



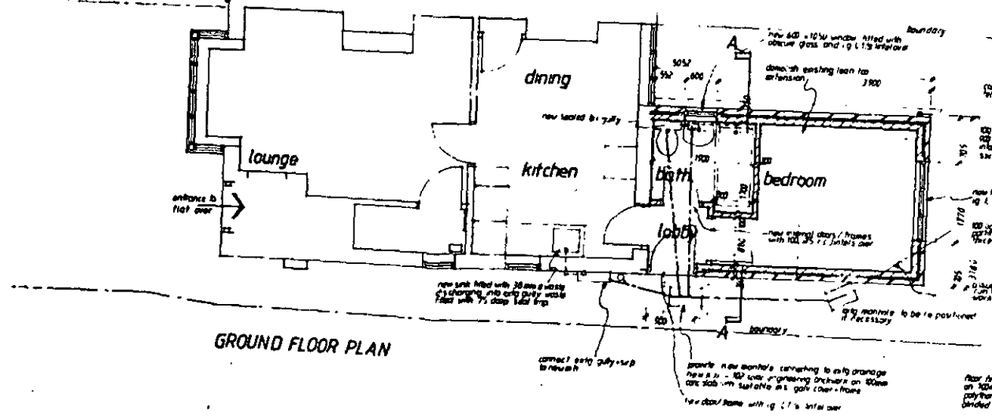
REAR ELEVATION



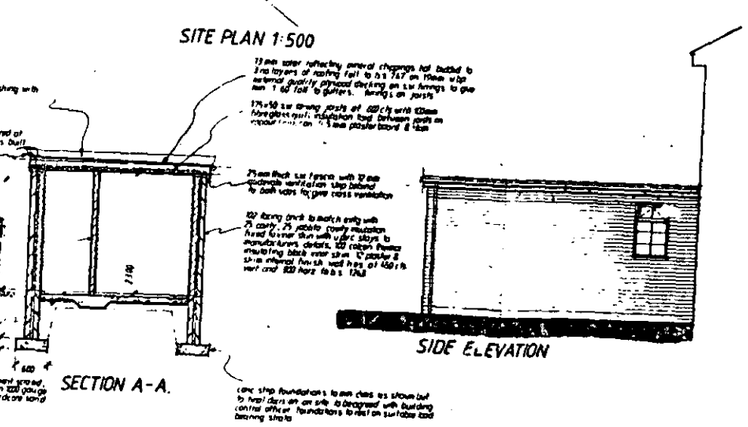
LOCATION PLAN 1:2500



SITE PLAN 1:500



GROUND FLOOR PLAN



SECTION A-A.

SIDE ELEVATION

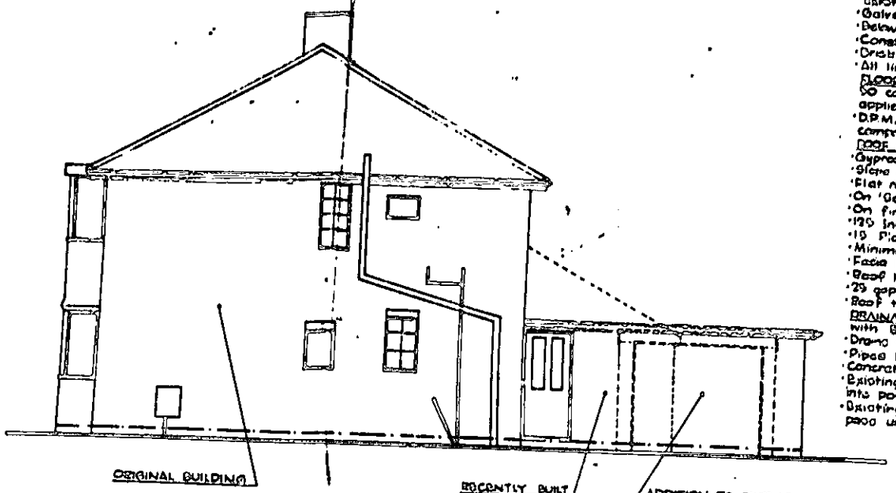
b - feb 87 flat roof added
a - dec 86 - building reg notes added

Extensions to flat no 1 - 391 Reading Road, Winnersh.
FOR Mrs. M. Hunter
Proposals 1:50
OCT 86
4070/02a

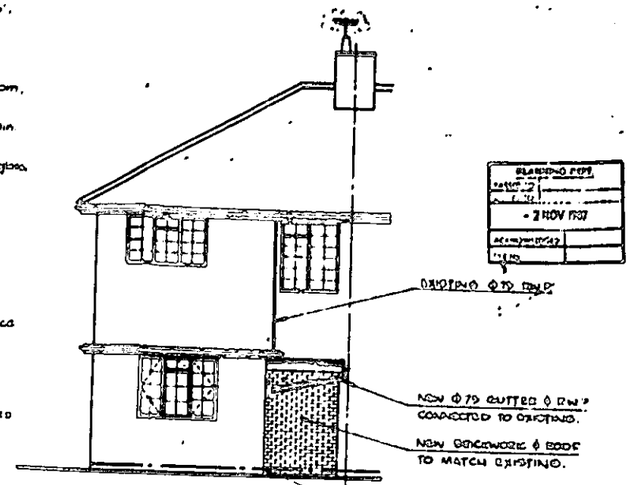
4th DIMENSION
BUILDING DESIGN

NOTES

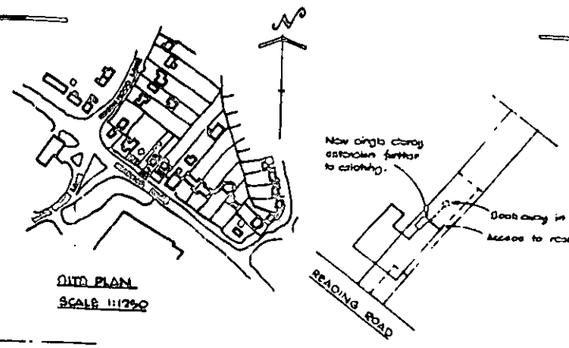
FOUNDATIONS: To be 610 wide concrete strip, 1:2:4 mix to BS CP 114
·Depths of foundations to suit sub-soil conditions.
WALL CONSTRUCTION: To be 260 cavity type, 100 brickwork to match existing, 50 cavity filled with mineral "bulte" to BSC.P 1200 Amd 'B'.
·Galvanised fixed horizontally at 450 crs and vertically.
·Below ground level two engineer brick skin (Class B).
·Construction filled with concrete to 100 below D.P.C.
·Bricks bedded in 1:3 cement/sand mortar.
·All lintels to be CND, min. 150 bearing.
FLOOR CONSTRUCTION: To be 150 RC slab with B785 mesh to bottom, 50 cover, D.P.M. on slab to be 3 coats 'synthaproof'. Each coat applied in different directions.
·D.P.M. covered with 50/sand cement screed (1:3) all on 150 min. compacted hardcore.
ROOF CONSTRUCTION: Roof vented in accordance with B/Regs
·Cypress tongue cheek wall board fixed to 125x50 joists with 150 fibre glass
·Plane of roof to be constructed in accordance with C.P 144 part 3.
·Flat roof: 1/2" chippings on 3 layers of felt.
·On 'Caldecal' chipboard 25 BD 500kg m.d/m
·On firrings. On 5"x 2" joists at 400 crs.
·150 insulation.
·19 Plaster board, foil backed
·Minimum fall 1:60.
·Fascia 15 mm clearance.
·Roof lateral restraining straps @ 1.85 apart min. 2m
·25 gap between fascia and brickwork.
·Roof timbers to be class 5 graded.
DRAINAGE: All pipes to be 'Hepoleave' and to be laid in accordance with B.S. 5572.
·Drains to have minimum gradient 1:40.
·Pipes bedded and haunched in pea shingle
·Concrete surround to pipes under extension
·Existing I.C. with new double lock (double seal) cover, concreted into position.
·Existing 4" dia. foul drain, pre cast concrete lintel over where pipes pass under wall.



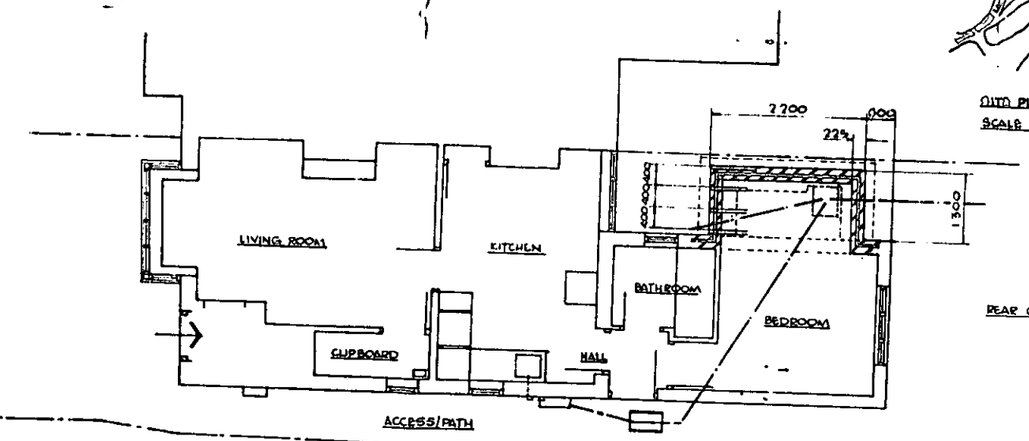
WEST ELEVATION
SCALE 1:50



SOUTH ELEVATION
SCALE 1:50

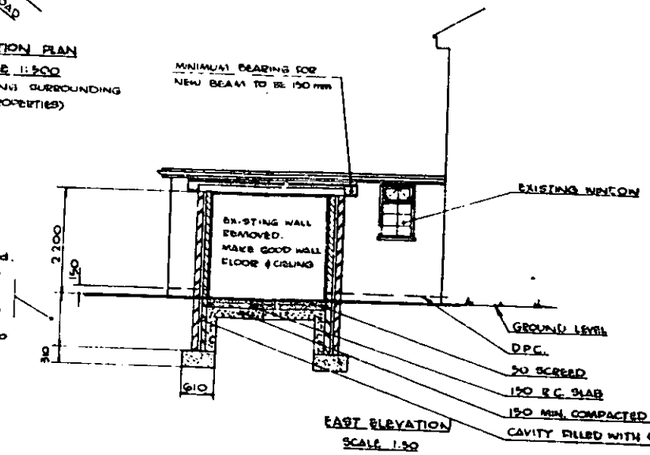


SITE PLAN
SCALE 1:1250



PLAN

LOCATION PLAN
SCALE 1:500
(INDICATING SURROUNDING PROPERTIES)



EAST ELEVATION
SCALE 1:50

Depth to suit subsoil conditions
Existing foundations to be exposed. (Min. requirement 610 wide at suitable depths)!
If found unsatisfactory adequate foundations are to be provided to satisfaction of L.A.
* Size and depth of foundations to suit sub-soil conditions.*

NOTES.
SURFACE WATER: To be black U.P.V.C. guttering. Downpipes to new black inlet gully.
NEW WALLS: To be block bonded to existing. D.P. trays and vertical D.P.C. to cavity closures.
Horizontal D.P.C. to be continuous with existing bituman felt or similar.
ALL TIMBER: Called up is to be Grade SA and MUST be treated with a suitable preservative to prevent attack by house 'Long horn beetle'. All carcasts on site to be treated similarly.
ALL DIMENSIONS: MUST be checked on site and not scaled from this drawing.
WALL TIE SPACING: 900 w x 450 h, Triple galvanised butterfly type.
Damp coarse to be provided to all new external reveals.
FIRE BARRIERS: There are no unprotected areas in the elevations to the existing building.

								1987	DATE	NAME	PL -
								DRAWN	OCT.		WK. - Ep
								CHECKED			
								APPROVED			BRANDON STORAGE
ISSUE	DATE	MODIFICATION No	GRID REFERENCE	SIGNED	CHKD			SCALE	TITLE		
								1:500 1:250 1:1250	PROPOSED EXTENTION TO RECENTLY BUILT EXTENTION FOR STORAGE AREA.		

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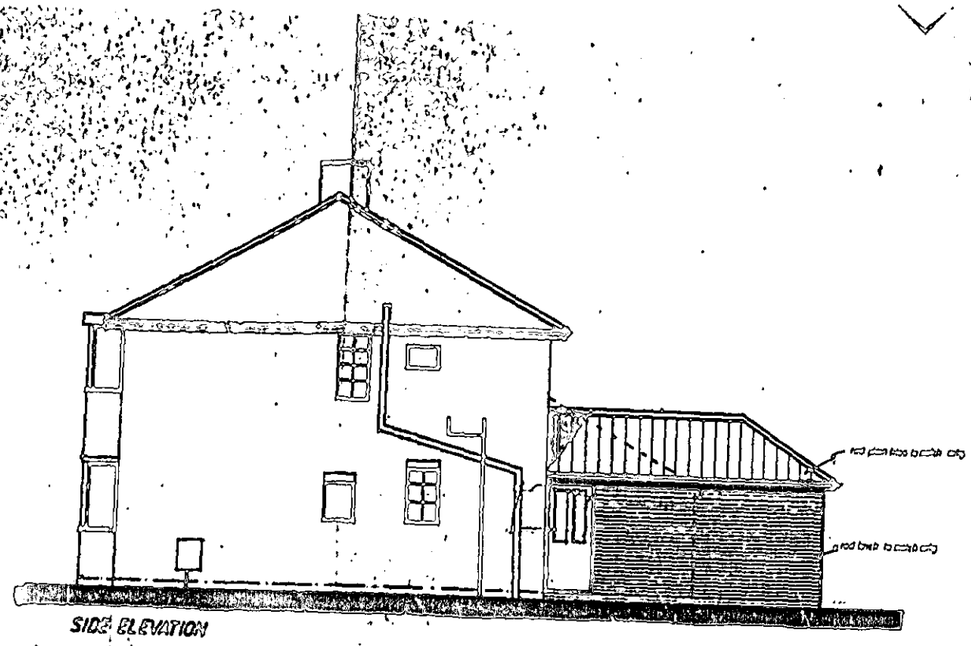
MR. & MRS. D.A. BRANDON, FLAT 1, 591, READING RD., WINNERSH, BERKS. RG11 5LT.

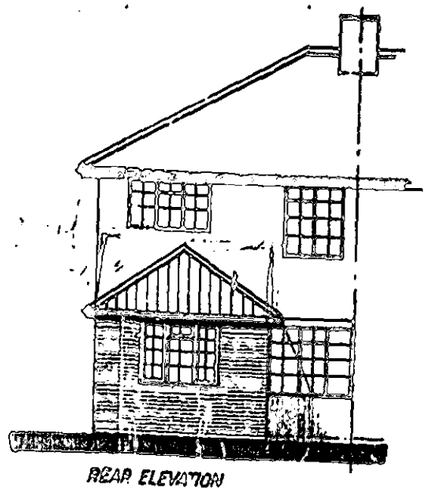
DRG. No. AD/177/1 REV. 0
TO REPLACE:
REPLACED BY:
BASED ON:

ORIGINAL DRG. SIZE A1

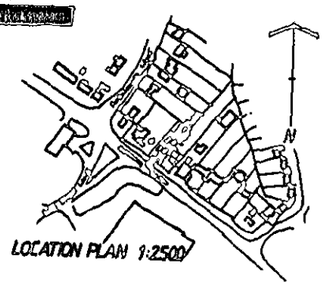
CUSTOM MICROFILM



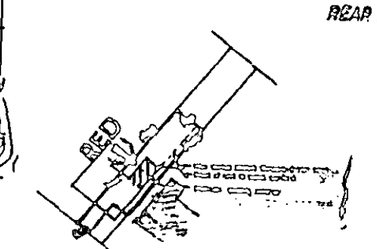
SIDE ELEVATION



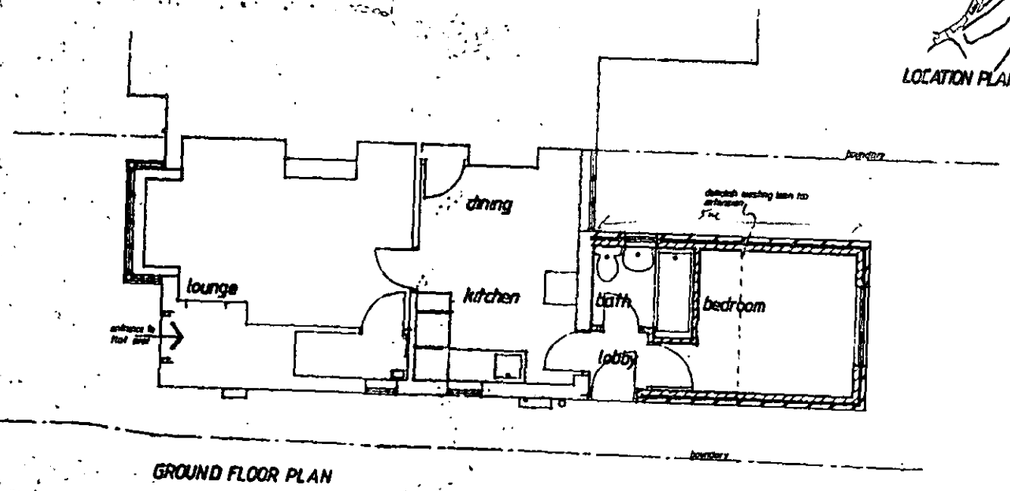
REAR ELEVATION



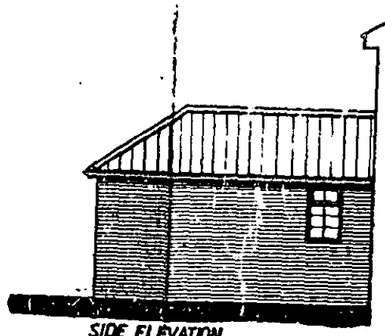
LOCATION PLAN 1:2500



SITE PLAN 1:500



GROUND FLOOR PLAN



SIDE ELEVATION

26901

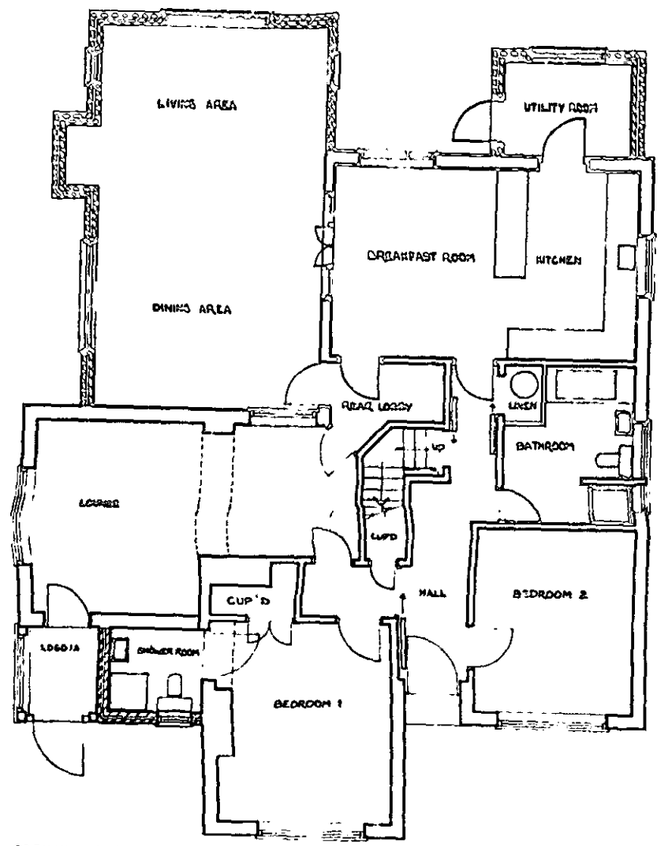
DELEGATED

Extensions to flat no.1 - 341 Reading Road, Winnersh
FOR Mrs. H. Napier
Proposals 1:50
OCT 85
4070/02

4th DIMENSION BUILDING DESIGN

CUSTOM MICROFILM

CUSTOM MICROFILM



GROUND FLOOR PLAN

UPPER FLOOR PLAN

CLIENT

V H PARROTT
207 READING ROAD
WOKINGHAM

PROJECT

207 READING ROAD
WOKINGHAM

DELEGATED

TITLE

PROPOSED FLOOR PLANS

SCALE

1:50

DATE

SEPTEMBER 1989

PLAN No.

V M P 4

AMENDMENTS

No.	Date	Description

NICHOLAS

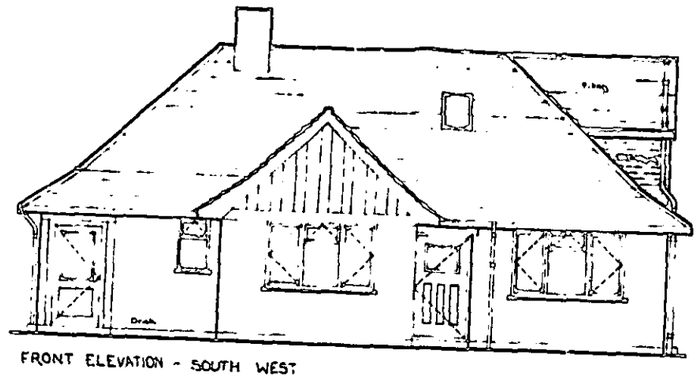
Est. 1882
CHARTERED SURVEYORS

24 FRIAR STREET
READING
RG1 1DP
Tel: 0734-591231

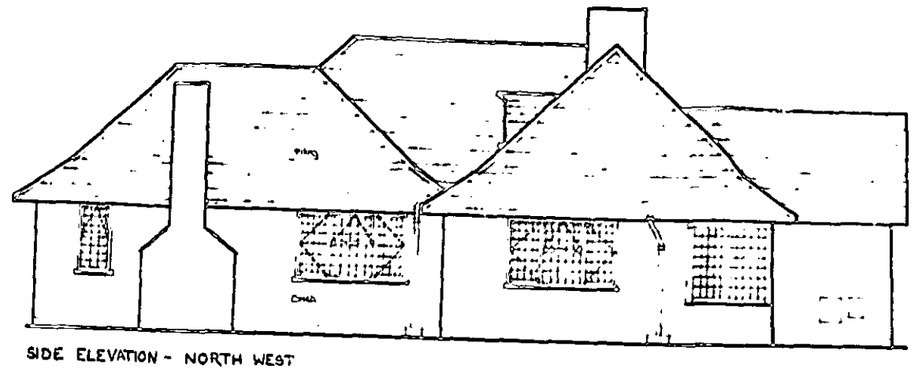
1/16" 0 5 10 20 30 40 50m
1"=20' 0 5 10 20 30 40 60m
1/2" 0 1 2 3 4 5m
1/8" 0 1 2 3 4 5 10m
1:200 0 1 2 3 4 5 10 15m
1:2500 0 20 50 75 100 150 200m

A1 A2

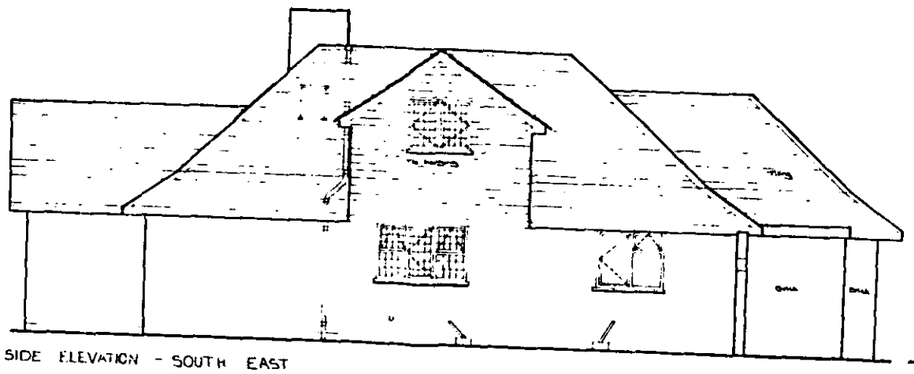
NOTE: All wing and brickwork to match existing



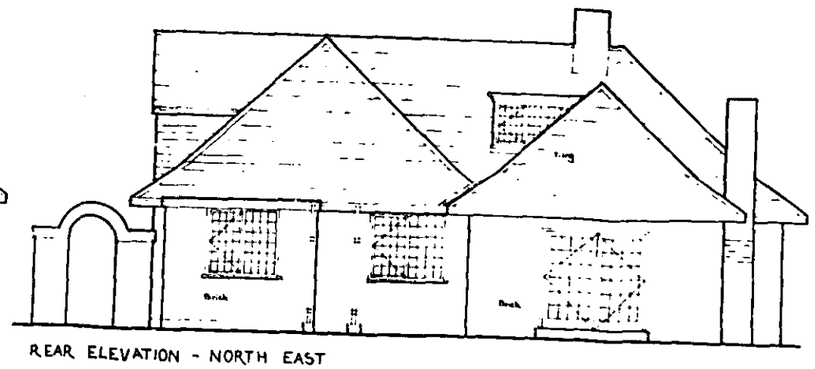
FRONT ELEVATION - SOUTH WEST



SIDE ELEVATION - NORTH WEST



SIDE ELEVATION - SOUTH EAST



REAR ELEVATION - NORTH EAST

CLIENT 24531 26 SEP 1985
V M PARROTT
397 READING ROAD
WINNERSH

PROJECT DELEGATED
397 READING ROAD
WINNERSH

TITLE
PROPOSED ELEVATIONS

SCALE
1 50

DATE
SEPTEMBER 1985

PLAN No.
VMP 5

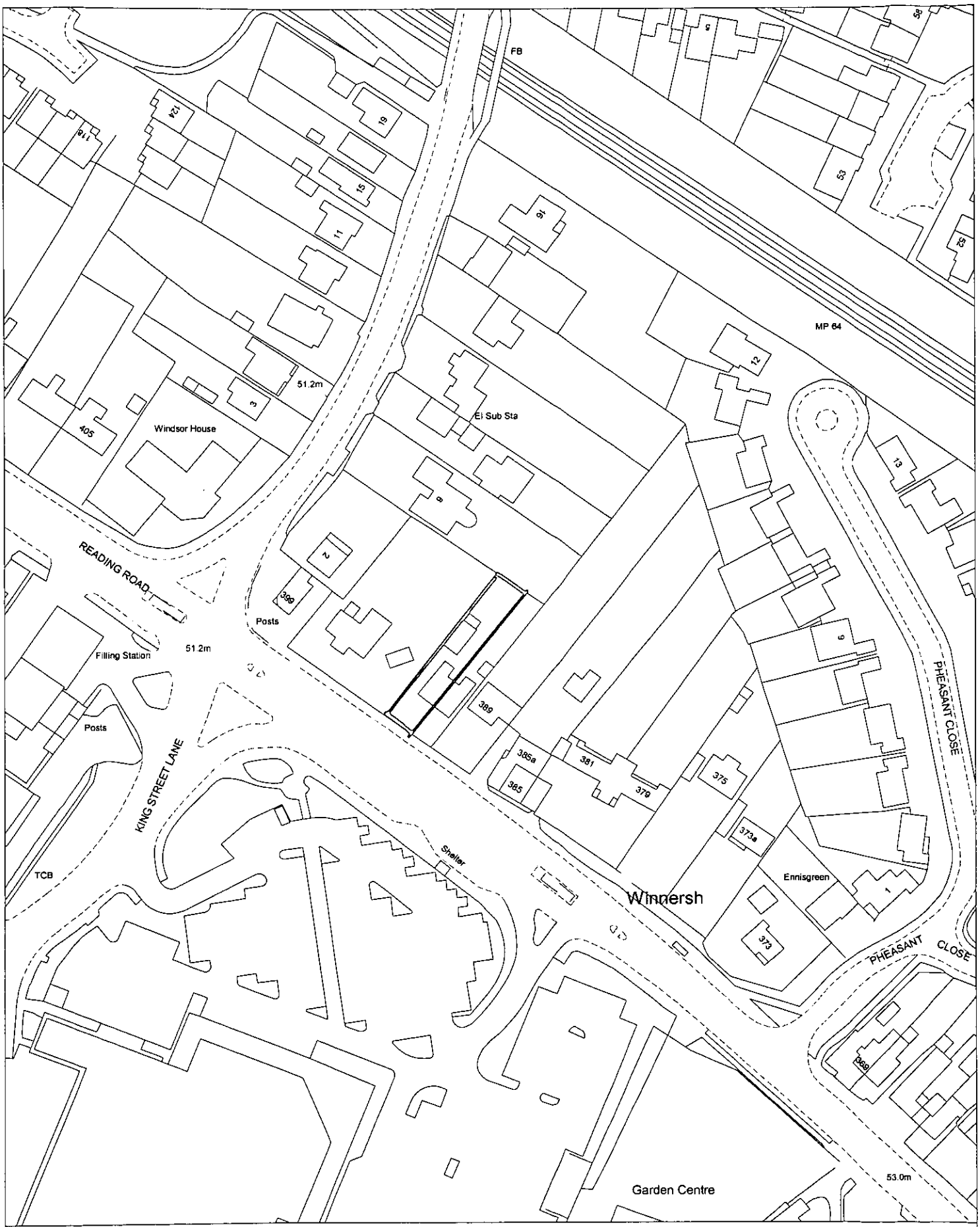
AMENDMENTS

No.	Date	Description

NICHOLAS
Est. 1882
CHARTERED SURVEYORS

24 FRIAR STREET
READING
RG1 1DP
Tel: 0734-591231

1/16" 0 5 10 20 30 40 50FT 1/2" 0 1 2 3 4 5FT 1:200 0 1 2 3 4 5 10 15M 1:2500 0 20 50 75 100 150 200M



Site Plan, Scale: 1 to 1250

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Date: 6 June 2002

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