

APPENDIX 1:

Supplementary Planning Guidance Notes

(* - denotes SPG documents which have since been withdrawn).

No.1 *House Extensions**

No.2 *Nursery School etc.**

No.3 *Residential accommodation in relation to livestock **

No.4 *Private open space for new residential development **

No.5 *Agricultural dwellings **

No.6 *Flat conversions **

No.7 *New flats - communal open space **

No.8 *Bed and breakfast **

No.9 *Golf courses **

No.10 *Disabled access**

No.11 *Personal safety and security **

No.12 *Petrol filling stations **

No.13 *Keeping of horses for leisure purposes **

No.14 *Conversion of redundant agricultural buildings **

No.15 *Siting of bottle banks or similar local recycling facilities **

No.16 *Use of premises for the sale of food and drink **

No.17 *External lighting **

No.18 *Planning guidance street trading pitches **

No.19 *Public houses*

No.20 *Village Design Statement for Basildon*

No.21 *Chieveley Village Design Statement*

No.22 *Bucklebury Vision - Parish Design Statement*

No.23 *Cold Ash and Ashmore Green Village Design Statement*

No.24 *Speen Village Design Statement*

(Since the adoption of the Local Plan further SPG's / SPD's have been adopted – see the Council's website for more details).

APPENDIX 2:

Appendix 2 has been removed as the Policy HSG.16, Purley Park River Estate, has not been saved and therefore, this appendix is no longer required.

APPENDIX 3:**Licensed mobile home sites in the District (4 caravans or more)**

1. <i>Bath Road, Caravans, Woolhampton, Reading</i>	4
2. <i>Crookham Park Caravan Park, Thatcham</i>	100
3. <i>Eitherways, Pinchington Lane, Newbury</i>	5
4. <i>Elm Grove Mobile Homes Site, Elmhurst Road, Thatcham</i>	69
5. <i>Garston Park Mobile Home Site, Bitterne Avenue, Tilehurst</i>	222
6. <i>Lambourn Court Caravan Site, Lambourn Court, Mill Lane, Lambourn</i>	25
7. <i>Orchard Mobile Home Park, Chieveley</i>	51
8. <i>Pangbourne Working Mens Club, Whitchurch Road, Pangbourne</i>	5
9. <i>Pinelands Mobile Home Park, Welshmans Road, Aldermaston</i>	36
10. <i>Ravenswing Caravan Site, Aldermaston</i>	150
11. <i>Railway Arms Caravan Site, Station Road, Theale</i>	7
12. <i>Royston Mobile Home Site, Enborne Road, Newbury</i>	5
13. <i>Sandleford Lodge Mobile Home Park, Greenham, Newbury</i>	58
14. <i>Sunnylands, Sunnyside, Burghfield, Reading</i>	11
15. <i>Four Houses Corner, Burghfield</i>	27
16. <i>Paices Hill, Aldermaston</i>	23
17. <i>Land to rear of the Turners Arms, Mortimer</i>	20
Total number of licensed pitches	818

APPENDIX 4:

Sites of Special Scientific Interest

Location	Parish
Aldermaston Gravel Pits	Aldermaston
Decoy Pit, Pools and Woods	Aldermaston
West's Meadow, Aldermaston	Aldermaston
Standford End Mill and River Loddon	Beech Hill
Old Copse, Beenham	Beenham
Boxford Water Meadows (cSAC)	Boxford
Boxford Chalk Pit	Boxford
Brimpton Pit	Brimpton
Briff Lane Meadows	Bucklebury
Kings Copse	Bucklebury
Cold Ash Quarry	Cold Ash
Combe Wood and Linkenholt Hanging	Combe
Inkpen and Walbury Hills	Combe/Inkpen
Hogs Hole	Combe
Westfield Farm Chalk Bank	EastGarston/Lambourn
Ashridge Wood	East Ilsley
Enborne Copse	Enborne
Averys Pightle	Enborne
Combe Wood	Frilsham
Greenham And Crookham Commons	Greenham
Bowdown and Chamberhouse Wood	Greenham
Irish Hill Copse	Hamstead Marshall
Hamstead Marshall Pit	Hamstead Marshall
Redhill Wood	Hamstead Marshall
Chilton Foliat Meadows (cSAC)	Hungerford
Freemans Marsh	Hungerford
Inkpen Crocus Fields	Inkpen
Inkpen Common	Inkpen
Catmore and Winterley Copse	Kintbury
Kennet Valley Alderwoods (cSAC)	Kintbury/Speen
Fognam Chalk Quarry	Lambourn
Seven Barrows	Lambourn
White Shute	Lambourn
Cleeve Hill	Lambourn
Parkfarm Down	Lambourn
Crokers Hole	Lambourn
Streatley Warren	Streatley
Lardon Chase	Streatley
Holies Down	Streatley
Thatcham Reed Beds (cSAC/LNR)	Thatcham
Sulham & Tidmarsh Woods & Meadows	Tidmarsh
Pincents Kiln	Tilehurst
Wasing Wood Ponds	Wasing
Easton Farm Meadow	Welford
West Woodhay Down	West Woodhay
Snelsmore Common	Winterbourne/Shaw-cum-Donnington
Winterbourne Chalk Pit	Winterbourne
Woolhampton Reed Bed	Woolhampton
Kennet And Lambourn Floodplain (cSAC)	Various
River Lambourn (cSAC)	Various
River Kennet	Various

B.B.O.W.T. Nature Reserves

- | | |
|-----------------------------------|----------------------------------|
| 1. Sole Common Pond, near Wickham | 8. Averys Pightle, near Enborne |
| 2. Kintbury Newt Ponds | 9. Seven Barrows |
| 3. Inkpen Crocus Fields | 10. Rack Marsh at Bagnor |
| 4. Inkpen Common | 11. Decoy Pit at Aldermaston |
| 5. Hungerford Marsh | 12. Watts Reserve, Near Lambourn |
| 6. Bowdown Woods, Greenham | 13. Burghfield Mill Island |
| 7. Moor Copse | 14. Two Rivers Way, Newbury |

APPENDIX 5:

Parking Provision

The schedule below sets out standards for broad classes of development, as required by PPG13. The list is not exhaustive and should be used to give an indication only of the level of maximum provision. In more accessible locations, such as town centres, more stringent standards will be applied. The Council will publish supplementary planning guidance which provides additional information and advice on interpretation.

Standards relate to gross floor area unless otherwise stated and are for off-road parking.

LAND USE

MAXIMUM PROVISION

Dwellings

An average of 1.5 spaces/dwelling across the District
 (or any higher figure that the government may recommend in the future.)

Business

B1
 1 per 25m² up to 2500m²
 1 per 30m² above 2500m²

General And Special Industrial

B2 – B7
 1 per 25m² up to 235m²
 1 per 50m² over 235m²

Storage And Distribution

B8
 1 per 25m² up to 235m²
 1 per 200m² over 235m²

Retail And Financial And Professional Services (except food retail)

A1/A2
 1 per 30m² up to 1000m²*
 1 per 20m² over 1000m²
 *Newbury Town Centre Commercial Area 1 per 20m²

Food Retail

A1
 1 per 30m² up to 1000m²
 1 per 14m² over 1000m²

Places Of Entertainment And Sports Facilities

D2 (except cinemas,
 conference facilities
 and stadia)
 1 per 5m² up to 1000m²
 1 per 22m² over 1000m²

Cinemas And Conference Facilities

D2
 1 per 3 seats up to 1000m²
 1 per 5 seats over 1000m²

Stadia

D2
 1 per 15 seats over 1500 seats

Further And Higher Education

1 per 1 member of teaching staff
+ 1 per 2 non-teaching staff
+ 1 per 3 students up to 2500m²

1 per 2 staff
+ 1 per 15 students over 2500m²

APPENDIX 6:

Conservation Areas

Location		Parish
1. Aldermaston		Aldermaston
2. Aldermaston Wharf		Beenham/Padworth
3. Aldworth		Aldworth
4. Ashampstead		Ashampstead
5. Bagnor	Speen	
6. Lower Basildon		Basildon
7. Benham Park		Speen
8. Boxford and Westbrook		Boxford
9. Bradfield		Bradfield
10-11. Brightwalton & Brightwalton Green		Brightwalton
12. Brimpton		Brimpton
13. Bucklebury		Bucklebury
14. Chaddleworth		Chaddleworth
15. Chieveley		Chieveley
16. Compton		Compton
17. Donnington Village		Shaw-cum-Donnington
18. Eastbury		Lambourn
19. East Garston		East Garston
20. Englefield		Englefield
21. Farnborough		Farnborough
22. Great Shefford		Great Shefford
23. Hampstead Norreys		Hampstead Norreys
24. Hillgreen		Leckhampstead
25. Hungerford		Hungerford
26. Eddington		Hungerford
27. East Ilsley		East Ilsley
28. West Ilsley		West Ilsley
29. Inkpen		Inkpen
30. Kintbury		Kintbury
31. Lambourn		Lambourn
32. Upper Lambourn		Lambourn
33. Marsh Benham		Speen/Hamstead Marshall
 Newbury		
34. Area 1: Stroud Green		Greenham
35. Area 2: Newbury Town Centre		Newbury
36. Area 3: Donnington Square		Shaw-cum-Donnington
37. Area 4: Shaw Road and Crescent		Shaw-cum-Donnington
38. Shaw House and Church		Shaw-cum-Donnington
39-40. Area 5: Kennet & Avon Canal (east and west)		Newbury/Greenham/Speen
41. Pangbourne		Pangbourne
42. Sheffield Bridge		Burghfield
43. Speen		Speen
44. Stanford Dingley		Stanford Dingley
45. Streatley		Streatley
46. Thatcham		Thatcham
 Theale		
47. Area 1: High Street/Blossom Lane		Theale
48. Area 2: Holy Trinity		Theale
49. Area 3: The Lamb		Theale
50. Tyle Mill		Sulhamstead
51. Woolhampton		Woolhampton
52. Yattendon		Yattendon

APPENDIX 7:

District-wide Landscape Assessment Schedule of different landscape character areas

No.	Description	Landscape assessment reference no.
1.	Chalk Upland	1
2.	Chalk Dipslopes and Lowland and Chalk with Tertiary or Gravel Deposits	2
3.	Western Wooded Chalkland	3
4.	Eastern Chalkland - Wooded	4
5.	Eastern Chalkland - Open Downland	4a
6.	Southern Chalkland	5
7.	Lambourn Valley - Upper	6
8.	Lambourn Valley - Lower	6a
9.	Pang Valley	7
10.	Kennet Valley	8
11.	Kennet Valley - Degraded	9
12.	Thames Valley	10
13.	Wooded Lowland Farmland	11
14.	London Clay	12
15.	Gravel Plateau Woodlands with Pastures and Heaths	13
16.	Plateau-edge Transitional Matrix	14
17.	London Clay with Gravel Ridges	15
18.	Small Scale Wooded Valley Farmland	16
19.	Large Scale Valley Farmland	17
20.	Parkland	18
21.	Parkland - Degraded	18a

APPENDIX 8:

Agricultural Land Classification

The Agricultural Land Classification provides a framework for classifying land according to the extent to which its physical or chemical characteristics impose long-term limitations on agricultural use. The limitations can operate in one or more of four principal ways; they may affect the range of crops which can be grown, the level of yield, the consistency of yield and the cost of obtaining it. The classification system gives considerable weight to flexibility of cropping, whether actual or potential, but the ability of some land to produce consistently high yields of a somewhat narrower range of crops is also taken into account.

The principal physical factors influencing agricultural production are climate, site and soil. These factors, together with interactions between them, form the basis for classifying land into one of five grades: Grade 1 land being of excellent quality and Grade 5 land of very poor quality. Grade 3, which constitutes about half of the agricultural land in England and Wales, is now divided into two sub grades, designated 3a and 3b.

Grade 1

Land with no or very minor limitations to agricultural use. A very wide range of agricultural and horticultural crops can be grown, and commonly includes top fruit, soft fruit, salad crops and winter harvested vegetables. Yields are high and less variable than on land of lower quality.

Grade 2

Land with minor limitations which affect crop yield, cultivations or harvesting. A wide range of agricultural and horticultural crops can usually be grown, but on some land in the grade there may be reduced flexibility due to difficulties with the production of the more demanding crops such as winter harvested vegetables and arable root crops. The level of yield is generally high but may be lower or more variable than Grade 1.

Grade 3a

Land capable of consistently producing moderate to high yields of a narrow range of arable crops, especially cereals, or moderate yields of a wide range of crops including cereals, grass, oilseed rape, potatoes, sugar beet and the less demanding horticultural crops.

Maps

Published maps are available at a scale 1:250,000 indicating the location of the grades of agricultural land. At this scale the maps are suitable for use in strategic rather than detailed planning decisions; however, there is no sub division of Grade 3.

Source of reference

Agricultural Land Classification of England and Wales, Revised Guidelines and Criteria for Grading the Quality of Agricultural Land, MAFF 1988.

APPENDIX 9:

West Berkshire District Local Plan – Stages of Preparation

Stage		Dates
West Berkshire (then Newbury) District Local Plan	placed on deposit	2 September 1996 for six weeks
Proposed Changes	advertised	24 April 1997
Local Plan Inquiry	held	30 September 1997 to 7 April 1998
Inspector's Report into the Local Plan	received	28 January 2000
Modifications to the Local Plan	placed on deposit	3 November to 15 December 2000 and 5 January to 16 February 2001
Further Modifications November 2001	placed on deposit	22 November 2001 to 11 January 2002
Adopted		14 June 2002
Amended	Extension of saved policies process	September 2007

APPENDIX 10:

Local Plan Housing Sites

Fisherman's Lane, Aldermaston

South Aldermaston

Upper Bucklebury

Chieveley (two sites)

Newbury Racecourse, Greenham

Pinchington Lane/ Deadman's Lane, Newbury

Cementation Site, Hermitage

Bath Road, Eddington

Salisbury Road, Hungerford

Mortimer Hill, Mortimer

Enborne Road, Newbury

Manor Park, Newbury

Park House School, Newbury

Basingstoke Road/Mill Lane, Aldermaston Wharf

Long Lane, Purley

Stockcross

Land adjacent to Benham's Farm, Burghfield Common

North West Thatcham

FISHERMAN'S LANE, ALDERMASTON: thirty dwellings

<i>Area of site</i>	1.2 ha.
<i>Number of dwellings</i>	30
<i>Number of affordable dwellings</i>	9
<i>Amount of public open space</i>	0.3 ha
<i>Gross density</i>	25.0 dwellings/ha.
<i>Net density</i>	33.3 dwellings/ha.

Impacts

- Possible effects of the development on the Conservation Area and the Listed Buildings, ASLI to the east and the nearby public footpath.
- The loss of some allotment land due to the construction of the new access.

Other recognised needs

Dwelling numbers

It would be possible to achieve 30 dwellings on the site (subject to a high standard of design), and still maintain the required amount of public open space. This would provide a net density of approximately 33 dwellings per hectare which reflects government guidance in PPG3 (Housing).

Affordable housing

The Council would require a minimum of 9 affordable housing units (30% of the total development size), although this requirement may be increased at the application stage depending upon local housing need. Land necessary to provide the affordable housing shall be made available to a housing association at a cost reflecting administration, servicing the site and value of the land prior to achieving planning permission, or the dwellings built to the housing associations specifications by the developer.

Visual intrusion/landscape features

The impact of the new housing upon the character and appearance of the Conservation Area should be mitigated with careful design, siting and landscaping to avoid any harm. The new access will initially be a harsh feature imposed on this rural fringe of Aldermaston, and would need sensitive landscaping. In addition sensitive landscaping on the eastern side of the site would be needed to protect views westwards from the public footpath.

The following landscape principles shall apply:

- To ensure that the building mass and style is in keeping with the vernacular of Aldermaston.
- To protect the adjacent landscape from the residual effects of the new development.
- To protect and enhance all landscape features of value.
- To ensure landscape detailing is rural in character.
- To predominantly use native plant species in order to enhance the biodiversity and landscape setting of the site.
- To ensure the designated public open space and non designated public open spaces (i.e. the space between the buildings) offer a positive contribution to the environment and the community.
- To ensure proposed new footpaths and cycleways within the development should not only provide links to existing PROW and informal footpaths within the vicinity, but be attractive and take advantage of the landscape features of value within the site. The rural character of existing PROW and non-designated footpaths should also be protected.
- To minimise the impact of lighting throughout the site and on adjacent areas.

Transport

The local railway station is located at Aldermaston Wharf, approximately 2 km to the north. The site currently does not have good bus services, so the development of this site shall be required to make provision for green transport measures.

Access

There shall be no vehicular access onto Fisherman's Lane which includes public Footpath 1 Aldermaston. The junction of Fisherman's Lane with the main road shall be closed.

The existing footpath should be improved, but still maintain a natural appearance (not tarmac).

A pedestrian link to this footpath would be of benefit to local residents.

Access to the site shall be from a new road to the A340. This would be to the north of the village/southern side of the allotments. The crossing of Footpath 1 Aldermaston by the new access road needs to be carefully designed with the speed of the vehicles kept to a minimum.

Public Open Space

Assuming 30 dwellings, the development of this site should provide 0.3 ha. of public open space to meet the required standard (Local Plan Policy RL.1) for new housing development.

Design and layout

The development should be built to meet 'secure by design' standards. In addition, all paths should be designed so that they are well used and overlooked.

Parking areas should not be designed in designated parking areas, but ideally located in view of the properties.

Development limits

The site and the access road, together with the land enclosed by it up to the existing settlement boundary shall be incorporated within the new settlement boundary; with the intervening land allocated as Important Open Space under Policy ENV.31.

Water

This site has a source protection zone within it, therefore appropriate mitigation measures would need to be taken to ensure that no pollution occurs to groundwater resources.

Education

Number of pupils likely to be generated - 8 primary; 5 secondary. The primary school is almost full. Although only a few pupils will be generated by this development, it will have an impact on the school. At the application stage the education requirement will need to be re-assessed to see if the development would need to fund another classroom.

Archaeology

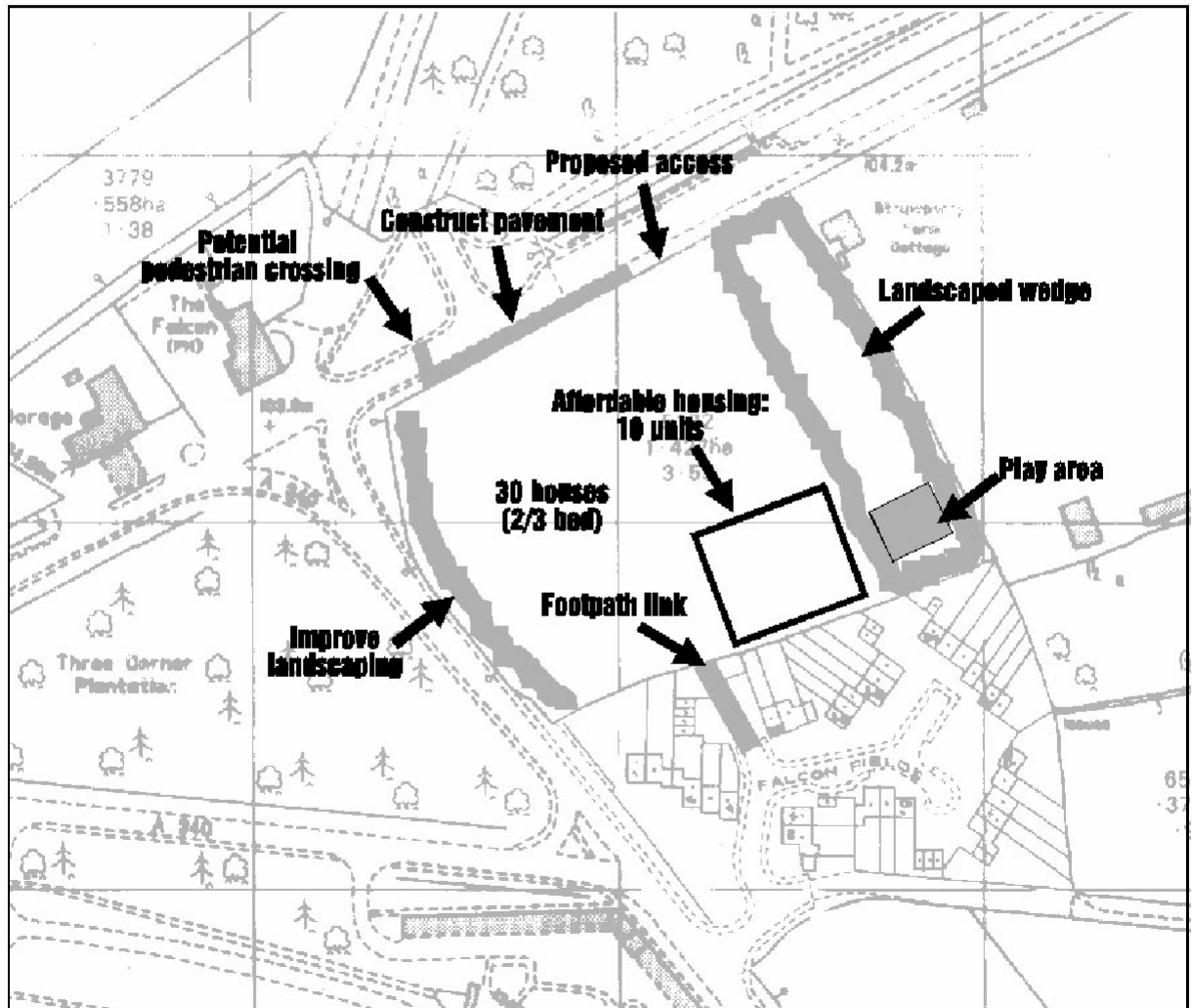
This site is the possible location of the original (medieval) road. The location of Aldermaston's saxon settlement is also unknown. Further work may be necessary in the form of low-key archaeological investigation.

Required elements of the development

Measures	How provided
<i>Dwelling mix</i>	The properties constructed shall be: <ul style="list-style-type: none"> • 30% affordable properties; • 25% two bed; • 25% three bed; and • 20% four or more bed properties.
<i>9 affordable dwellings</i>	Serviced land provided at nominal cost, developed by a housing association.
<i>Landscape treatment</i>	A detailed landscaping scheme to be prepared and implemented for the whole site with particular attention paid to the eastern edge of the development. Improved landscape treatment required for the new access road. The development should take into account any further landscape guidelines issued by the Council for this site.
<i>Public open space</i>	0.3 ha. P.O.S. provision to the required standard.
<i>Access</i>	A new access road to the A340.
<i>Car Parking</i>	Off road car parking should not exceed an average of 1.5 per dwelling across the development in line with government advice in PPG3.
<i>Road Layout</i>	The road layout should comply with the Companion to Design Bulletin 32 (DB32) and allow for some safe on road car parking.

LOCAL PLAN HOUSING SITE

South Aldermaston



SOUTH ALDERMASTON: forty six dwellings

<i>Area of site</i>	1.2 ha.
<i>Number of dwellings</i>	46
<i>Number of affordable dwellings</i>	14

Impacts

- Increased pressure on local facilities in Tadley
- More traffic on Burghfield Road
- Visual intrusion
- Precedent for development to the east

Other recognised needs

Affordable housing

In 1995 information from Sovereign Housing Association indicated that there was a requirement for thirteen houses in Aldermaston Parish. It is also proposed that nomination rights for two of the dwellings be granted to Tadley residents, given the construction of twenty five affordable units elsewhere in Aldermaston Parish.

Pressure for development to the east

There is a recognised concern that this scheme could set a precedent for development at Strawberry Farm. This will be controlled by the landscape wedge, which will be transferred to West Berkshire Council/Aldermaston Parish Council. In the Local Plan the settlement boundary incorporates the outline of Falcon Fields and the new site. No further rounding off will then be permissible.

Visual intrusion

The site, whilst not attractive, is located in a prominent corner position. To mitigate any visual impact, the existing landscape screen, especially upon the western boundary, will be substantially strengthened.

Pedestrian access/circulation

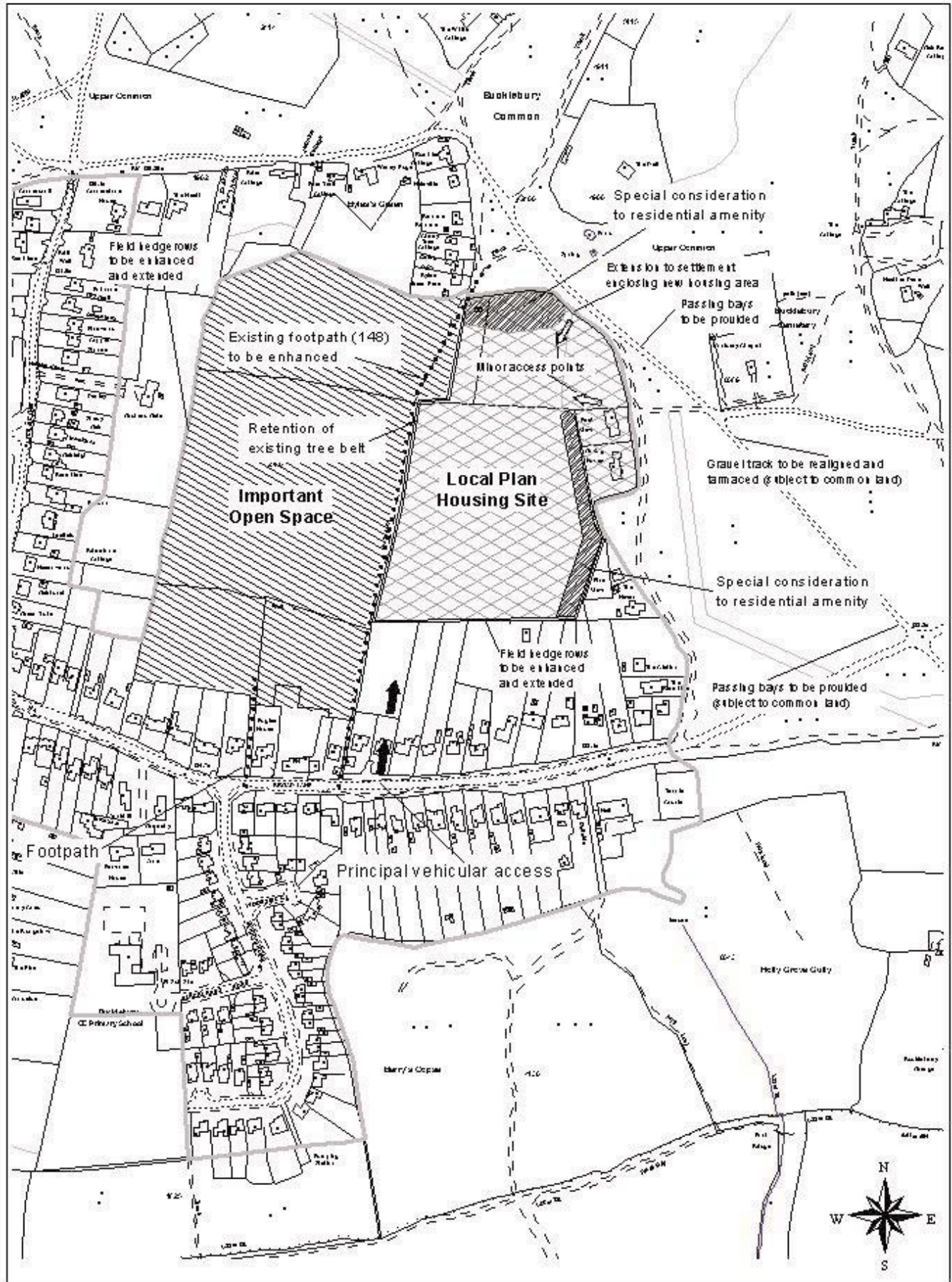
This can be enhanced by three potential measures; extension of the pavement to the new vehicle access, a new pedestrian crossing to serve the AWE (if agreed with the highway authority), and a new footway/cycle link into the scheme, via Falcon Fields, to improve access to the site.

Required elements of the development

Measures	How provided
<i>Dwelling mix</i>	The properties constructed shall be: <ul style="list-style-type: none"> • 30% affordable properties; • 25% two bed; • 25% three bed; and • 20% four and more bed properties.
<i>Fourteen affordable houses</i>	Serviced land provided at nominal cost by the developer. Local housing association to manage development site shown.
<i>Community facilities</i>	Contributions towards the provision of or improvements of community facilities arising from these new homes.
<i>Pedestrian access to AWE</i>	New zebra crossing. To be part funded by the developer. Agreement required from Highway Authority
<i>Improved landscaping</i>	To be funded by the developer, secured by planning condition and legal agreement. WBC to maintain.
<i>Provision of landscape wedge</i>	Land transferred to WBC, with sum for maintenance WBC/Parish council to maintain. Planning condition/ legal agreement.

LOCAL PLAN HOUSING SITE

Upper Bucklebury



Upper Bucklebury - forty dwellings

Area of site	4.4 ha.
Number of dwellings	40
Number of affordable dwellings	12

Impacts

Development within the AONB

The site falls within the North Wessex Downs Area of Outstanding Natural Beauty; it is important that the development is designed to a high standard. The development must be restricted to forty dwellings of various sizes built with local styles and materials. The layout should accord to the principles shown on the map and allow for the retention and enhancement of existing landscape features. A detailed landscape impact assessment should be submitted with the planning application.

Footpath across the site

The existing public footpath which runs north-south across the site should be retained on its current alignment as a principal link between old and new housing. To be improved and generally made safe.

Access and traffic

The principal vehicular access into the site should be from Broad Lane. The width of that access should be 5.5 metres on average. Vehicular access may also be achieved from the north-eastern side of the site, but only in the form of one or two cul-de-sac serving no more than five dwellings each. If the developer takes this option there will need to be passing bays along Byles Green, and a short length of gravel track tarmaced to provide a satisfactory means of access (The acceptability of both these matters will depend upon issues relating to Common land). In order to reduce traffic speeds in Broad Lane and to mitigate the impact of increased vehicle and pedestrian movements a scheme of traffic calming measures will be required. Further discussions are needed with the local community to determine the form these measures should take; items such as a speed camera, reduced speed limits and other measures are to be considered.

Adjacent residential properties

In general the development should respect the amenity of existing residential properties. However specific consideration should be given to retaining open areas or introducing landscape buffers in the areas shown on the map.

Needs

Public open space

Although surrounded by open land there is little in the way of open space within the village. The transfer of most of the western half of the site into public ownership, before development commences, is a key part of the development allocation. This land will remain open in order to preserve much of the character of the area and to provide a centrally located area of open space within the village. Consideration will need to be given to the deed of transfer restricting any future development. Covenanted spare land to be legally tied up. It is suggested that the covenant should include all new houses.

Preference within the village is for the open space to be laid out as an informal area. Further discussions at the time of a planning application will be required in order to determine the detailed layout and future management of this area. The biodiversity of the area to be retained as informal open space will be preserved and enhanced. An appropriate management agreement will be secured by a planning application related to the residential development.

Amount and location of affordable housing

Twelve affordable units should be provided on the site with Bucklebury Parish Council having nomination rights. It is considered that the affordable housing should be located closest to village amenities in the south-west corner of the site.

Landscaping and tree preservation

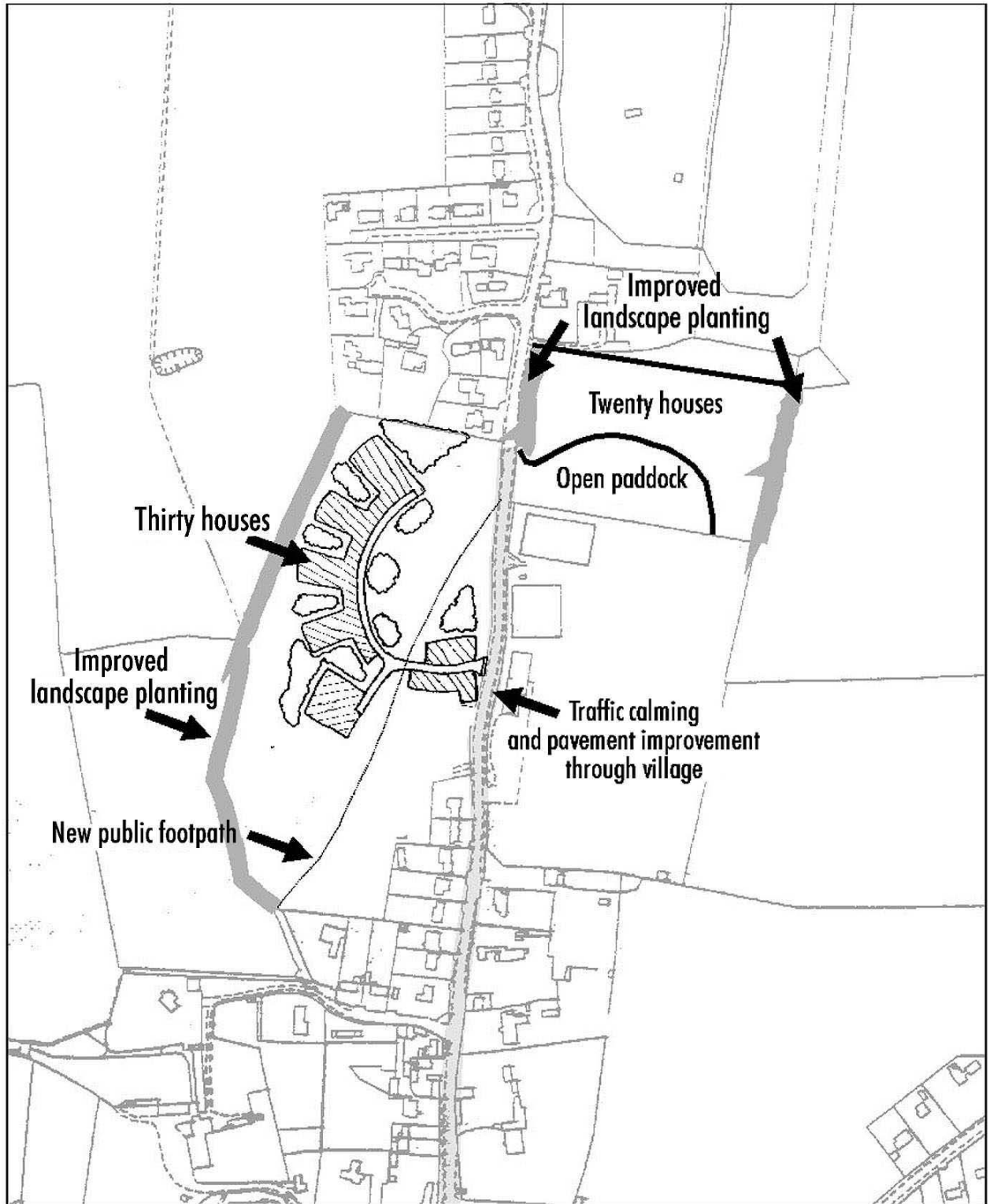
There is a need to enhance landscaping and retain existing trees in order to protect the character of the surrounding area and to reduce the impact of the development. Existing hedgerows and trees need to be protected and enhanced. Further planting should take place to compliment existing features.

Required elements of the development

Measures	How provided
<i>Dwelling mix</i>	The properties constructed shall be: <ul style="list-style-type: none"> • 30% affordable properties; • 25% two bed; • 25% three bed; and • 20% four and more bed properties.
<i>Twelve affordable dwellings</i>	Serviced land provided at nominal cost, scheme to be managed by a housing association
<i>High quality of layout and design</i>	Layout to accord with principles shown on attached map; traditional local materials and building styles to be used. Details would be negotiated through the planning application process.
<i>Traffic calming, Green Transport, and access arrangements</i>	As shown on the attached map. Scheme of traffic calming and possible contributions to green transport measures to be agreed with the Highway Authority before development is commenced and implemented before any housing is occupied
<i>Informal open space</i>	Land to be transferred to Bucklebury Parish Council, with restrictions in place, before development commences along with a payment to cover maintenance of the land.
<i>Landscaping and tree preservation</i>	Developer to prepare and implement a scheme of landscaping to cover built and open areas. The scheme should specifically include the preservation and enhancement of existing features. A detailed landscape impact assessment to be submitted with the planning application.

LOCAL PLAN HOUSING SITE

Chieveley



CHIEVELEY: fifty dwellings; two sites

<i>Area of site</i>	4.1 ha.
<i>Number of dwellings</i>	50
<i>Number of affordable dwellings</i>	15

Impacts

Increased traffic

The Community Working Party have expressed concern about the increased traffic impact that will flow from the development. In order to mitigate this impact a scheme of traffic calming measures is required in the village. In addition it is necessary to extend the coverage of the speed limit through the village.

Effect on adjacent land uses

The layout shown on that plan has been designed to avoid unacceptable impacts on adjacent land uses. However, in those areas where the sites abut existing properties due regard must be had to the amenities of those properties, in addition where the sites meet the open countryside appropriate landscaping is essential.

Other recognised needs

Affordable housing

Studies by the Rural Housing Trust carried out a number of years ago identified a need for eight properties in the Chieveley area. Experience suggests that additional housing need will emerge once firm plans for the development become widely known. The affordable dwellings will be expected to be nine on the site to the west of the village hall and six on the site to the north of the village hall. The tenure of the affordable housing will depend on a housing needs survey of the Chieveley area.

Smaller properties

Many of the smaller properties that used to exist in the village have over recent years been extended. As a result there is a lack of smaller properties in the village. The new development needs to provide a proportion of smaller houses, some of which should be terraced and on smaller sites in order to reduce the likelihood of extension; a guide dwelling mix is set out below.

The need for a quality development

The layout of the development has been designed to create a new 'heart' to the village around the existing recreation ground and proposed village green. These layout principles should generally be adhered too and traditional local materials and building styles respected. Suitable agreements are required to ensure that the areas of the two sites identified as open space or in agricultural use remain undeveloped.

The need for improvements to the village hall

The village hall is in need of refurbishment.

Required elements of the development

Measures	How provided
<i>Dwelling mix</i>	In accordance with the needs of the village the properties constructed shall be: <ul style="list-style-type: none"> • 30% affordable properties; • 25% two bed; • 25% three bed; and • 20% four bed. Some of the smaller properties shall be in terrace form.
<i>Fifteen affordable dwellings</i>	Serviced land provided by the developer at nominal cost, scheme developed by a housing association
<i>High quality of layout and design</i>	Layout to accord with principles shown on attached map; traditional local materials and building styles to be used. Details would be negotiated through the planning application process.
<i>Landscape/tree planting</i>	Landscape planting along the countryside edges of the development and formal planting around the village green.
<i>Village Hall refurbishment</i>	Developer to pay for certain refurbishment works to the village hall to be agreed with the parish Hall Management Sub-Committee.
<i>Transfer of land for village green</i>	Developer to transfer land to West Berkshire Council/Chieveley Parish Council along with a payment to cover maintenance of the land.
<i>Retention of land in agricultural use</i>	The landowner of the western site to sign a agreement giving the Parish Council the right of veto over any non-agricultural development on the southern part of the site.
<i>Traffic calming</i>	the developer to prepare, in discussions with the Community Working Party and Highway Authority, and implement a scheme of traffic calming and highway/footpath improvements in the village.
<i>Speed limit extension</i>	The developer and Council to pursue the necessary consents for the extension of the speed limit in the village. Details to be discussed with the Community Working Party.



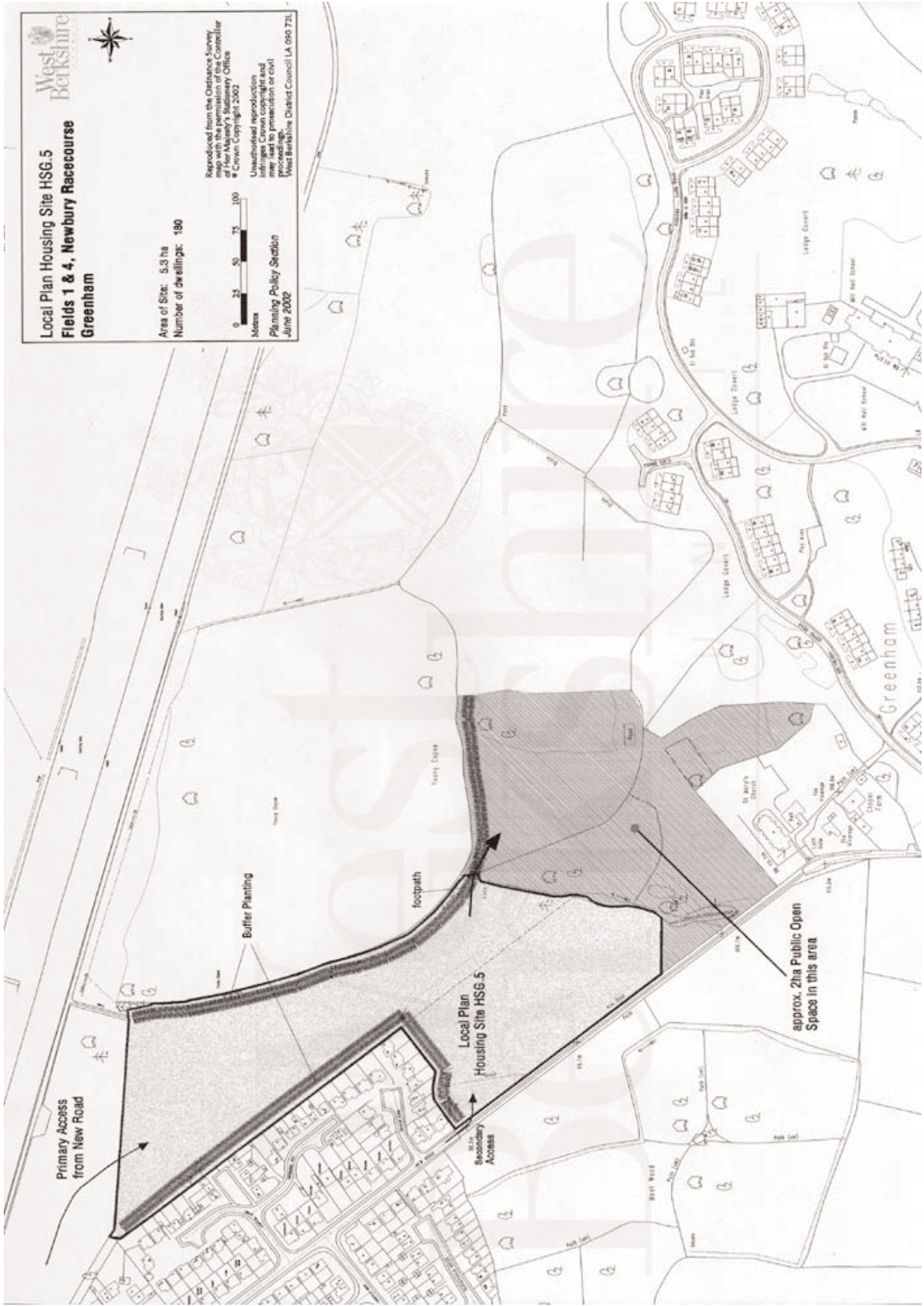
Local Plan Housing Site HSG.5 Fields 1 & 4, Newbury Racecourse Greenham

Area of Site: 5.3 ha
Number of dwellings: 180



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West Berkshire District Council LA 090 72L

Planning Policy Section
June 2009



Primary Access from New Road

Buffer Planting

footpath

Local Plan Housing Site HSG.5

Secondary Access

approx. 2ha Public Open Space in this area

NEWBURY RACECOURSE, GREENHAM: one hundred and eighty dwellings

<i>Area of site</i>	10.5 ha. (of which 5.3 ha. would be developed for housing)
<i>Number of dwellings</i>	180
<i>Number of affordable dwellings</i>	55
<i>Amount of public open space</i>	2.0 ha. (minimum)
<i>Gross density</i>	17.1 dwellings/ha.
<i>Net density</i>	34.0 dwellings/ha.

Impacts

- Impacts upon Young Copse and West Wood wildlife heritage sites (W.H.S.)

Other recognised needs

Dwelling numbers

It would be possible to achieve 180 dwellings on the site (subject to a high standard of design), and still maintain the required amount of public open space. This would provide a net density of approximately 34 dwellings per hectare which reflects government guidance in PPG3 (Housing).

Affordable housing

The Council would require a minimum 55 affordable housing units (30% of the total development site), although this requirement may be increased at the application stage depending upon local housing need. Land necessary to provide the affordable housing shall be made available to a housing association at a cost reflecting administration, servicing the site and value of the land prior to achieving planning permission, or the dwellings built to the housing associations specifications by the developer.

Transport

Newbury rail station is approximately 1.5 km. away.

While the local bus route is adequate it would need to be improved. Walking and cycling distances, around the thresholds of 1.6 km and 8.0 km, would be reasonable for some facilities including the Town Centre, primary school and particularly the Racecourse Station. Opportunities to use alternative modes of travel would be generally favourable and should be encouraged and enhanced. There should be capability to provide a circular public transport service. The development of this site shall be required to make provision for green transport measures, including improved or extended bus services.

Vehicular access onto Bridleway 3 Greenham shall require careful screening. There is the potential for a new pedestrian route along side Young Copse and improving the cycle links between the town centre and Greenham Common area. Demand for equestrian use would need to be assessed. Views in and around the church would need to be protected.

Access

Access should be via a junction from New Road, north of the housing site, for vehicles, pedestrians, cyclists and public transport. There will be a secondary access to the south of the site onto the bridleway for public transport, pedestrians, cyclists and emergency vehicles only. This would be controlled by a bus gate. As soon as practical the access shall enter the site and be segregated from the bridleway. Traffic speed control measures shall be designed into the scheme to ensure that the speed of vehicles travelling along this section of the bridleway is kept to a minimum.

The number of dwellings proposed will generate a significant increase along what is currently a fairly quiet stretch of New Road. Some form of traffic calming will be required as the approach is a straight section of road. This development will place further strain on the road links to nearby industrial areas. Boundary Road in particular is

already subject to high levels of "rat-running". The junction of Racecourse Road and Greenham Road does not have visibility to the north and junction improvements need to be considered. The junction at Stroud Green also needs to be considered.

The cumulative effect of this development along with other proposed developments in the vicinity needs to be assessed at the application stage, and an appropriate contribution made towards improvements to the A339.

Public Open Space

Assuming 180 dwellings, the development of this site should provide a minimum of 2.0 ha. of public open space to meet the required standard (Local Plan Policy RL.1) for new housing development. This would be on fields 2 and or 3.

The P.O.S. shall not be provided on Young's Copse or West Wood as they are Wildlife Heritage Sites (WHS's).

Visual intrusion/landscape features

Native structural planting on the western boundary of the site would retain its overall rural aspect, and its sensitive southern end should be enhanced by the proposals for Public Open Space with additional planting. There is a need for sensitive treatment of the land around the church.

The existing woodland alongside Bridleway 3 should be retained to screen the development.

There is a need to maintain and enhance the open setting of the church at the top end of the existing footpath/bridleway.

The future management of the adjoining Young's Copse shall be provided, however public access will be prohibited to avoid damage to the ground flora and the ancient woodland.

The following landscape principles shall apply:

- To protect the adjacent landscape from the residual effects of the new development.
- To protect adjacent residential areas from intrusive elements of the new development.
- To protect the landscape setting of listed buildings and buildings of architectural merit.
- To protect and enhance all landscape features of value.
- To predominantly use native plant species in order to enhance the biodiversity and landscape setting of the site.
- To protect sites of nature conservation interest within and adjacent to the site.
- To ensure the designated public open space and non designated public open spaces (i.e. the space between the buildings) offer a positive contribution to the environment and the community.
- To ensure proposed new footpaths and cycleways within the development should not only provide links to existing PROW and informal footpaths within the vicinity, but be attractive and take advantage of the landscape features of value within the site. The rural character of existing PROW and non designated footpaths should also be protected.
- To minimise the impact of lighting throughout the site and on adjacent areas.

Design and layout

Careful design would be required to ensure that there is no damage to the WHS.

The development should be built to meet 'secure by design' standards. In addition, all paths should be designed so that they are well used and overlooked.

Parking areas should not be designed in designated parking areas, but ideally located in view of the properties.

Water

This site has a source protection zone within it, therefore appropriate mitigation measures would need to be taken to ensure that no pollution occurs to groundwater resources.

Local facilities

Further consideration should be given to the feasibility of a shop on the edge of the site which could also serve the nearby houses.

Education

Number of pupils likely to be generated - 50 primary; 32 secondary.

The closest primary school is Greenham Court. This is a significant number of extra pupils and would lead to extra pressure on the school. There will be an impact on the resources of the school, particularly as some of the teaching spaces are small. Other local primary schools would not have room for this number of pupils. Park House Secondary School is over 2 km away from the site. Extra pupils would put a pressure on resources at the school.

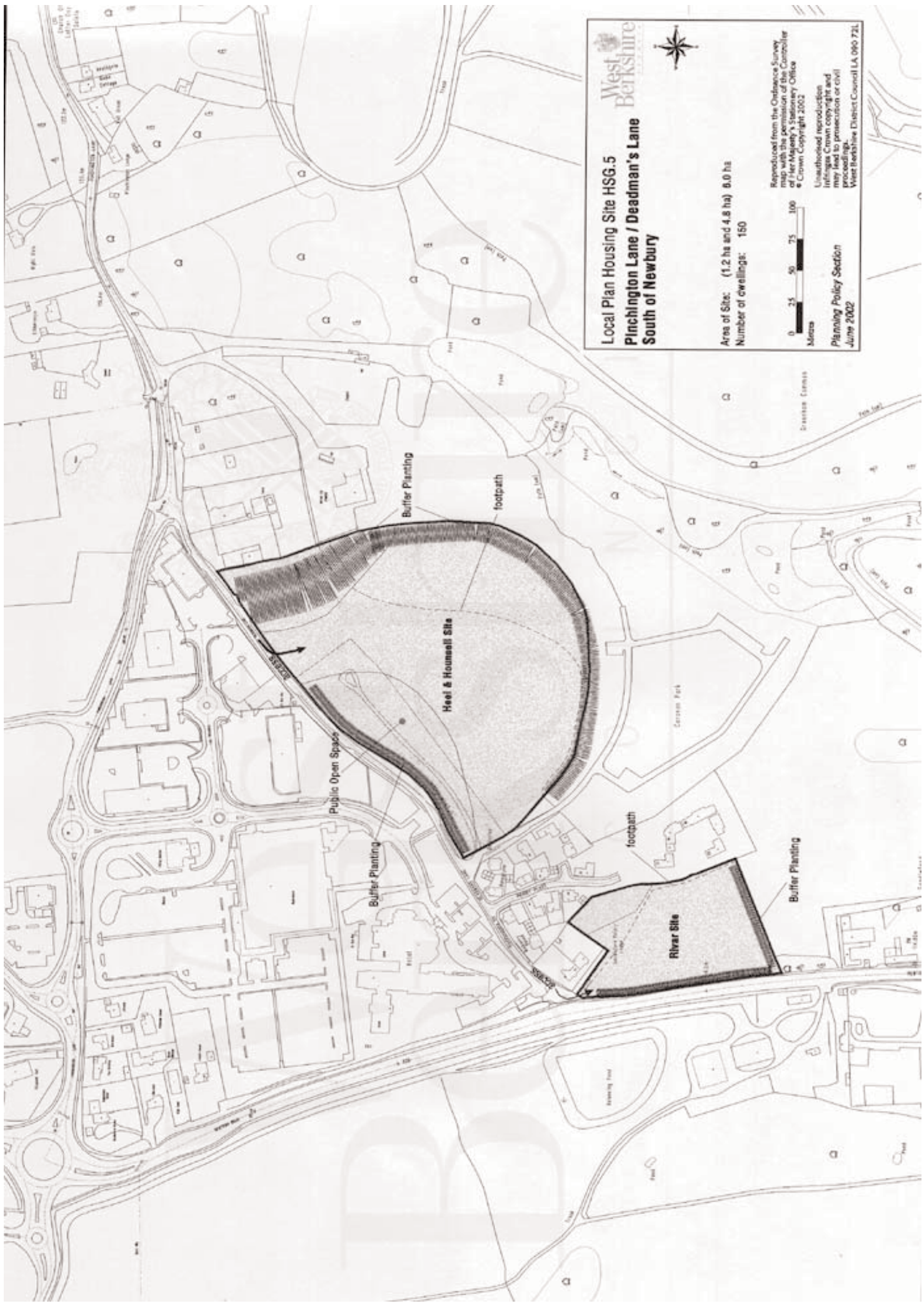
The precise education requirements shall be calculated at the time of an application, although the development is likely to need to fund further primary and secondary school classrooms.

Archaeology

The medieval village of Greenham may have been sited to the north and surrounding the church. This requires further investigation, as there may be an impact on the more southerly part of the allocation. An archaeological desktop assessment in support of the planning application shall be required.

Required elements of the development

Measures	How provided
<i>Dwelling mix</i>	The properties constructed shall be: <ul style="list-style-type: none"> • 30% affordable properties; • 25% two bed; • 25% three bed; and • 20% four or more bed properties.
<i>55 affordable dwellings</i>	Serviced land provided at nominal cost, developed by a housing association
<i>Landscape treatment</i>	A detailed landscaping scheme to be provided and implemented for the site. The development should take into account any further landscape guidelines issued by the Council for this site.
<i>Public open space</i>	2.0 ha. P.O.S. provision to the required standard
<i>Transport</i>	Contributions towards green travel measures.
<i>Access</i>	Access would be off the bridleway.
<i>Car Parking</i>	Off road car parking should not exceed an average of 1.5 per dwelling across the development in line with government guidance in PPG3.
<i>Road Layout</i>	The road layout should comply with the Companion to Design Bulletin 32 (DB32) and allow for some safe on road car parking.



West Berkshire
Local Plan Housing Site HSG.5
Pinchington Lane / Deadman's Lane
South of Newbury

Area of Site: (1.2 ha and 4.8 ha) 6.0 ha
 Number of dwellings: 150



Planning Policy Section
 June 2002

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PINCHINGTON LANE / DEADMAN'S LANE, NEWBURY: one hundred and fifty dwellings

<i>Area of site</i>	6.0 ha. (4.8 ha. & 1.2 ha.)
<i>Number of dwellings</i>	150
<i>Number of affordable dwellings</i>	45
<i>Amount of public open space</i>	1.6 ha.
<i>Gross density</i>	25 dwellings/ha.
<i>Net density</i>	34.1 dwellings/ha.

Impacts

- The effects on the Grade II Registered Historic Park of Sandleford Priory and the setting of the Grade I Listed Sandleford Priory.
- Impact upon the housing at the Riding School, and the Caravan Park.

Other recognised needs

Dwelling numbers

It would be possible to achieve 150 dwellings on the site (subject to a high standard of design), and still maintain the required amount of public open space. This would provide a net density of approximately 34 dwellings per hectare which reflects guidance in PPG3 (Housing).

Affordable housing

The Council would require a minimum of 45 affordable housing units (30% of the total development site), although this requirement may be increased at the application stage depending upon local housing need. Land necessary to provide the affordable housing shall be made available to a housing association at a cost reflecting administration, servicing the site and value of the land prior to achieving planning permission, or the dwellings built to the housing associations specifications by the developer.

Transport

Newbury station is about 2 km. away. The site is within walking distance of an hourly Monday - Saturday bus service to Newbury and Basingstoke.

There are no definitive rights of way adjacent to the site but great potential exists for new footpath/cycle links to Footpath 10 Greenham to the east, to Greenham Common and to Newbury town centre.

The development of this site shall be required to make provision for green transport measures.

Access

Access would be along Deadman's Lane for both sites. Improvement to Deadman's Lane will be essential to accommodate the increased traffic. The cumulative effect of this development along with other proposed developments in the vicinity needs to be assessed at the application stage, and an appropriate contribution made towards improvements to the A339.

Public Open Space

Assuming 150 dwellings, the development of this site should provide 1.6 ha. of public open space to meet the required standard (Local Plan Policy RL.1) for new housing development.

Visual intrusion/landscape features

The site(s) lie within the boundary of the Sandleford Priory Grade II Registered Historic Park. They also lie within the view of the Grade I Listed Sandleford Priory which stands centrally within the Park.

The Park was landscaped in 1783 by Capability Brown. His design introduced new drives from the north west and north east corners of the Park which made extensive use of the whole northern Park landscape as an approach to and setting for James Wyatt's gothicised house.

Any development on this site needs to be sensitively and extensively landscaped in order to retrieve and enhance some of the features of the northern Priory grounds. The following landscape principles shall apply:

- To protect the adjacent Historic Parkland landscape from the residual effects of the new development.
- To ensure that new landscape proposals positively enhance the historic integrity of the Park and as far as possible adhere to the restoration of the Park as shown on the 1st Ed OS Map of the area.
- To secure the protection and enhancement of key landscape features and to restore lost features of value.
- To ensure that new areas of planting contain plant species as originally used by 'Capability' Brown. A high percentage of native plant species should also be used to enhance the biodiversity value of the site.
- To protect and enhance the setting of all listed buildings and buildings of architectural merit.
- To ensure the designated public open space and non designated public open spaces (i.e. the space between buildings) offer a positive contribution to the environment and the community.
- To develop opportunities for access and recreation which do not compromise the historic integrity of the Park.
- To minimise the impact of lighting throughout the site and on adjacent areas.

The development of the Hounsell land shall be designed to make optimum use of the site's advantages, and leave generous space to landscape in depth to ensure the required softening effects, as well as allowing for more tailored landscaping towards the south and east up to the borders of adjoining development, and the rest of the Park. This shall reintroduce some of the lost character of the Historic Park.

The Rivar site shall provide the opportunity to enhance the southern aspects of the "gateway" to Newbury. The linked incorporation of the large eastern site into the retrieval of a remaining, neglected but relatively unchanged, part of the Historic Park offers a substantial gain in the Council's overall aims for this area.

There is a need to provide greater public access and there could be further gains with the opportunities to create new linking footpaths to other areas of the Park and the Common.

Design and layout

The development should be built to meet 'secure by design' standards. In addition, all paths should be designed so that they are well used and overlooked. Parking areas should not be designed in designated parking areas, but ideally located in view of the properties.

Development limits

The associated and integral landscaping and open space should be covered by designation under Policy ENV.31. There is no doubt that these spaces are vital to the achievement of the comprehensive future of this sensitive area. Their implementation and future management are essential to gain the most from the approach which accepts some development and the safeguarding and enhancement of the Historic Park and the setting of this part of Newbury. They should be recognised as special open spaces, and encompassed within the settlement boundary. This would then determine the boundary on the outward extent of the sites.

Water

The site includes a waste site and it is therefore likely to be contaminated. Appropriate site investigation should be carried out to determine the potential risk. Full protection should be given to the nearby Greenham and Crookham Commons SSSI. The Drayton's Gully is 600 metres away and any development should avoid any pollution of this watercourse.

This site has a source protection zone within it, therefore appropriate mitigation measures would need to be taken to ensure that no pollution occurs to groundwater resources.

Local facilities

These sites are well-located in respect of local facilities, including schools and the proposed Newbury College, a wide range of shopping including major shops, community and recreational facilities, employment opportunities and public transport.

Need to consider the opportunity to improve community facilities in Greenham.

Education

The number of pupils likely to be generated - 42 primary; 27 secondary.

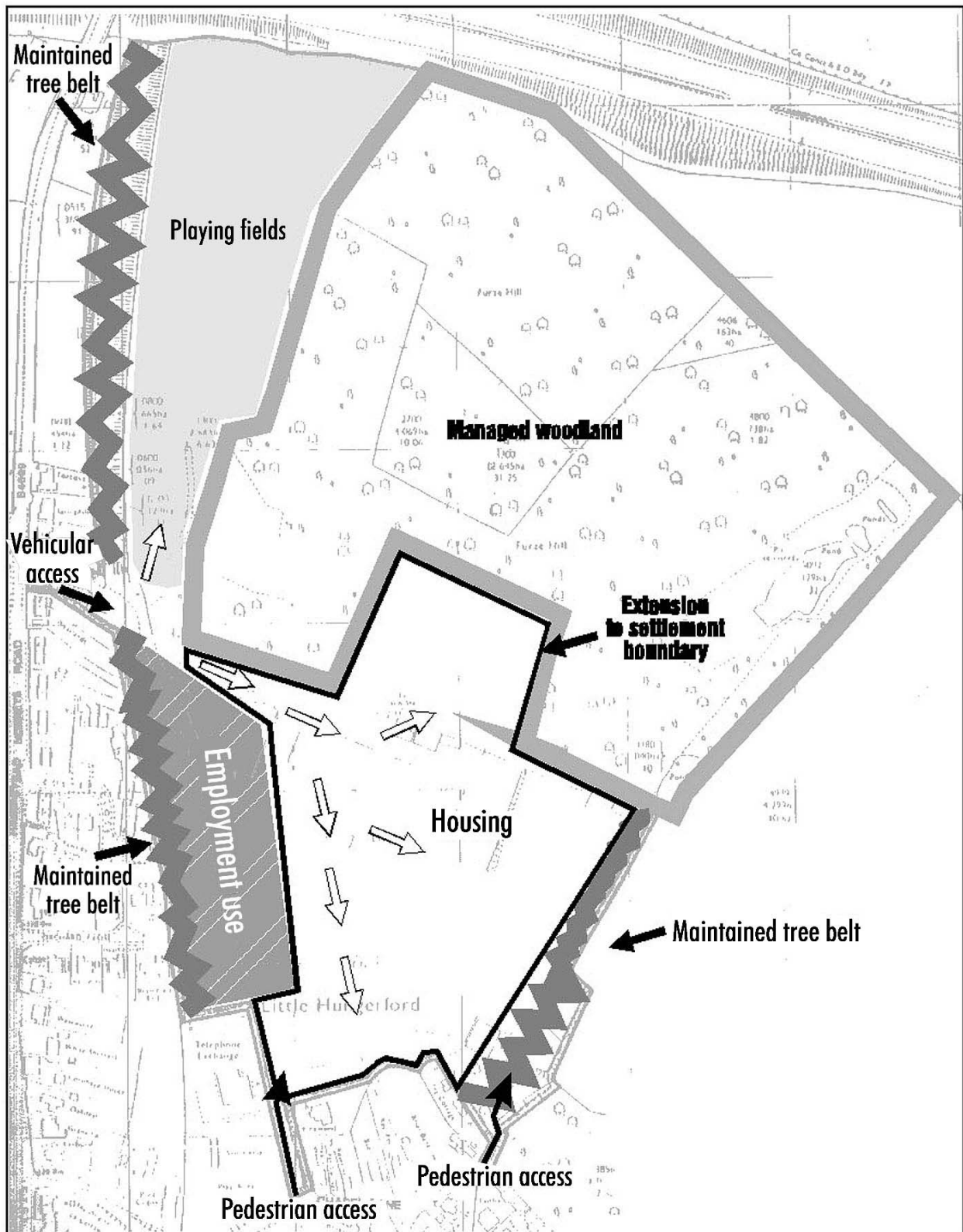
The closest primary school is Greenham Court. It does not have good pedestrian access at present. The development shall fund a pelican crossing to encourage journeys by foot. There is currently a shortage of places at Park House Secondary School, although extra provision is being made. St. Bartholomew's also has a shortage of places, which is forecast to rise over the next four years. The need for additional classroom provision shall be considered at the time of an application.

Required elements of the development

Measures	How provided
<i>Dwelling mix</i>	The properties constructed shall be: <ul style="list-style-type: none"> • 30% affordable properties; • 25% two bed; • 25% three bed; and • 20% four or more bed properties.
<i>45 affordable dwellings</i>	Serviced land provided at nominal cost, developed by a housing association
<i>Landscape treatment</i>	Very sensitive landscape treatment in view of the Historic Park and the Grade I listed Sandford Priory with the open space / landscaping designated under ENV.31. The development should take into account any further landscape guidelines issued by the Council for this site.
<i>Public open space</i>	1.6 ha. P.O.S. provision to the required standard
<i>Transport</i>	Contribution towards green transport measures
<i>Access</i>	Improvements to provide satisfactory access. Improvements in the local cycleway network, and additional footpaths.
<i>Car Parking</i>	Off road car parking should not exceed an average of 1.5 per dwelling across the development in line with government guidance in PPG3.
<i>Road Layout</i>	The road layout should comply with the Companion to Design Bulletin 32 (DB32) and allow for some safe on road car parking.

LOCAL PLAN HOUSING SITE

Hermitage



HERMITAGE: one hundred and sixty five dwellings

<i>Area of site</i>	6.5 ha.
<i>Number of dwellings</i>	165
<i>Number of affordable dwellings</i>	50

Impacts

Development within AONBs

As the site is within the North Wessex Downs Area of Outstanding Natural Beauty, it is important that the development is designed to a high standard.

The southern part of the site, extending to about twenty acres, is a former brickworks now used as a depot for the storage and maintenance of construction plant. It is fairly level, and enclosed by heavily-treed land.

The northern part of the site is about thirty four acres and is a mixture of woodland and agricultural land. The land rises to Furze Hill, and then falls to the M4 motorway, which forms the northern boundary of the site.

In order to limit the impact of the development on the landscape, and the character of Hermitage village, the total number of dwellings to be provided on this site shall not exceed 165.

A detailed landscape impact assessment should be submitted with the planning application.

Access and highway safety

Consultants acting for the site owners have prepared a traffic impact study, and their report has been examined by the Highway Authority and by consultants acting for the Parish Council.

Vehicular access will be from the B4009 Hampstead Norreys Road, at the point where there is an existing access to the depot. The access should be amended to improve visibility, with some realignment of the B4009, which would have a 'calming' effect on traffic entering the village from the north.

Pedestrian access into the site should be provided from Chapel Lane, for ease of access for the prospective residents to and from community facilities in the village.

Off-site, the prospective developer accepts that the additional traffic that would be generated by the development would exacerbate existing capacity problems at the junction of Priors Court Road and the B4009. The developer should therefore improve that junction by constructing a mini-roundabout, with changes to kerb radii. This would have a 'calming' effect on traffic entering the village from the north.

There may be a need for further traffic calming through the village, which will be established by discussions between the developer and the highway authority. A traffic island with 'speed' camera just to the south of the access to the development site is under consideration.

Amount and location of affordable housing

There has been no recent survey of housing need in Hermitage, but a survey in 1990 found that thirteen households were in housing need at that time, and that thirty nine households would be seeking housing within five years. The housing waiting list indicates a housing need for Hermitage parish of twenty dwellings, of which ten would be for the elderly. The scheme should also contribute to meeting the needs of adjoining parishes such as Hampstead Norreys.

Consequently it is required that part of the site be allocated for affordable housing developed by a housing association. It is considered that the affordable housing should be located closest to village amenities at the southern end of the site.

Provision of sites for employment

In order to maintain a similar level of employment to that currently provided by the existing depot, one hectare is to be set aside for up to 4,000 sq. metres of small industrial/office units.

The developer is to lay services to the land allocated for this purpose, which it is suggested should be close to the site entrance on the western side of the site.

A high standard of design will be required so as not to detrimentally affect the amenities of adjoining residents. Service yards should be well screened, with particular attention being given to improved landscaping between the employment development and new and existing Housing.

Provision of public open space

The open land to the north of the site entrance is suitable for laying out as playing fields; there is a shortage in Hermitage of formal open space for the playing of team games. The land available could satisfactorily accommodate two football pitches and a cricket square; drainage may need to be improved.

Changing rooms will need to be provided as part of the development, built in the style of a traditional pavilion. This should be the southern end of the site, with car parking adjacent.

An equipped children's play area should be provided adjacent to the changing rooms. All the above to be conveyed to the Parish Council with appropriate commuted sum for future maintenance. To the east of the proposed playing fields there is an extensive area of woodland, believed to be of significant ecological value. This woodland will need to be properly managed to maintain its amenity and ecological value. The developer will be required to prepare and implement a management plan, with a commuted sum payable to an appropriate conservation trust for future management.

At the southern end of the site, adjacent to the proposed housing, there are tree belts that need to be maintained with appropriate arrangements for future management.

Capacity of primary school

The Hermitage Primary School is at capacity, and the Education Authority forecast that this situation will continue.. This will require improved facilities at the school equivalent to the provision of one additional classroom. The form of improvements to be provided by the developer will be determined in consultation with the school and the Education Authority on submission of an application for permission and provided at a date to be agreed.

Amendment to settlement boundary

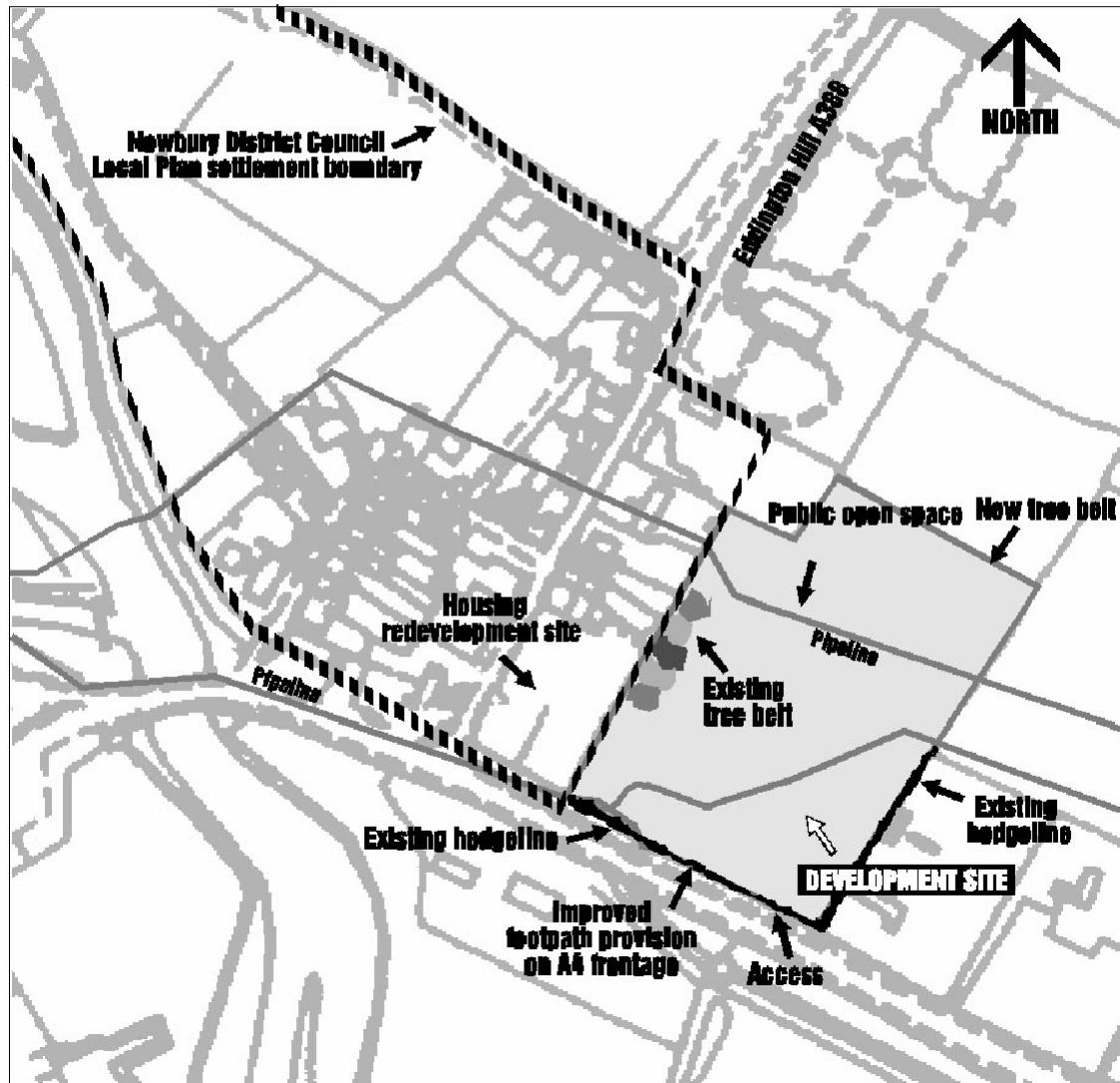
The depot is currently outside the settlement, as defined in the 1993 Newbury District Local Plan. It is proposed to amend the boundary, to include the proposed areas of housing and employment as shown on the attached map.

Required elements of the development

Measures	How provided
<i>Housing</i>	165 Dwellings
<i>Dwelling mix</i>	The properties constructed shall be: <ul style="list-style-type: none"> • 30% affordable properties; • 25% two bed; • 25% three bed; and • 20% four and more bed properties.
<i>Fifty affordable dwellings</i>	Service land provided at nominal cost scheme developed by a housing association.
<i>Employment</i>	4000 sq. m. of small industrial/office units.
<i>Development area</i>	Redevelopment only of the existing area in depot use
<i>Access</i>	Vehicular access from existing access B4009
<i>Highways</i>	Off site highway works required including traffic calming measures and improvements to the B4009/Priors Court Road junction; an extension of the speed limit; and contribution to green transport measures.
<i>Public open space</i>	Provision of playing fields, changing rooms and equipped play area.
<i>Woodland area</i>	Provision and maintenance of the ecological and amenity value of the wooded area.
<i>Landscape</i>	A detailed landscape impact assessment to be submitted with the planning application.
<i>Education</i>	Provision of improvements to the Primary School.
<i>Ground conditions</i>	Survey of ground conditions
<i>Water/sewage</i>	Need to ensure adequate sewerage provision.
	Measures to safeguard and improve the environmental quality of the village and avoid noise problems from the M4 motorway.

LOCAL PLAN HOUSING SITE

Hungerford - north of A4 at Eddington



HUNGERFORD: thirty six dwellings; site north of the A4 at Eddington

<i>Area of site</i>	1.6 ha.
<i>Number of dwellings</i>	36
<i>Number of affordable dwellings</i>	11

Impacts

- Development within the AONB
- Rising ground with increasing visual prominence.
- Access off the A4.
- Government oil pipelines which cross the site from west to east on different alignments.
- Need to retain and enhance existing landscape features.

Other recognised needs

Affordable housing

The current Sovereign Housing Association waiting list (held on behalf of the Council) indicates a need for eighty houses principally in the two and three bedroom category. The Council will expect at least eleven affordable housing units (30 % of the total development size).

Visual intrusion/landscape features

The site rises steadily as you move north to the rear of the site, becoming increasingly visible from the A4 and across the valley. There are well established hedgerows to the front and east of the site and a prominent tree belt to the west on the boundary of the site and the rear of the properties in Eddington Hill. These landscape features should be retained, and where possible strengthened by additional landscape planting. Along the proposed rear boundary of the site there is a step in the slope which forms a logical break point. On the higher part of the development site there should be planted a tree belt to reinforce the development limits and to form a backdrop to the proposed housing.

A detailed landscape impact assessment should be submitted with the planning application.

Access

The access arrangements, should take the form of a T junction, designed to Department of Transport standards, onto the A4 from the eastern side of the site, so as to achieve adequate spacing between the new junction and the junction of the A4 with Eddington Hill.

Government oil pipe lines

These pipe lines cross the site in two places (approximate alignments shown on the site plan). In general no part of any building or structure should be within ten feet/three metres of these pipelines. The Agent for dealing with these pipelines on the Governments behalf is **Serco Gulf Engineering** (01865 378352). Any development on this site should not therefore be commenced until their agreement has been given in writing and the Council informed accordingly.

Public open space

The scheme should provide public open space to the required standard (see Local Plan policy RL1) for new housing development. In general location terms it would be better to provide this on the higher ground at the rear of the site and away from the A4. The oil pipe line safety zones could also be utilised as amenity space and for pedestrian access purposes. The public open space should be provided and maintained by the developers.

Design and layout

The layout will be heavily influenced by the oil pipe line routes. The housing designs should reflect the qualities and character of the older parts of Eddington, while changing to a village design when moving eastwards along the A4 to adjoin the existing thatched cottage. This transition in design and character will need careful handling in architectural terms. A modern estate layout with standard house types is unlikely to provide a satisfactory solution. This site is on a main approach road into Hungerford and within the AONB which is further justification for having a quality scheme.

Development limits

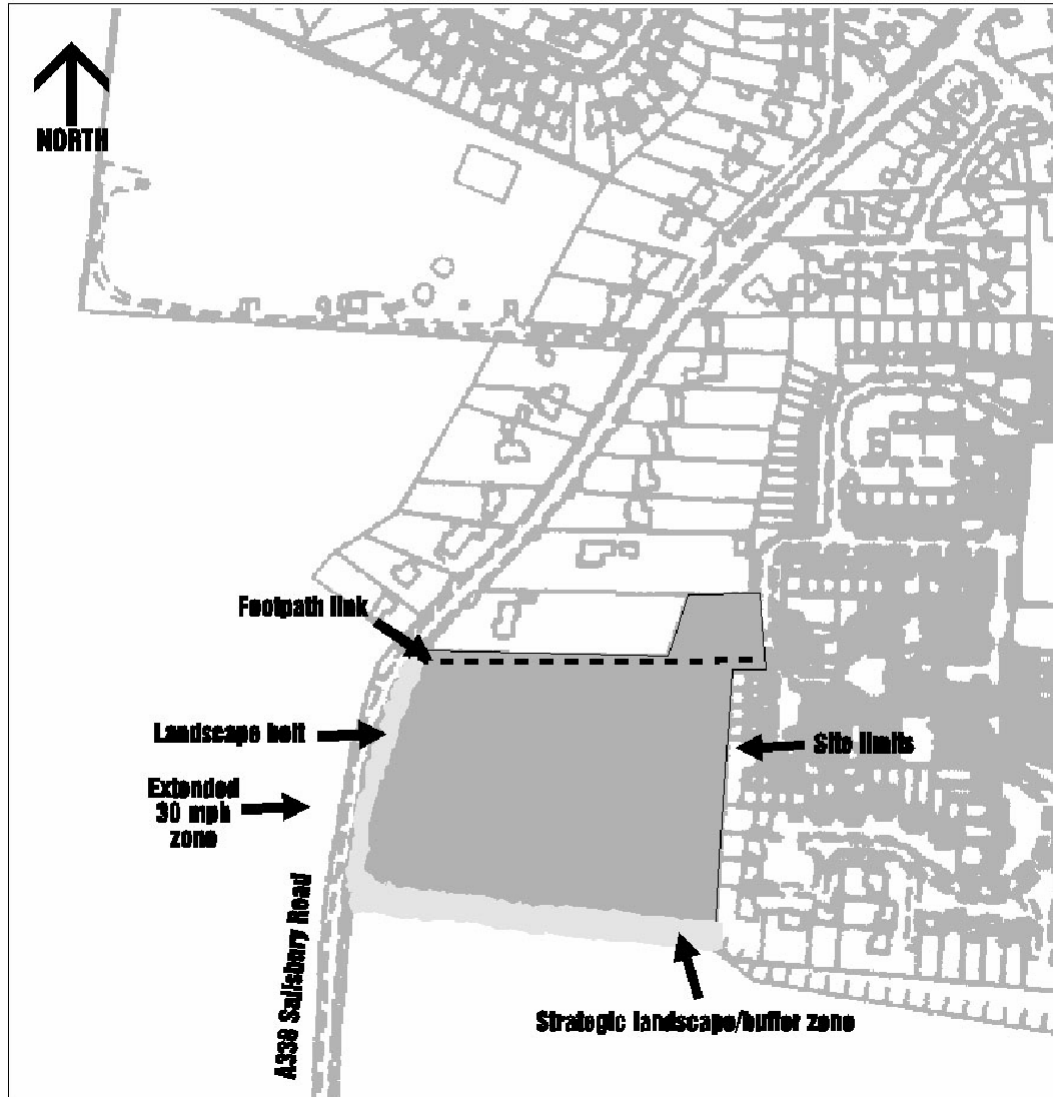
The development limits are those shown on the site plan which forms part of this development statement.

Required elements of the development

Measures	How provided
<i>Dwelling mix</i>	The properties constructed shall be: <ul style="list-style-type: none"> • 30% affordable properties; • 25% two bed; • 25% three bed; and • 20% four and more bed properties.
<i>Eleven affordable dwellings</i>	Serviced land provided at nominal cost, developed by a housing association.
<i>Design concept</i>	There will be emphasis on the essential high quality of the design concept, the layout and house designs and materials, together with appropriately sensitive roads and footpaths, to be tailored specially to the site
<i>Landscape treatment</i>	Retaining and improving existing landscape feature and planting a new tree belt to the rear of the site. A detailed landscape impact assessment to be submitted with the planning application.
<i>Public open space</i>	POS provision to the required standard located on the higher ground to the rear of the site, away from the A4.
<i>Oil pipe line</i>	Three metres clearance on either side of the pipe line - use land for amenity purposes within the development layout.
<i>Access</i>	From the A4 and with improved footpath provision on the main road frontage back towards the town.

LOCAL PLAN HOUSING SITE

Hungerford - east of Salisbury Road



HUNGERFORD: fifty eight dwellings; site east of the Salisbury Road

<i>Area of site</i>	2.5 ha.
<i>Number of dwellings</i>	58
<i>Number of affordable dwellings</i>	18

IMPACTS

- Development within the AONB.
- Visual intrusion.
- The access arrangements.
- More traffic having to pass through the centre of Hungerford to gain access to the A4 and M4.
- Concern that this development might lead to further development to the south and on a much larger scale.
- Loss of existing landscape features.

Other recognised needs

Affordable Housing

The current Sovereign Housing Association waiting list (held on behalf of West Berkshire Council) indicates a need for eighty houses principally in the two and three bedroom category. In Hungerford the Council will expect to secure at least the provision of eighteen affordable dwellings (30 % of the total development size). The waiting list is, however, an understatement of the true level of local housing need. In addition to which Hungerford, given its size and character, is likely to be the focus of housing needs from the surrounding rural parishes.

Visual Intrusion

The site is prominently located on the urban edge within the AONB, therefore any development should seek to enhance the landscape qualities of the area. In this respect the outer edges of the site (the southern and western boundaries) will need extensive landscape treatment to soften and screen the impact of the development on the wider rural character and qualities of the AONB landscape. This should be approached as a fundamental requirement ideally needing the input of expert landscape advice. A detailed landscape impact assessment should be submitted with the planning application.

Future pressure for development to the South

To prevent any likelihood of development to the south the Council and Hungerford Town Council will require control of the southern landscape area together with an appropriate sum for its on-going maintenance. This provision should be outside of any private garden space and held as a protected landscape/buffer zone.

Access (vehicular and pedestrian)

The Highway Authority have stated and reaffirmed their view that access to this site should be taken from Lancaster Square and not directly from the A338 Salisbury Road. The developers and the Working Group would, however, prefer to access the private housing from the main road frontage. They have no objection to the affordable housing being serviced from the rear. The developers have appointed highway consultants to investigate this matter further with the Highway Authority. A footpath link across the site between Lancaster Square and the Salisbury Road is also a requirement of this development. If the main site access is taken from the Salisbury Road then substantive new landscape treatment on this frontage will be required (a new hedgerow and tree planting behind the sight lines).

Public Open Space provision

This development should meet the normal public open space requirements for new housing development whilst bearing in mind the need for substantive landscape treatment, the size of private garden areas within the development and the existing provision of public open space at the end of Priory Road. In these circumstances, it may be appropriate to seek improvements to the existing recreation ground rather than to provide another small area of public open space but this would be a matter for detailed negotiation.

Type of housing

The site is located on an important road frontage into Hungerford and in this regard it is considered that larger dwelling houses would be more appropriate on this frontage.

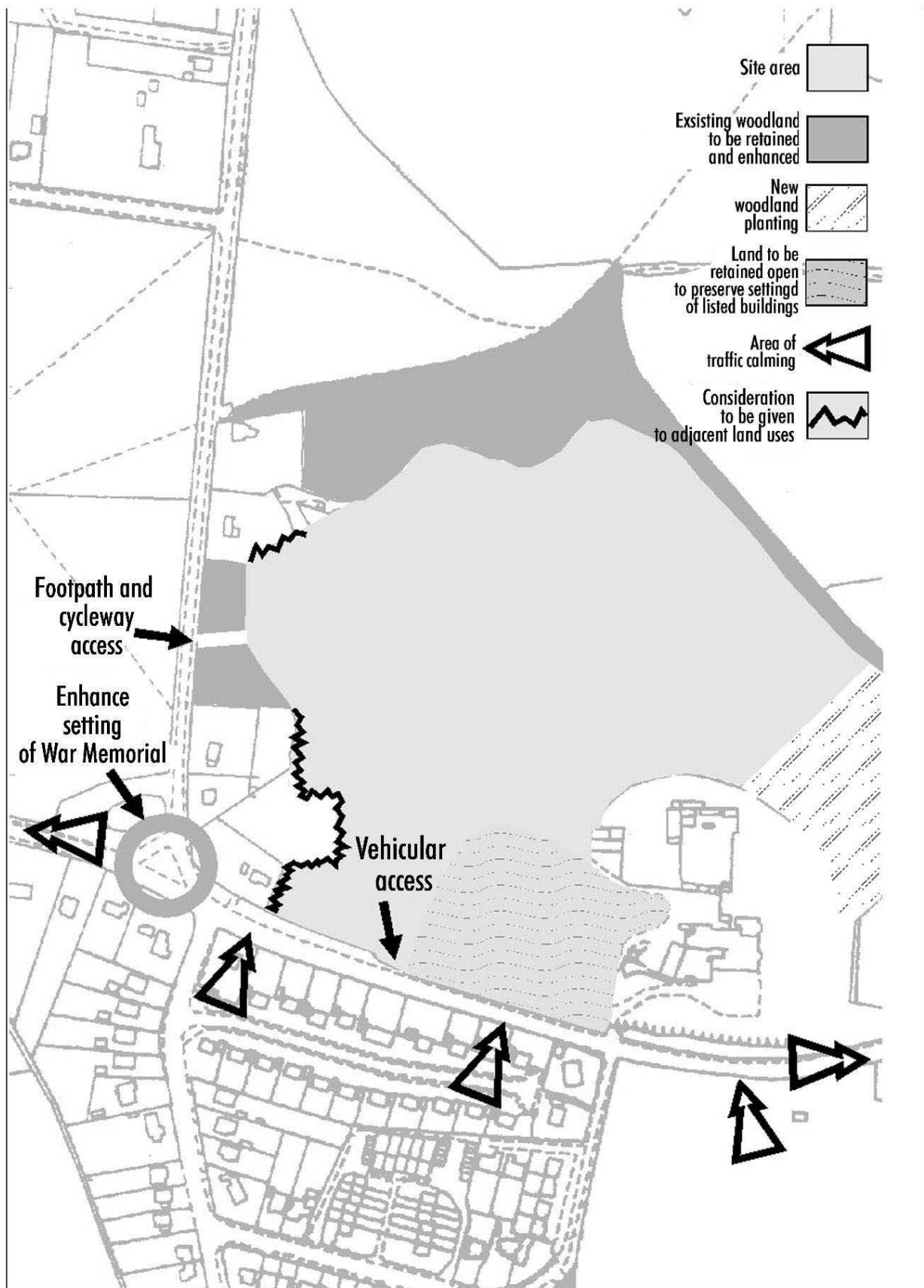
Development Limits

The development limits are those shown on the site plan which forms part of this development statement.

Measures	How provided
<i>Dwelling mix/design quality</i>	The properties constructed shall be: <ul style="list-style-type: none"> • 30% affordable properties; • 25% two bed; • 25% three bed; and • 20% four and more bed properties. A quality housing layout and design standard to reflect the prominence and quality of the location.
<i>Eighteen affordable dwellings</i>	Serviced land provided at nominal cost, scheme to be developed by a housing association.
<i>Landscape treatment</i>	Substantive landscape treatment to screen the development and to provide a natural boundary between urban edge and the highly visible and prominent AONB rural landscape to the south and west. A detailed landscape impact assessment to be submitted with the planning application.
<i>Southern landscape/buffer zone</i>	In location shown on map, land to pass to the control of West Berkshire and/or Town Council together with a sum for its ongoing maintenance.
<i>Pedestrian access</i>	Footpath link through the development from Lancaster Square to the A338 Salisbury road.
<i>Access arrangements</i>	At the date of publication the preferred option is for the site to be accessed via the introduction of a roundabout on to the Salisbury Road. This still has to be agreed by the Highway Authority.
<i>Public open space</i>	To apply the lower limit of 3 hectares per 1000 population (Local Plan policy RL1) or to seek improved recreation facilities at the Priory Road recreation ground

LOCAL PLAN HOUSING SITE

Mortimer



MORTIMER: one hundred and twenty dwellings

<i>Area of site</i>	5.8 ha.
<i>Number of dwellings</i>	120
<i>Number of affordable dwellings</i>	36

Impacts

Increased traffic

The prime concern of the community working party was the increased impact from traffic that would flow from the development. A comprehensive scheme of traffic measures is required throughout the village in order to mitigate the impact of this traffic.

Potential harm to the setting of Mortimer Hill

The setting of this grade II listed building must be protected, and if possible enhanced. This can best be done by providing an area of open land to the front of the property.

Effect on adjacent land uses

A poor development could cause unacceptable impacts on adjacent land uses, particularly on the residential amenities of the properties fronting Hammond's Heath.

Recognised needs

Affordable housing

Planning permission has been granted for twelve affordable houses, on a rural exceptions site in Windmill Road, Mortimer. Demand for these units was high with over thirty requests in the first few weeks. Housing association waiting lists contain thirty households for Mortimer parish. Earlier parish studies indicated that approximately seventy households were in need of affordable accommodation in the village. Clearly therefore demand in the parish is for at least thirty homes, probably more.

The need for a quality development

Local materials and building styles must be used. In addition the spatial and density standards need to reflect the Victorian village character of Mortimer.

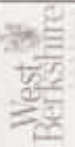
Landscaping and tree planting

The site is generally well screened by existing woodland. The plan shows where additional planting is required. The desirability of enhancing existing planting should be investigated.

Required elements of the development

Measures	How provided
<i>Dwelling mix</i>	The properties constructed shall be: <ul style="list-style-type: none"> • 30% affordable properties; • 25% two bed; • 25% three bed; and • 20% four and more bed properties.
<i>Thirty six affordable dwellings</i>	Serviced land provided by the landowner at nominal cost, Scheme developed by a housing association.
<i>Traffic calming</i>	The developer to prepare, in discussion with the community working party, and implement a village-wide scheme of traffic calming. The scheme should address the issues of traffic speeds through the village, the sympathetic treatment of the war memorial, drop off facilities for St Mary's School and adequate footpath provision.
<i>Quality development</i>	Design and layout to reflect character of Mortimer and protect adjacent land uses.
<i>Landscaping/tree planting</i>	A detailed scheme to be prepared and implemented for the entire site, with specific attention being given to those areas shown on the plan.
<i>Open space</i>	Open space provision within the development area shall be set out for informal recreation or used for enhancing landscaping areas. Part of the open space within the site shall be located so as to provide an open setting to Mortimer Hill, a grade 2 listed building.

Local Plan Housing Site HSG.5
Enborne Road
Newbury

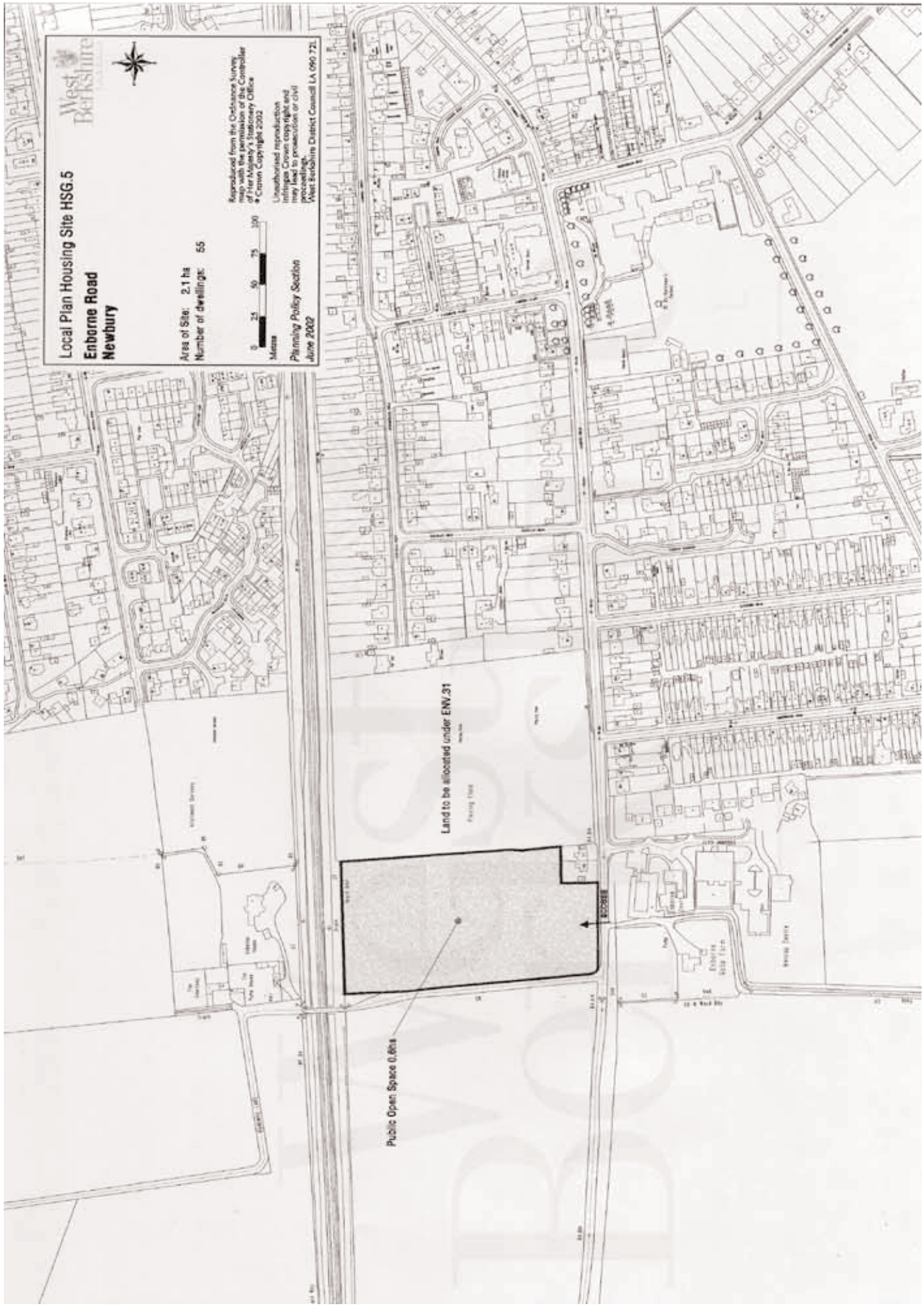


Area of Site: 2.1 ha
Number of dwellings: 55



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Planning Policy Section
June 2002



Land to be allocated under ENV.31

Public Open Space 0.6ha

ENBORNE ROAD, NEWBURY: fifty five dwellings

<i>Area of site</i>	2.1 ha.
<i>Number of dwellings</i>	55
<i>Number of affordable dwellings</i>	17
<i>Amount of public open space</i>	0.6 ha
<i>Gross density</i>	26.2 dwellings/ha.
<i>Net density</i>	36.7 dwellings/ha.

Impacts

- The effects on the appearance and character of the Setting of Newbury.
- The site's location within the Newbury Battlefield designation.

Other recognised needs

Dwelling numbers

It would be possible to achieve 55 dwellings on the site (subject to a high standard of design), and still maintain the required amount of public open space. This would provide a net density of approximately 37 dwellings per hectare, which reflects guidance in PPG3 (Housing).

Affordable housing

The Council would require a minimum of 17 affordable housing units (30% of the total development size) although this requirement may be increased at the application stage depending upon local housing need. Land necessary to provide the affordable housing shall be made available to a housing association at a cost reflecting administration, servicing the site and value of the land prior to achieving planning permission, or the dwellings built to the housing associations specifications by the developer.

Transport

Newbury station is approximately 1.5 km away. The site is within walking distance of the bus service to Newbury and Thatcham.

The development should also consider the need for improvements to the footpath linking the site to the Canal towpath, and improvements to the existing cycleways in the area. There have already been improvements to the Canal towpath at the Town Centre.

The development of this site shall be required to make provision for green transport measures.

Public Open Space

Assuming 55 dwellings, the development of this site should provide 0.6 ha. of public open space to meet the required standard (Local Plan Policy RL.1) for new housing development.

Visual intrusion/landscape features

There will be some curtailment of rural outlook from the east, especially for the existing residents, but the site is flat and not particularly attractive. The retention of the intervening playing-field will soften any loss, and this shall be safeguarded as Important Open Space under Policy ENV.31.

A new landscaped border shall be created along the western boundary of the site, which would create a strong visual boundary to Newbury.

The following landscape principles shall apply:

- To respect the significance of the First Battle of Newbury.
- To protect the adjacent landscape from the residual effects of the new development.
- To protect and enhance all landscape features of value.

- To ensure landscape detailing is rural in character.
- To predominantly use native plant species in order to enhance the biodiversity and landscape setting of the site.
- To ensure the designated public open space and non designated public open spaces (i.e. the space between the buildings) offer a positive contribution to the environment and the community.
- To ensure proposed new footpaths and cycleways within the development should not only provide links to existing PROW and informal footpaths within the vicinity, but be attractive and take advantage of the landscape features of value within the site. The rural character of existing PROW and non designated footpaths should also be protected.
- To minimise the impact of lighting throughout the site and on adjacent areas.

Design and layout

The development should be built to meet 'secure by design' standards. In addition, all paths should be designed so that they are well used and overlooked.

Parking areas should not be designed in designated parking areas, but ideally located in view of the properties.

Water

The River Kennet is 500 metres and the Kennet and Avon Canal is 370 metres away. The development should avoid any pollution of these watercourses.

Local facilities

The site is 1.5 km from the mainline station and less than 2 km from the Town Centre, which is favourable for the encouragement of cycling and walking as alternative means of transport.

Education

Number of pupils likely to be generated - 15 primary; 10 secondary.

The local primary schools are John Rankin Infant and John Rankin Junior Schools. Both schools are full and would find it difficult to accommodate extra pupils. The infant school will also need to accommodate any early years pupils generated.

Access to St. Bartholomew School is good, however this school is currently operating with a shortfall of places, and numbers are forecast to rise over the next four years.

This development shall be required to fund extra provision at both primary and secondary schools.

Archaeology

The site lies within the designated area of the Registered Battlefield of the Battle of Newbury, lying on the right flank of the line of deployment of the Royalist forces at the start of the battle. The site may contain human remains, in addition to distributions of battlefield debris, i.e. weaponry and shot, which could be important in terms of interpreting the battlefield as a whole. A full archaeological survey shall be conducted prior to any development of the site.

Required elements of the development

Measures	How provided
<i>Dwelling mix</i>	The properties constructed shall be: <ul style="list-style-type: none"> • 30% affordable properties; • 25% two bed; • 25% three bed; and • 20% four or more bed properties.
<i>17 affordable dwellings</i>	Serviced land provided at nominal cost, developed by a housing association
<i>Landscape treatment</i>	A detailed landscaping scheme should be prepared and implemented for the whole site. Particular attention required for the western boundary. The development should take into account any further landscape guidelines issued by the Council for this site.
<i>Public open space</i>	0.6 ha. P.O.S. provision to the required standard
<i>Transport</i>	Contributions to green transport measures.
<i>Car Parking</i>	Off street car parking should not exceed an average of 1.5 per dwelling across the development in line with government advice in PPG3.
<i>Road Layout</i>	The road layout should comply with the Companion to Design Bulletin 32 (DB32) and allow for some safe on road car parking.
<i>Important Open Space</i>	Adjacent playing fields allocated under ENV.31.

Local Plan Housing Site HSG.5
Manor Park
Newbury

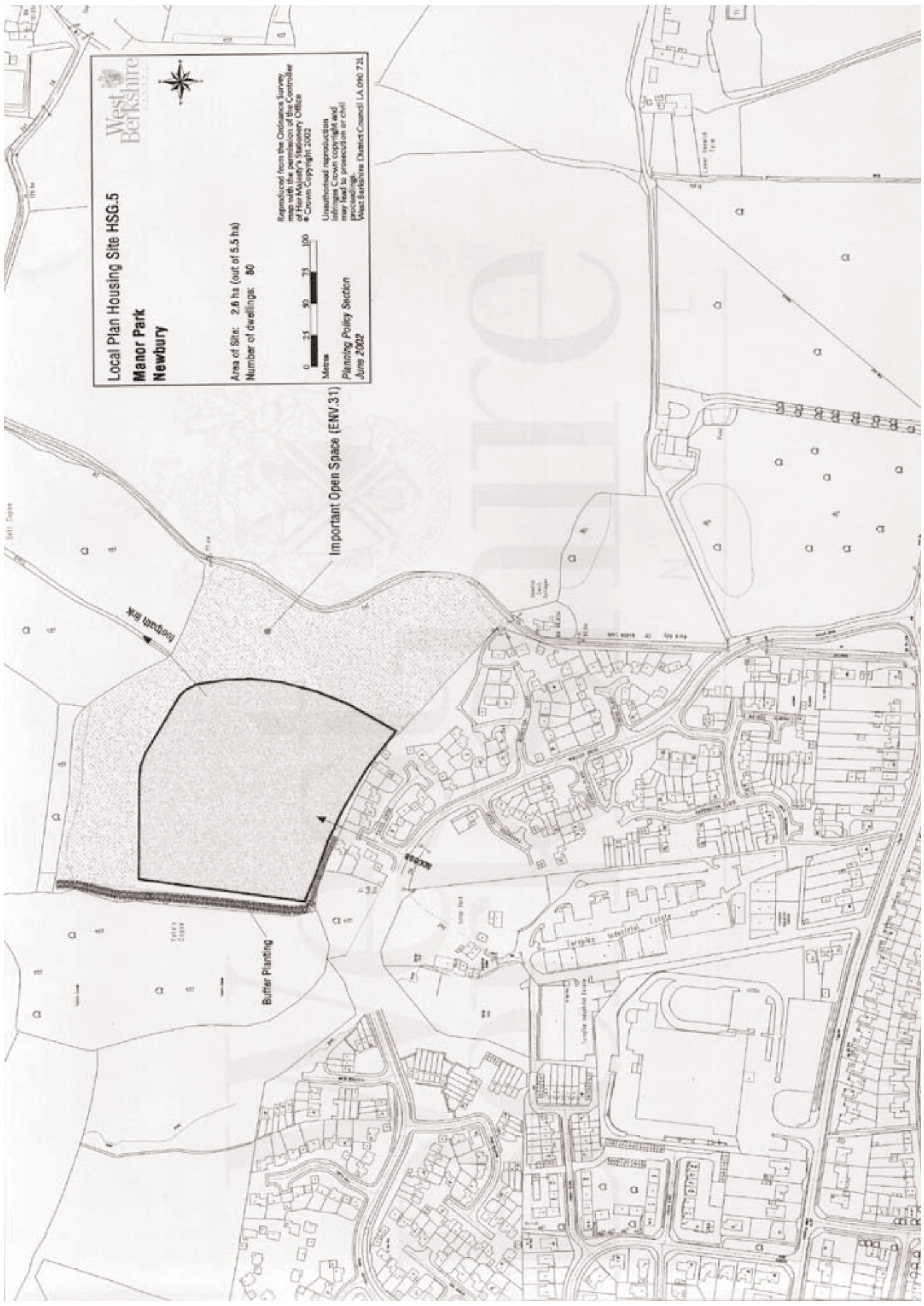


Area of Site: 2.6 ha (out of 5.5 ha)
Number of dwellings: 80



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Planning Policy Section
June 2002



MANOR PARK, NEWBURY: eighty dwellings

<i>Area of site</i>	5.5 ha. (2.6 ha. developed for housing)
<i>Number of dwellings</i>	80
<i>Number of affordable dwellings</i>	24
<i>Amount of public open space</i>	0.9 ha. (minimum)
<i>Gross density</i>	14.6 dwellings/ha.
<i>Net density</i>	30.8 dwellings/ha.

Impacts

- The Gap between Newbury and Cold Ash.
- Appearance and character on the setting of Newbury.
- The impact on the nearby Manor Lane footpath.

Other recognised needs

Dwelling numbers

It would be possible to achieve 80 dwellings on the site, subject to a high standard of design, and still maintain the required amount of public open space. This would provide a net density of approximately 31 dwellings per hectare which reflects government guidance in PPG3 (Housing).

Affordable housing

The Council would require a minimum of 24 affordable housing units (30% of the total development size) although this requirement may be increased at the application stage depending upon local housing need. Land necessary to provide the affordable housing shall be made available to a housing association at a cost reflecting administration, servicing the site and value of the land prior to achieving planning permission, or the dwellings built to the housing associations specifications by the developer.

Transport

Newbury station is approximately 3 km. away. Frequent bus services to Newbury and Thatcham are about 0.5 km. away.

There would need to be a financial contribution towards improved cycleway provision to facilitate access especially to employment areas and Newbury railway station.

The development would need to fund traffic-calming and safety measures to minimise any traffic implications for existing residents of Waller Drive.

Manor Lane which runs to the east of the proposed site is a public footpath. There should be no vehicular access onto the footpath. There is the potential for new footpath/cycle links to be created.

The development of this site shall be required to make provision for green transport measures.

Access

Access would be from Phase 4 of Manor Park (Yates Copse).

Public Open Space/Development Limits

The remainder of the 5.5 ha. site (excluding the 2.6 ha. site developed for housing) would be public open space and buffer planting. The development of this site should provide a minimum of 0.9 ha. of public open space to meet the required standard (Local Plan Policy RL.1) for new housing development. The open space would then be included within the settlement boundary formally allocated as Important Open Space under Policy ENV.31.

Visual intrusion/landscape features

The visual impact of this development is likely to be significant due to the topography of the land.

Yates Copse is a Wildlife Heritage Site (W.H.S.). A survey of the W.H.S. will be required, and the developer would need to prepare a Long Term Management Plan for the site.

The following landscape principles shall apply:

- To provide a sympathetic development to fit in with the natural topography of the site.
- To protect the adjacent landscape from the residual effects of the new development.
- To protect and enhance all landscape features of value.
- To predominantly use native plant species in order to enhance the biodiversity and landscape setting of the site.
- To protect sites of nature conservation interest within and adjacent to the site
- To ensure the designated public open space and non designated public open spaces (i.e. the space between the buildings) offer a positive contribution to the environment and the community.
- To ensure proposed new footpaths and cycleways within the development should not only provide links to existing PROW and informal footpaths within the vicinity, but be attractive and take advantage of the landscape features of value within the site. The rural character of existing PROW and non-designated footpaths should also be protected.
- To minimise the impact of lighting throughout the site and on adjacent areas.

Design and layout

Due to the topography of the site all housing development shall be below the 105 metre contour.

The development shall be built to meet 'secure by design' standards. In addition, all paths shall be designed so that they are well used and overlooked.

Parking areas shall not be designed in designated parking areas, but ideally located in view of the properties.

Water

This site has a source protection zone within it, therefore appropriate mitigation measures shall need to be taken to ensure that no pollution occurs to groundwater resources.

Local facilities

This is a reasonably sustainable location in relation to an established settlement and local facilities. These include schools, shops, community hall and recreation facilities, employment opportunities and public transport, as well as the future hospital.

Education

Number of pupils likely to be generated - 22 primary; 14 secondary. Fir Tree Primary school had 22 surplus places in January 2000. The site is in the Trinity Secondary School catchment area. The precise education requirements shall be calculated at the time of an application.

Required elements of the development

Measures	How provided
<i>Dwelling mix</i>	The properties constructed shall be: <ul style="list-style-type: none"> • 30% affordable properties; • 25% two bed; • 25% three bed; and • 20% four or more bed properties.
<i>24 affordable dwellings</i>	Serviced land provided at nominal cost, developed by a housing association
<i>Landscape treatment</i>	A detailed landscaping scheme to be prepared and implemented for the site. Particular attention should be paid to the northern side of the site. The development should take into account any further landscape guidelines issued by the Council for this site.
<i>Public open space</i>	Minimum of 0.9 ha. P.O.S. provision to the required standard
<i>Transport</i>	Provision towards improvements in the local cycleway network
<i>Access</i>	Access from Phase 4 of Manor Park.
<i>Car Parking</i>	Off road car parking should not exceed an average of 1.5 per dwelling across the development in line with government guidance in PPG3.
<i>Road Layout</i>	The road layout should comply with the Companion to Design Bulletin 32 (DB32) and allow for some safe on road car parking.

PARK HOUSE SCHOOL, NEWBURY: seventy dwellings

<i>Area of site</i>	2.7 ha.
<i>Number of dwellings</i>	70
<i>Number of affordable dwellings</i>	21
<i>Amount of public open space</i>	0.7 ha.
<i>Gross density</i>	25.9 dwellings/ha.
<i>Net density</i>	35.0 dwellings/ha.

Impacts

- The need to provide for replacement playing-fields.
- The relationship to potential improvements for the School and for road safety?

Other recognised needs

Dwelling numbers

It would be possible to achieve 70 dwellings on the site (subject to a high standard of design), and still maintain the required amount of public open space. This would provide a net density of approximately 35.0 dwellings per hectare which reflects guidance in PPG3 (Housing).

Affordable housing

The Council would expect 21 affordable housing units (30% of the total development site), although this requirement may be increased at the application stage depending upon local housing need. Land necessary to provide the affordable housing shall be made available to a housing association at a cost reflecting administration, servicing the site and value of the land prior to achieving planning permission, or the dwellings built to the housing association's specifications by the developer.

Transport

Newbury railway station is approximately 2 km. away. Within easy walking distance of the site is a frequent bus service to Newbury and Thatcham.

There are no definitive rights of way in or around the site although a pedestrian route to the south to link with Footpath 9 (Greenham) and cycle links into the town centre shall be considered.

The development of this site shall be required to make provision for green transport measures.

Access

The school has acknowledged problems with on-site parking and the existing access onto Andover Road (A343). These also act as constraints on needed additional parking and on the School's future expansion and improvements. The development of this land, with access to Monk's Lane, could overcome these two problems with increased safety, and possibly provide for educational improvements. There could also be benefits for the traffic conflicts in Warren Road.

The cumulative effect of this development along with other proposed developments in the vicinity needs to be assessed at the application stage, and an appropriate contribution made towards improvements to the A339.

Public Open Space

Assuming 70 dwellings, the development of this site should provide 0.7 ha. of public open space to meet the required standard (Local Plan Policy RL.1) for new housing development.

Playing fields

The development of the existing school playing fields is only acceptable if equivalent or better playing fields (both in terms of area and quality) can be provided in the immediate vicinity. This could also be used to make up some of the current deficiency in overall playing field area, and seek enhancement of existing facilities.

Visual intrusion/landscape features

The following landscape principles shall apply:

- To protect the adjacent landscape from the residual effects of the new development.
- To protect adjacent residential areas from intrusive elements of the new development.
- To protect and enhance all landscape features of value.
- To ensure landscape detailing is rural in character.
- To predominantly use native plant species in order to enhance the biodiversity and landscape setting of the site.
- To ensure the designated public open space and non designated public open spaces (i.e. the space between the buildings) offer a positive contribution to the environment and the community.
- To ensure proposed new footpaths and cycleways within the development should not only provide links to existing PROW and informal footpaths within the vicinity, but be attractive and take advantage of the landscape features of value within the site. The rural character of existing PROW and non-designated footpaths should also be protected.
- To minimise the impact of lighting throughout the site and on adjacent areas.

Design and layout

The development should be built to meet 'secure by design' standards. In addition, all paths should be designed so that they are well used and overlooked.

Parking areas should not be designed in designated parking areas, but ideally located in view of the properties.

Development limits

If the new playing fields are included within a new settlement boundary, then they shall be protected as Important Open Space under Policy ENV.31.

Water

This site has a source protection zone within it, therefore appropriate mitigation measures would need to be taken to ensure that no pollution occurs to groundwater resources.

Local facilities

This site is in a highly sustainable location, well located for facilities and public transport routes.

Education

Number of pupils likely to be generated - 17 primary; 13 secondary. The closest primary school is Falkland. Secondary school education would be at Park House School, although parental choice may mean that they could also attend St. Bartholomew's or Trinity Schools.

Required elements of the development

Measures	How provided
<i>Dwelling mix</i>	The properties constructed shall be: <ul style="list-style-type: none"> • 30% affordable properties; • 25% two bed; • 25% three bed; and • 20% four or more bed properties.
<i>21 affordable dwellings</i>	Serviced land provided at nominal cost, developed by a housing association.
<i>Landscape treatment</i>	A detailed landscaping scheme should be prepared and implemented for the site. The development should take into account any further landscape guidelines issued by the Council for this site.
<i>Public open space</i>	0.7 ha. P.O.S. provision to the required standard.
<i>Playing fields</i>	Replacement of the playing fields must be made prior to any development beginning on the site
<i>Transport</i>	The development of the site shall provide road safety benefits.
<i>Access</i>	Access shall be off Monk's Lane.
<i>Car Parking</i>	Off road car parking shall not exceed an average of 1.5 per dwelling across the development in line with government guidance in PPG3.
<i>Road Layout</i>	The road layout should comply with the Companion to Design Bulletin 32 (DB32) and allow for some safe on road car parking.



**Local Plan Housing Site HSG.5
Basingstoke Road / Mill Lane
Aldermaston Wharf**

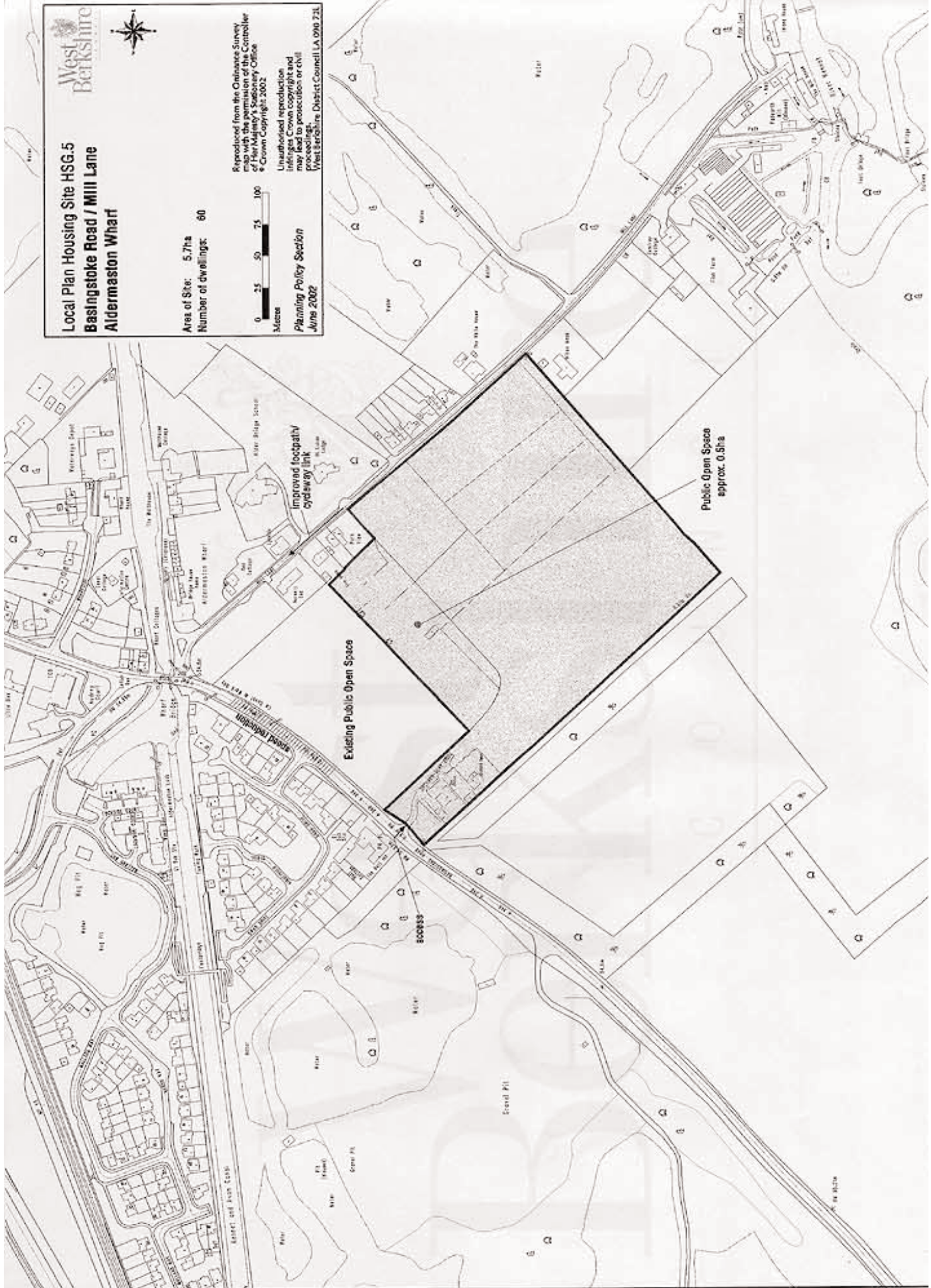
Area of Site: 5.7ha
Number of dwellings: 60



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June 2002



BASINGSTOKE ROAD/MILL LANE, ALDERMASTON WHARF: sixty dwellings

<i>Area of site</i>	5.4 ha. of which approximately 2.1 ha will be developed for housing
<i>Number of dwellings</i>	60
<i>Number of affordable dwellings</i>	18
<i>Amount of public open space</i>	0.47 ha
<i>Gross density</i>	28 dwllgs/ha.
<i>Net density</i>	36 dwllgs/ha.

Impacts

- Adverse affect on the Conservation Area, the character of the surrounding rural area especially the ASLI and the public footpath.
- The effect on the hydrology of the area and the adjacent SSSI.

Other recognised needs

Dwelling numbers

It would be possible to achieve 60 dwellings on the site (subject to a high standard of design), and still maintain the required amount of public open space. This would provide a net density of approximately 36 dwellings per hectare which reflects government guidance in PPG3 (Housing).

Affordable housing

The Council would require a minimum of 18 affordable housing units (30% of the total development size) although this requirement may be increased at the application stage depending upon local housing need. Land necessary to provide the affordable housing shall be made available to a housing association at a cost reflecting administration, servicing the site and value of the land prior to achieving planning permission, or the dwellings built to the housing association's specifications by the developer.

Transport

The site is well located for good public transport services by train and bus, with easy access to Reading, Theale, Thatcham and Newbury. There are planned improvements in cycle-routes, including the Canal towpath, which is part of the proposed National Cycle Route Network.

A safe crossing is needed to provide access to the railway station from the new development.

Footpath 1 Padworth (Mill Lane) runs immediately alongside the north-eastern boundary of the site. There shall be no vehicular access onto the footpath although a footpath/cycle link would be of benefit and the upgrading of part of the footpath to a cycleway track should be considered. There is a need to consider the opportunity to link with the cycleway on the canal towpath.

The development of this site would be expected to make a financial contribution towards green transport measures including improved cycleways and the provision for school transport.

Access

Access shall take the form of either a ghost island or simple T junction onto the A340 Basingstoke Road.

The development shall fund improvements to the Canal bridge. Improvements to the railway bridge will be considered at the application stage.

It may be necessary to reduce the speed of vehicles along the A340.

Public Open Space

Assuming 60 dwellings, the development of this site should provide 0.47 ha. of public open space to meet the required standard (Local Plan Policy RL.1) for new housing development. The location of this area of public open space needs to be well related to the existing area of public open space provided as a result of the Persimmon Homes development. This area would be protected as Important Open Space under Policy ENV.31.

However, it may be more appropriate to require less than the maximum public open space but require alternative and equivalent community facilities. Firstly, the development should provide a commuted sum for the management of the existing public open space provided by the Persimmon development, along with the provision of facilities for children's play equipment and equipment for teenagers, some low key sporting facility and a nature/ecological area. Secondly, the development should provide for the creation of a village shop. (this is covered in more detail later in this statement)

Visual intrusion/landscape features

The existing trees on the southern edge of the Conservation Area should be protected, and the various uses (e.g. the children's play area) should be located to ensure minimal effect upon the Conservation Area.

A careful design approach is needed to minimise the effect upon Footpath 1 Padworth (Mill Lane) including the retention of the existing mature hedgerow with enhanced native planting to screen the new development from the footpath.

Similarly, the views of the site from the south should be relieved with retention and reinforcement of the hedges, and sensitive landscaping.

The following landscape principles shall apply:

- To protect the adjacent landscape from the residual effects of the new development.
- To protect and enhance all landscape features of value.
- To ensure landscape detailing is rural in character.
- To predominantly use native plant species in order to enhance the biodiversity and landscape setting of the site.
- To protect sites of nature conservation value within and adjacent to the site
- To ensure the designated public open space and non designated public open spaces (i.e. the space between the buildings) offer a positive contribution to the environment and the community.
- To ensure proposed new footpaths and cycleways within the development should not only provide links to existing PROW and informal footpaths within the vicinity, but also be attractive and take advantage of the landscape features of value within the site. The rural character of existing PROW and non-designated footpaths should also be protected.
- To minimise the impact of lighting throughout the site and on adjacent areas.

Design and layout

The development would touch the corner of the Conservation Area and the south-western extremity of the village by the public house. This development shall help to consolidate a much-needed nucleus for the settlement, relating to the Conservation Area, the Canal and the development on the former Stirling Cables site.

The residential areas shall include a mix of dwellings including terraced houses to reflect the Mill Lane properties.

The development should be built to meet 'secure by design' standards. In addition, all paths should be designed so that they are well used and overlooked.

Parking areas should not be designed in designated parking areas, but ideally located in view of the properties.

Development limits

The new open space to the north of the site (which is under control of the Council) would be allocated as Important Open Space under Policy ENV.31.

Water

As part of the site is likely to fall within the 1000 year floodplain, a flood risk assessment has been prepared. An assessment should also accompany any planning application for the site and should be updated and extended to cover precautionary mitigation measures needed to address the residual flood risk identified in the initial report. The assessment should be in the form of an independent report prepared in consultation with the Environment Agency and must conform with the guidance in Appendix F of PPG25.

The Council will not allow any housing to be built within the area likely to flood. Full protection should be given to the nearby SSSI and Padworth Lock cut and Aldermaston Lock cut.

This site has a source protection zone within it, therefore appropriate mitigation measures would need to be taken to ensure that no pollution occurs to groundwater resources, and this needs to be agreed at the application stage.

Environmental Impact Statement

An Environmental Impact Statement would be required to accompany a planning application on this site to assess, amongst other matters, the impact upon the Aldermaston Gravel Pits SSSI

Local facilities

There are local deficiencies in shops, schools and other community facilities. As a minimum the development should provide a shop building in a prominent road side position. The shop would be rented out at a discounted rent of 50% of the open market value (OMV) for the first five years, following which a market rent could be charged. The shop should be used as a convenience store/grocer/post office. A flat should be constructed over the shop, built so that it can either be rented with the shop, or separately. This would be covered by a S.106 Planning Obligation.

Education

The closest primary school is at Woolhampton which is almost full. Therefore the development will have an impact upon this school, and the development shall be required to fund an extra classroom, subject to evaluation at the planning application stage.

There is a shortfall of secondary school places at the Kennet School; the development will have an impact upon this school. Similarly, the development shall be required to fund an extra classroom, subject to evaluation at the planning application stage.

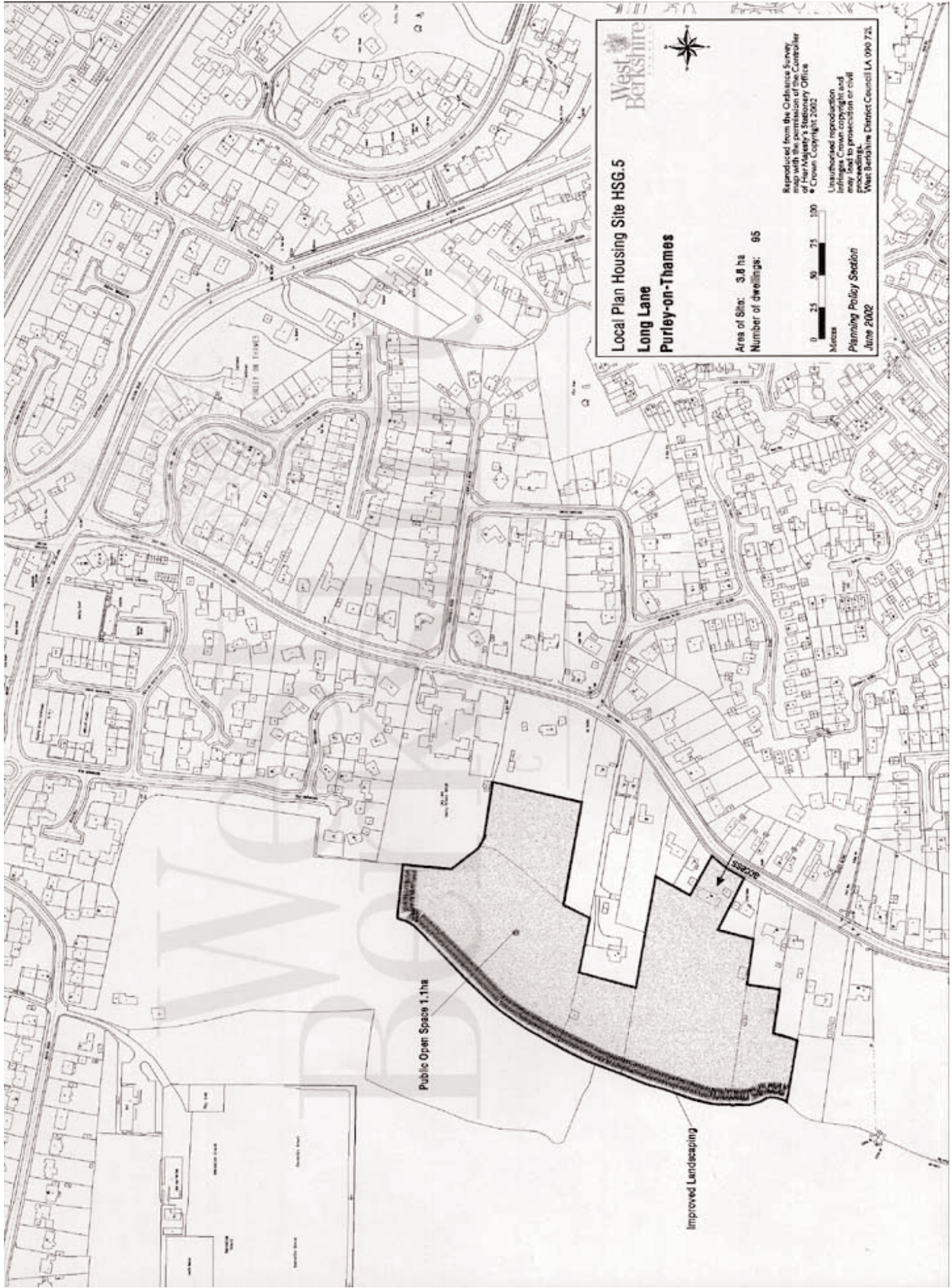
The need for school transport is referred to above.

Archaeology

Further work may be necessary in the form of an archaeological evaluation before a planning application is determined.

Required elements of the development

Measures	How provided
<i>Dwelling mix</i>	The properties constructed shall be: <ul style="list-style-type: none"> • 30% affordable properties; • 25% two bed; • 25% three bed; and • 20% four or more bed properties.
<i>18 affordable dwellings</i>	Serviced land provided at nominal cost, developed by a housing association
<i>Landscape treatment</i>	A detailed landscaping scheme to be prepared and implemented for the whole site. This should include the preservation and enhancement of existing features. Particular attention should be paid to the edges of the site. The development should take into account any further landscape guidelines issued by the Council for this site.
<i>Public open space</i>	0.47 ha. P.O.S. provision to the required standard
<i>Transport</i>	Contributions towards green transport measures
<i>Access</i>	Improve footpath and cycle-way facilities
<i>Car Parking</i>	Off street car parking should not exceed an average of 1.5 per dwelling across the development in line with government advice in PPG3.
<i>Road Layout</i>	The road layout should comply with the Companion to Design Bulletin 32 (DB32) and allow for some safe on road car parking.



West Berkshire
COUNCIL

Local Plan Housing Site HSG.5
Long Lane
Purley-on-Thames

Area of Site: 3.8 ha
Number of dwellings: 95

0 25 50 75 100
Metres

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West Berkshire District Council LA 090 721
June 2002

Planning Policy Section

LONG LANE, PURLEY: ninety five dwellings

<i>Area of site</i>	3.8 ha.
<i>Number of dwellings</i>	95
<i>Number of affordable dwellings</i>	29
<i>Amount of public open space</i>	1.1 ha.
<i>Gross density</i>	25.0 dwellings/ha.
<i>Net density</i>	35.2 dwellings/ha.

Impacts

- Potential impact upon the AONB.
- Need to take account of proximity to school playground.
- Impact of additional traffic on Long Lane.

Other recognised needs

Dwelling numbers

It would be possible to achieve 95 dwellings on the site subject to a high standard of design, and still maintain the required amount of public open space. This would provide a net density of approximately 35 dwellings per hectare which reflects guidance in PPG3 (Housing).

Affordable housing

The Council would require a minimum of 29 affordable housing units (30% of the total development site) although this requirement may be increased at the application stage depending upon local housing need. Land necessary to provide the affordable housing shall be made available to a housing association at a cost reflecting administration, servicing the site and value of the land prior to achieving planning permission, or the dwellings built to the housing associations specifications by the developer.

Transport

Tilehurst station is approximately 2 km. away. The development should fund improvements to the bus service to this station.

The site is within walking distance of a Monday to Saturday half hourly service to Reading and hourly on Sunday.

There are no definitive rights of way within the boundaries of the site but potential shall be explored for new pedestrian and cycle links to be created. A link to Footpath 10 Purley to the west should be considered.

The development of this site shall be required to make provision for green transport measures.

Access

The speed limit along Long Lane has been reduced from 40 mph to 30 mph. Traffic calming measures have been introduced which appear to be influencing vehicles speeds. A "T" junction would be acceptable to serve the proposed development.

Public Open Space

Assuming 95 dwellings, the development of this site should provide 1.1 ha. of public open space to meet the required standard (Local Plan Policy RL.1) for new housing development.

The Denefield School playing fields will be designated as Important Open Space and protected under Policy ENV.31.

Visual intrusion/landscape features

There would be changes to the appearance from Long Lane, especially with the new access. However, with careful treatment and high quality design, together with the retention of existing trees and new landscaping, this under-used land could contribute an attractive and still sensitive development, with little impact eastward or westwards.

From the AONB, the development would be well contained and screened, and the existing vegetation could be strengthened. The landform to the immediate west of the site already assists this protection. Views from the AONB are therefore very limited. From the public footpaths the existing long, robust tree and hedge feature which marks the western boundary, together with the distances involved, would generally screen development from the west, and preserve the rural feel and character of the AONB. The trees within the site and along the playing-fields' western boundary reinforce this feature, and enhance the softening effects. Development should also be largely screened from the east by the existing houses and the retention of most of the existing trees.

The following landscape principles shall apply:

- To protect the adjacent landscape from the residual effects of the new development.
- To protect adjacent residential areas from intrusive elements of the new development.
- To protect and enhance all landscape features of value.
- To predominantly use native plant species in order to enhance the biodiversity and landscape setting of the site.
- To ensure the designated public open space and non designated public open spaces (i.e. the space between the buildings) offer a positive contribution to the environment and the community.
- To ensure proposed new footpaths and cycleways within the development should not only provide links to existing PROW and informal footpaths within the vicinity, but be attractive and take advantage of the landscape features of value within the site. The rural character of existing PROW and non designated footpaths should also be protected.
- To minimise the impact of lighting throughout the site and on adjacent areas.

Design and layout

Layout needs to ensure satisfactory relationship to allow for operational needs of the school, and the amenity of the neighbouring properties.

The development should be built to meet 'secure by design' standards. In addition, all paths should be designed so that they are well used and overlooked.

Parking areas should not be designed in designated parking areas, but ideally located in view of the properties.

Water

This site is 60 metres from a source protection zone, therefore appropriate mitigation measures need to be taken to ensure that no pollution occurs to groundwater resources.

Local facilities

The site is generally well located in respect of local facilities and services, including bus routes. It is also reasonably well-located for railway-services and a range of major employment opportunities in Reading, and beyond. There is a need for an improved cycleway network.

Education

Number of pupils likely to be generated - 17 primary; 17 secondary.

The development would have a significant effect upon Long Lane Primary School. The development shall fund one extra classroom.

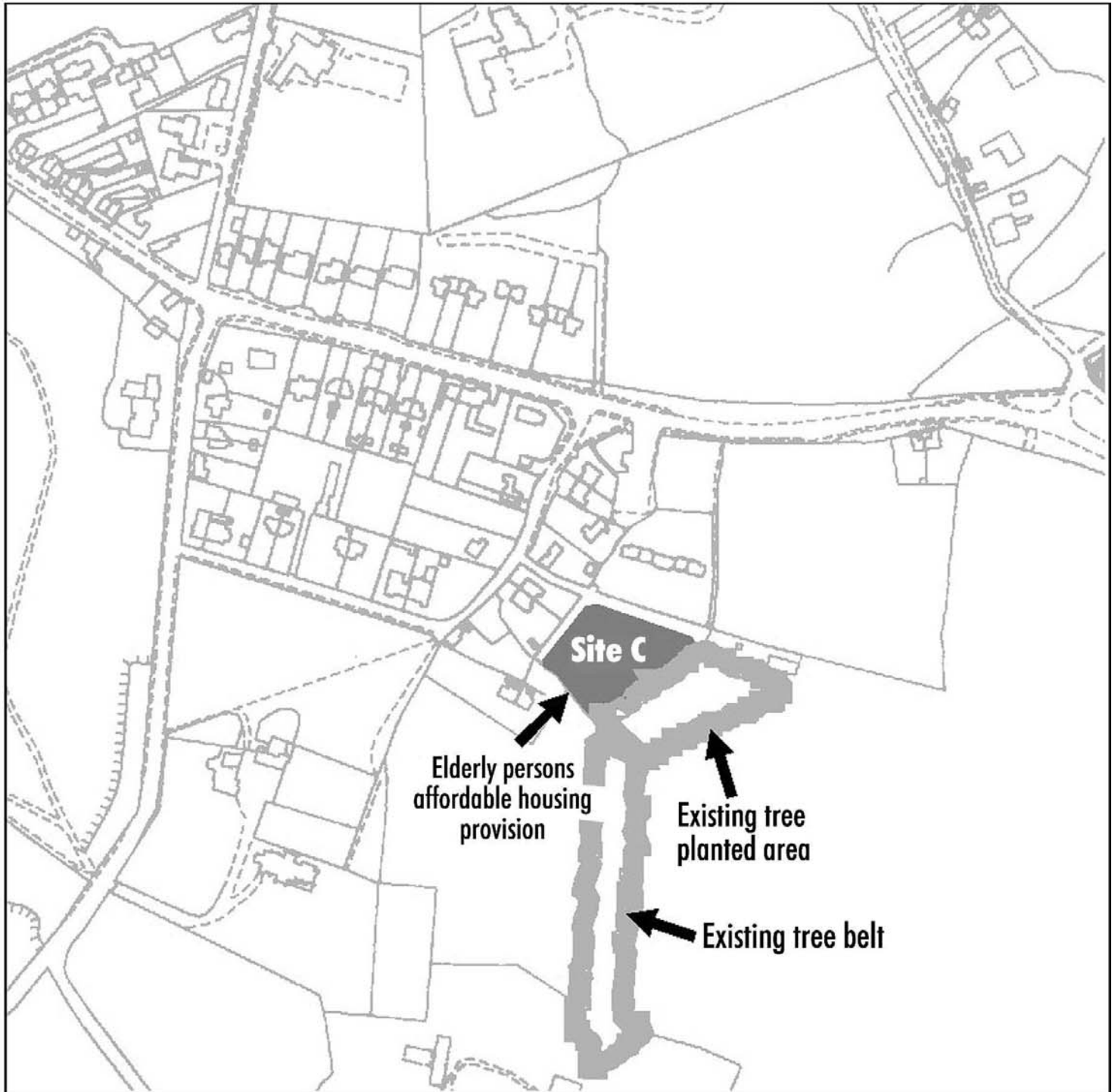
Denefield Secondary School is also full and extra pupils would put pressure on existing resources. Due to the proximity of the playing field to the development, secure screening and fencing will be required to ensure the security of the school.

Required elements of the development

Measures	How provided
<i>Dwelling mix</i>	The properties constructed shall be: <ul style="list-style-type: none"> • 30% affordable properties; • 25% two bed; • 25% three bed; and • 20% four or more bed properties.
<i>29 affordable dwellings</i>	Serviced land provided at nominal cost, developed by a housing association
<i>Landscape treatment</i>	A detailed landscaping scheme should be prepared and implemented for the whole site. This should include the preservation and enhancement of existing features. The development should take into account any further landscape guidelines issued by the Council for this site.
<i>Important Open Space</i>	The Denefield School Playing fields designated as Important Open Space under ENV.31.
<i>Public open space</i>	1.1 ha. P.O.S. provision to the required standard
<i>Transport</i>	Contributions towards green transport measures, including the provision of cycleways and bus stop improvements.
<i>Access</i>	The provision of traffic calming on Long Lane.
<i>Car Parking</i>	Off road car parking should not exceed an average of 1.5 per dwelling across the development in line with government guidance in PPG3.
<i>Road Layout</i>	The road layout should comply with the companion to Design Bulletin 32 (DB32) and allow for some safe on road car parking.

LOCAL PLAN HOUSING SITE

Stockcross



STOCKCROSS: nine elderly person (affordable) dwellings

<i>Area of site</i>	0.3 ha.
<i>Number of dwellings</i>	9
<i>Number of affordable dwellings</i>	9

A site suitable for single storey elderly persons (two bed) dwellings with disabled access facilities and private garden space. This site is well placed in terms of access to local services and is tucked away while being well related to the edge of the village. There is the opportunity for pedestrian access on to the adjacent lane with a new vehicular access through site B to the B4000.

Impacts

- Visual intrusion.
- Protecting the setting of the village.
- Access and traffic speeds on the B4000 through the village.
- Development to respect and maintain the special 'Estate' character of Stockcross.
- Preventing the further spread of development by utilising a site well related to the existing village edge.

Other recognised needs

Site selection

The chosen site lies to the east of the village south of the B4000. The site is well related to the core of the village and is accessible to local services.

Affordable housing

The Working Party consider the primary need is for elderly persons dwellings and this is the preferred development for the site. They also consider that to relocate elderly tenants of the estate into this accommodation would free up existing larger family housing. If this is to be achieved then the agreement of Sutton Estates would be required to 'fair rent' any existing estate housing that is released by this process and to accept the nomination of new non-estate tenants.

Access/Highway Arrangements

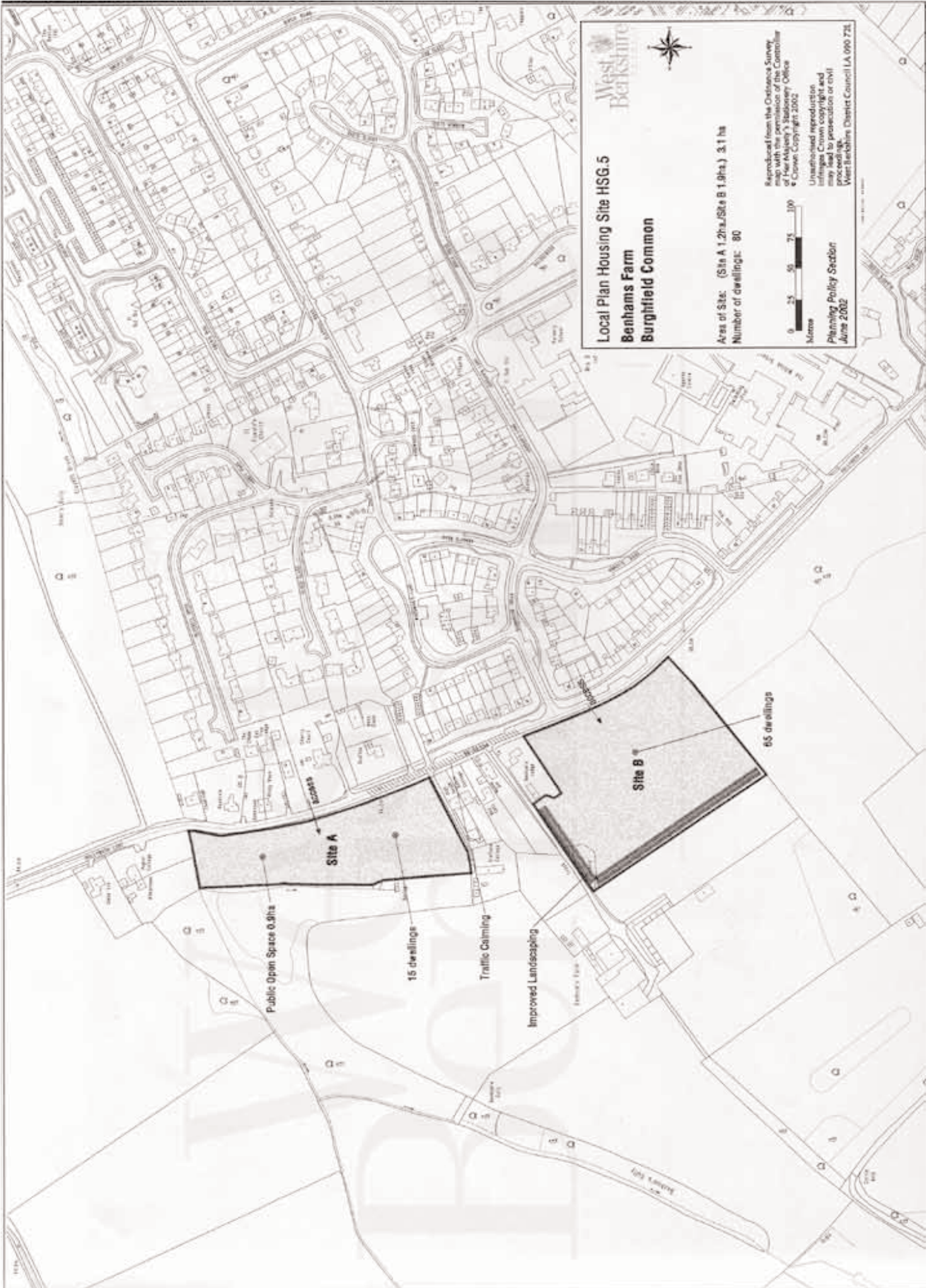
The access and highway arrangements will need the approval of the Highway Authority and should be linked to other traffic calming and speed control measures through the village on the B4000. The Working Group would also welcome the provision of one or more speed cameras.

General Design Statement

The village of Stockcross has an 'estate' character and a unique sense of place. This is apparent in both the internal and external views of the village. These essential features can be broadly divided into two groups, namely: spatial standards and the design and detailing of the houses.

Required elements of the development

Measures	How provided
<i>To protect the unique character of Stockcross</i>	Application of appropriate design criteria and spatial standards maintain the essential character and nature of Stockcross as an 'estate village'.
<i>Nine elderly persons affordable dwellings</i>	By the provision of affordable elderly person accommodation in Stockcross. Serviced land at nominal cost. Developed by housing association.
<i>Traffic calming and speed controls</i>	Having access to the development through the sites linked to other traffic calming/speed control measures as a comprehensive approach to this problem. The Highway Authority to advise and detail those measures. An acceptable access could be provided from Glebe Lane.
<i>Landscape treatment to blend the new development into the wider setting of Stockcross</i>	By careful treatment of the edges of the development



Local Plan Housing Site HSG.5
Benhams Farm
Burghfield Common



Area of Site: (Site A 1.2ha/Site B 1.0ha) 2.2 ha
 Number of dwellings: 80

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 West Berkshire District Council LA 090 725



Planning Policy Section
 June 2002

Public Open Space 0.9ha

15 dwellings

Traffic Calming

Improved Landscaping

Site A

Site B

65 dwellings

LAND ADJACENT TO BENHAM'S FARM, BURGHEFIELD: eighty dwellings

<i>Area of site</i>	3.1 ha. (Site A 1.2 ha; Site B 1.9 ha.)
<i>Number of dwellings</i>	80 (Site A 15 dwellings; Site B 65 dwellings)
<i>Number of affordable dwellings</i>	24
<i>Amount of public open space</i>	0.9 ha.
<i>Gross density</i>	25.8 dwellings/ha.
<i>Net density</i>	36.4 dwellings/ha.

Impacts

- The effects on the character of the area and on the intervening bridleway.

Other recognised needs

Dwelling numbers

It would be possible to achieve 80 dwellings on the site subject to a high standard of design, and still maintain the required amount of public open space. This would provide a net density of approximately 36 dwellings per hectare which reflects guidance in PPG3 (Housing).

Affordable housing

The Council would require a minimum of 24 affordable housing units (30% of the total development size), although this requirement may be increased at the application stage depending upon local housing need. Land necessary to provide the affordable housing shall be made available to a housing association at a cost reflecting administration, servicing the site and value of the land prior to achieving planning permission, or the dwellings built to the housing associations specifications by the developer.

Transport

The site is within walking distance of the bus services to Tadley, Mortimer and Reading.

The development of this site shall be required to make provision for green transport measures.

Bridleway 4 Sulhampstead runs immediately alongside the northern boundary of the site. There shall be no vehicular access onto the bridleway. Improvements to the junction of the bridleway and the metalled road are needed and traffic calming should be introduced in view of the increase in vehicular movements along the road.

Access

A full Transport Assessment will be required with this development to fully assess the impacts on the junction of Hollybush Lane and Reading Road. The developer shall be required to fund any necessary improvements.

The development will be expected to fund effective traffic calming along Hollybush Lane, especially in the vicinity of the schools.

Public Open Space

The development of this site should provide 0.9 ha. of public open space to meet the required standard (Local Plan Policy RL.1) for new housing development. This should be provided in Site A where there is less potential for housing development due to the topography and the need to screen the development from the more vulnerable road frontage. This land would be included within the settlement boundary and allocated as Important Open Space under Policy ENV.31.

Visual intrusion/landscape features

The topography, vegetation and stream to the north and west of Site A offer a distinct natural break, however this should be strengthened with landscaping and the area of public open space.

To the west of Site B there should be a distinct woodland screen as an integral part of the development, which should relate to the character of the adjoining countryside, and help to soften the current urban edge.

Native planting would be required to screen the new buildings from Bridleway 4 Sulhampstead which runs immediately alongside the northern boundary of Site B.

The following landscape principles shall apply:

- To protect the adjacent landscape from the residual effects of the new development.
- To protect and enhance all landscape features of value.
- To ensure landscape detailing is rural in character.
- To predominantly use native plant species in order to enhance the biodiversity and landscape setting of the site.
- To protect sites of nature conservation value within and adjacent to the site.
- To ensure the designated public open space and non designated public open spaces (i.e. the space between the buildings) offer a positive contribution to the environment and the community.
- To ensure proposed new footpaths and cycleways within the development should not only provide links to existing PROW and informal footpaths within the vicinity, but be attractive and take advantage of the landscape features of value within the site. The rural character of existing PROW and non designated footpaths should also be protected.
- To minimise the impact of lighting throughout the site and on adjacent areas.

Design and layout

Bridleway 4 Sulhampstead passes through Benham's Farm, and is the only recreational path to the west (and the north) in this area. The design and layout of this housing, together with the landscaping should minimise the impact upon the bridleway.

The development should be built to meet 'secure by design' standards. In addition, all paths should be designed so that they are well used and overlooked.

Parking areas should not be designed in designated parking areas, but ideally located in view of the properties.

Development limits

The settlement boundary shall be amended to include Sites A and B and the intervening houses within the settlement boundary.

Water

The stream to the west of Site A should be protected from pollution as it flows into Omas Copse which is a Wildlife Heritage Site (W.H.S.).

This site has a source protection zone within it, therefore appropriate mitigation measures would need to be taken to ensure that no pollution occurs to groundwater resources.

Local facilities

Burghfield Common contains a range of facilities and services "which would be of benefit and would themselves benefit from the provision of further development". The two sites are well-located for schools, local shops, community and recreational facilities.

Education

Number of pupils likely to be generated - 22 primary; 14 secondary.

The closest primary schools are Mrs Bland's Infant School and Garlands Junior School which are both full. The development shall be required to fund an extra classroom.

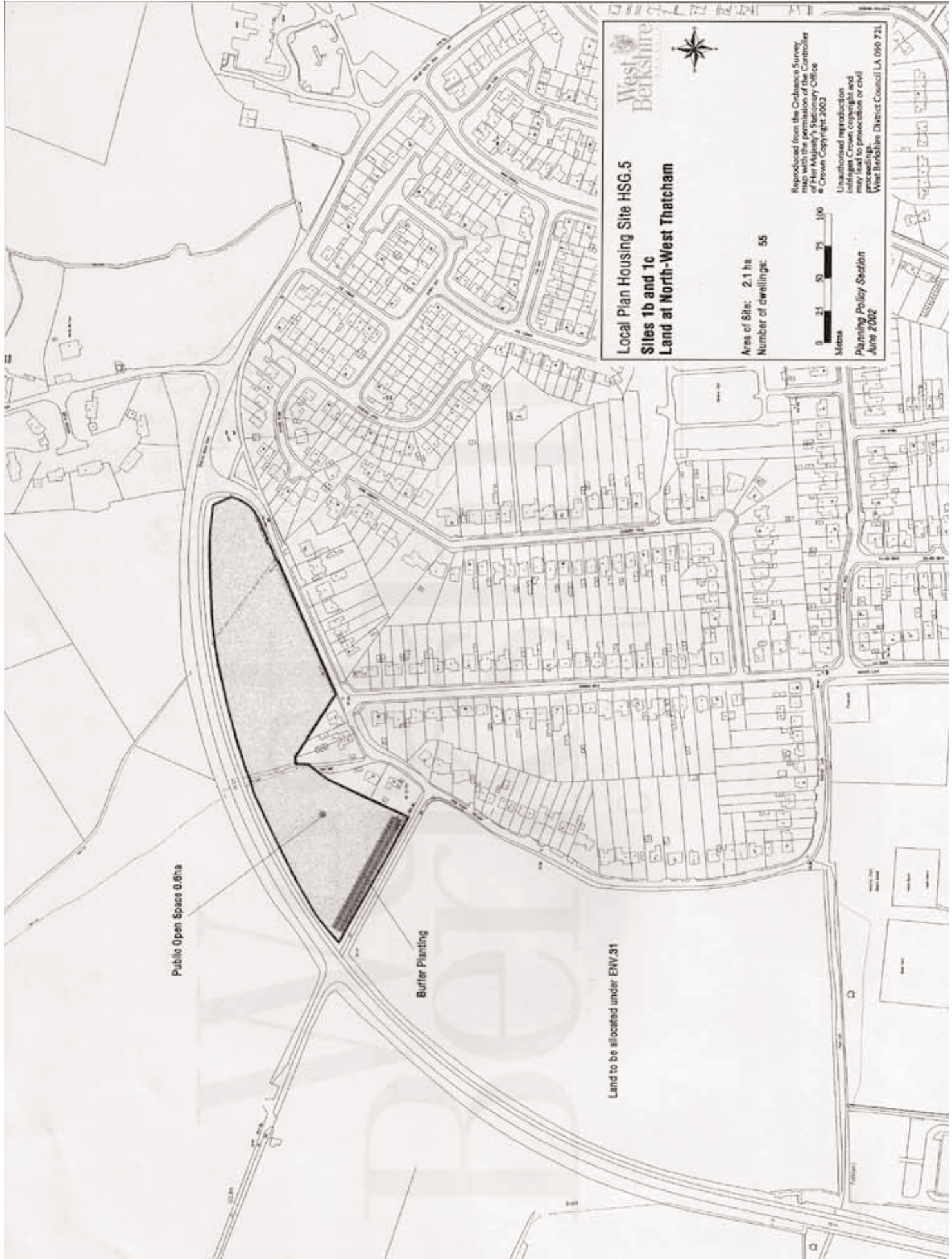
The secondary school is Willink, where currently there are a few surplus places, however forecasts show a shortage of places by 2002. At the application stage the education requirements will need to be re-assessed to see if the development will need to fund further secondary school provision.



Archaeological

There are no recorded archaeological features within Site A. A sub-rectangular enclosure has been identified from aerial photography as being situated immediately south of Site B. It appears likely that this feature extends into the southerly corner of Site B. Prior to the determination of an application on Site B there needs to be an archaeological evaluation to examine the enclosure and if possible identify its extent, date, function and importance.

Required elements of the development

Measures	How provided
<i>Dwelling mix</i>	The properties constructed shall be: <ul style="list-style-type: none"> • 30% affordable properties; • 25% two bed; • 25% three bed; and • 20% four or more bed properties.
<i>24 affordable dwellings</i>	Serviced land provided at nominal cost, developed by a housing association
<i>Landscape treatment</i>	A detailed landscaping scheme to be prepared and implemented for the site. Particular attention should be paid to additional landscaping to the north of Site A and west of Site B. The development should take into account any further landscape guidelines issued by the Council for this site.
<i>Public open space</i>	0.9 ha. P.O.S. provision to the required standard
<i>Transport</i>	Contribution towards green transport measures, including improvements to the local cycleway network
<i>Access</i>	Traffic calming on Hollybush Lane.
<i>Car Parking</i>	Off street car parking should not exceed an average of 1.5 per dwelling across the development in line with government advice in PPG3.
<i>Road Layout</i>	The road layout should comply with the Companion to Design Bulletin 32 (DB32) and allow for some safe on road car parking.



Local Plan Housing Site HSG.5
Sites 1b and 1c
Land at North-West Thatcham

Area of Site: 2.1 ha
 Number of dwellings: 55

0 2.5 50 75 100
 Metres

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Planning Policy Section
June 2002

Public Open Space 0.6ha

Buffer Planting

Land to be allocated under ENV.31

NORTH WEST THATCHAM: fifty five dwellings

<i>Area of site</i>	2.1 ha.
<i>Number of dwellings</i>	55
<i>Number of affordable dwellings</i>	17
<i>Amount of public open space</i>	0.6 ha.
<i>Gross density</i>	26.2 dwellings/ha.
<i>Net density</i>	36.7 dwellings/ha.

Impacts

- Effects on the character and appearance of the designated Gaps between Newbury and Thatcham, Newbury and Cold Ash, and Thatcham and Cold Ash, particularly in the light of the new Northern Relief Road.
- Effects on public footpaths.

Other recognised needs

Dwelling numbers

It would be possible to achieve 55 dwellings on the site (subject to a high standard of design), and still maintain the required amount of public open space. This would provide a net density of approximately 37 dwellings per hectare which reflects guidance in PPG3 (Housing).

Affordable housing

The Council would require a minimum of 17 affordable housing units (30% of the total development site) although this requirement may be increased at the application stage depending upon local housing need. Land necessary to provide the affordable housing shall be made available to a housing association at a cost reflecting administration, servicing the site and value of the land prior to achieving planning permission, or the dwellings built to the housing associations specifications by the developer.

Transport

Thatcham Railway Station is approximately 3.7 km. away.

The development would need to provide improvements to the local cycle network, and improvements to the existing public transport. Footpath 4 - Cold Ash runs through the site. Careful design is needed.

The development of this site shall be required to make provision for green transport measures.

Public Open Space

Assuming 55 dwellings, the development of this site should provide 0.6 ha. of public open space to meet the required standard (Local Plan Policy RL.1) for new housing development. Alternatively it may be appropriate to make a contribution to improvements at Henwick Fields.

Land to the south of the site would be included within the settlement boundary, and included as Important Open Space under Policy ENV.31.

Visual intrusion/landscape features

With sensitive design and implementation, the development would fit in with adjoining housing to the south and east, and merge with the sporadic houses on the north side of Bowling Green Road and to the immediate north-east around Henwick Close. This shall be assisted by further landscaping on the opposite side of the road.

The development would detract from the attraction of both footpaths (4 and 10) as rural footways close to the urban area. The particular lengths most affected would require enhanced screening to reduce the impact of development.

The following landscape principles shall apply:

- To protect the adjacent landscape from the residual effects of the new development.
- To protect and enhance all landscape features of value.
- To ensure landscape detailing is rural in character.
- To predominantly use native plant species in order to enhance the biodiversity and landscape setting of the site.
- To ensure the designated public open space and non designated public open spaces (i.e. the space between the buildings) offer a positive contribution to the environment and the community.
- To ensure proposed new footpaths and cycleways within the development should not only provide links to existing PROW and informal footpaths within the vicinity, but be attractive and take advantage of the landscape features of value within the site. The rural character of existing PROW and non designated footpaths should also be protected.
- To minimise the impact of lighting throughout the site and on adjacent areas.

Design and layout

The development should be built to meet 'secure by design' standards. In addition, all paths should be designed so that they are well used and overlooked.

Parking areas should not be designed in designated parking areas, but ideally located in view of the properties.

Development limits

The site would be deleted from the gap and included within the settlement boundary.

Water

This site has a source protection zone within it, therefore appropriate mitigation measures would need to be taken to ensure that no pollution occurs to groundwater resources.

Local facilities

The site is well-located for schools, shops, recreational facilities, employment opportunities and public transport. This location could offer a choice of means of travel, and therefore help to minimise the need to travel by car.

Education

Number of pupils likely to be generated - 15 primary; 10 secondary.

Whitelands Primary School should be able to accommodate the extra pupils, but there will be a pressure on resources. Secondary schooling would be at Kennet School and Trinity School. This would add pressure on Kennet School. This development would need to be considered along with the other proposed residential developments in Thatcham to consider the overall educational provision in Thatcham.

At the application stage the education requirements will need to be re-assessed to see if the development would need to fund additional provision.

Archaeology

There is a track or road, identified from the aerial photographs as a mark in the crop, running through the most westerly portion of the development site. It will be necessary to clarify whether the road does cross the western portion of the site as it could represent a road associated with the Roman settlement at Thatcham.

Required elements of the development

Measures	How provided
<i>Dwelling mix</i>	The properties constructed shall be: <ul style="list-style-type: none"> • 30% affordable properties; • 25% two bed; • 25% three bed; and • 20% four or more bed properties.
<i>17 affordable dwellings</i>	Serviced land provided at nominal cost, developed by a housing association
<i>Landscape treatment</i>	A detailed landscaping scheme should be prepared and implemented for the whole site. The development should take into account any further landscape guidelines issued by the Council for this site.
<i>Public open space</i>	0.6 ha. P.O.S. provision to the required standard
<i>Transport</i>	Contribution towards green transport measures.
<i>Car Parking</i>	Off road car parking should not exceed an average of 1.5 per dwelling across the development in line with government guidance in PPG3.
<i>Road Layout</i>	The road layout should comply with the Companion to Design Bulletin 32 (DB32) and allow for some safe on road car parking.

APPENDIX 11:**List of Deemed Hazardous Substance Sites in West Berkshire District at April 1996**

Site	Applicant	Substances	Quantity
Membury, Lambourn	Thames Valley Eggs	Liquid petroleum gas	26 tonnes
The Station Yard, Mortimer Station	Jewell Calor Gas Services	Liquid petroleum gas	200 tonnes
Ampere Rd, London Road Trading Estate, Newbury	Calor Gas Ltd	Liquid petroleum gas	198 tonnes
Gas holder, Hambridge Road, Newbury	British Gas PLC	Storage of natural gas	21,750m ³
Aggregate Depot Bath Road, Theale	Foster Yeoman	Liquid petroleum gas	60 tonnes

APPENDIX 12:

Settlement boundary criteria

The approach to defining settlement boundaries has been used in this Local Plan and its predecessor. The principles used were examined at local plan inquiries and are as follows:

- The settlement boundary should only enclose the main settlement area; i.e. the area of close knit physical character.
- Areas of sporadic, dispersed or ribbon development should normally be excluded from the settlement boundary area.
- Tree belts, woodland areas, hedges and other natural features which help to soften, screen existing development and form a boundary to the settlement are important. These features should be excluded from the settlement or protected in some other way.
- Highly visible areas such as exposed ridges, land forms or open slopes on the edge of settlements should normally be excluded from settlement boundary areas.
- Open undeveloped parcels of land on the edges of settlements should normally be excluded from defined settlement areas.
- Important open spaces within settlements should be safeguarded.
- Clearly identifiable features should be used in drawing the boundary, wherever possible.
- The wider setting and important views both into and out of the settlement should where appropriate also be taken into account.

This approach excludes from the boundaries areas of scattered development and areas of loose-knit development on the edge of settlements that provide the transition from the main settlement area to the open countryside. These areas are an essential part of the character of the District's rural areas; the consolidation of these areas with infill development would be detrimental to the character of these rural areas.

**APPENDIX 13:
SCHEDULE OF POLICIES NOT SAVED**

Policy	Policy Title	PPS12 tests	Comments and implications	DPD/Policy which replaces existing policy	Propose to save?
INTRODUCTION AND OVERALL STRATEGY					
OVS.3A	Provision of Infrastructure/ Utilities	<ul style="list-style-type: none"> The central strategy is to give favourable consideration to infrastructure provision. The policy does not appear to add to matters already addressed in government policy and in other development plan policies. 	This policy indicates that infrastructure development in connection with development proposals will be favourably considered subject to ensuring no adverse local impacts. It is not considered that this is necessary as these matters are covered in other policies (e.g. OVS2)	Policy not required (see Policy OVS2)	X
OVS.4	Environmental Impact Assessment	<ul style="list-style-type: none"> The policy sets out technical criteria without having a central strategy. The policy tends to replicate matters covered in legislation and government guidance. 	The policy sets out criteria for deciding whether EIA is required. As these matters are for case by case evaluation subject to national guidance it is not considered that this policy is required.	Policy not required (see national guidance and Directive 85/337/EEC)	X
ENVIRONMENT					
ENV.2	The Area of Outstanding Natural Beauty	<ul style="list-style-type: none"> PPS7 makes a specific reference to Areas of Outstanding Natural Beauty. 	Policy ENV.1 gives appropriate policy coverage to the countryside, both designated and undesignated. Provided that policy is saved, it is not essential to retain ENV.2 as the AONB is the subject of a landscape character assessment (North Wessex Downs Area of Outstanding Natural Beauty Integrated Landscape Character Assessment Technical Report March 2002). National policies for AONBs are also set out in PPS7 paragraphs 21 -23.	Policy not required (see policy ENV.1 and PPS7 paragraphs 21 - 23)	X
ENV.3	Areas of Special Landscape Importance	<ul style="list-style-type: none"> PPS7 indicates that local designated landscape areas should only be retained if criteria based planning policies cannot provide sufficient protection. 	Policy ENV.1 gives appropriate policy coverage to the countryside, both designated and undesignated. Provided that policy is saved, it is not essential to retain ENV.3 as the ASLIs are subject to published landscape character assessments.	Policy not required (see policy ENV.1)	X

Policy	Policy Title	PPS12 tests	Comments and implications	DPD/Policy which replaces existing policy	Propose to save?
ENV.5	Setting of Settlements	<ul style="list-style-type: none"> The policy does not appear to add to matters already addressed in other development plan policies. 	Policy ENV.5 does not show settings on the Proposals Map but refers to their general location. Policy ENV.1 gives appropriate policy coverage to the countryside, both designated and undesignated. The landscape assessments covering West Berkshire identify the key characteristics of landscapes including those close to urban areas. The Quality Design – West Berkshire SPD makes reference to the relationship of development on the edge of urban areas to the countryside beyond.	Policy not required (see Policy ENV.1 and Quality Design West Berkshire SPD)	X
ENV.6	The Enhancement of Degraded Landscapes or Reducing Intrusive Development	<ul style="list-style-type: none"> The policy does not appear to add to matters already addressed in other development plan policies. 	Policy ENV.1 seeks the conservation and enhancement of the special features of the landscape. Policy ENV.6 has similar aims and makes specific reference to degraded land. Provided Policy ENV.1 is retained it is therefore not essential to save Policy ENV.6.	Policy not required (see Policy ENV.1)	X
ENV.7	Central Berkshire Forest	<ul style="list-style-type: none"> The policy does not appear to add to matters already addressed in development plan and/or national policy. 	Proposals for a Central Berkshire Forest were contained in a former Berkshire Structure Plan which is no longer extant. The proposal, which was the basis for policy ENV.7, was not brought forward into the Berkshire Structure Plan adopted in July 2005.	Policy not required	X
ENV.9A	Protected Wildlife Species	<ul style="list-style-type: none"> The policy does not appear to add to matters already addressed in national policy. 	This policy seeks to prevent harm to wildlife species with statutory protection, however, PPS9 (paragraph 15) states that such a policy should not be included within local development plans. Therefore, this policy is no longer required.	Policy not required (see PPS9, paragraph 15)	X
ENV.10	River Flood Plain Areas	<ul style="list-style-type: none"> The policy does not appear to add to matters already addressed in other development plan or national policies. 	Areas liable to flooding are not shown on the Proposals Map of the West Berkshire District Local Plan but are identified by the Environment Agency. National planning policy for development and flood risk has recently been set out in detail in PPS25 which is based on the precautionary principle and includes a sequential/risk based approach to development and flooding.	Policy not required (see PPS25)	X
ENV.11	Surface Water Run Off	<ul style="list-style-type: none"> The policy does not appear to add to matters already addressed national planning policies. 	National planning policy for development and flood risk has recently been set out in detail in PPS25 which is based on the precautionary principle and includes a sequential/risk based	Policy not required (see PPS25 and	X

Policy	Policy Title	PPS12 tests	Comments and implications	DPD/Policy which replaces existing policy	Propose to save?
			approach to development and flooding. There are references to sustainable urban drainage systems and attenuation matters in paragraph 8 of the PPS. The Quality Design West Berkshire SPD also refers to drainage and run off.	Quality Design West Berkshire SPD)	
ENV.11A	Waste Water Management	<ul style="list-style-type: none"> The policy does not appear to add to matters already addressed in other development plan policies. 	Policy OVS.3 requires that infrastructure made necessary by a development is provided or will be provided at the appropriate time. ENV.11A repeats that requirement and is therefore not required providing Policy OVS.3 is saved.	Policy not required (see policy OVS3)	X
ENV.11B	Surface Water Disposal	<ul style="list-style-type: none"> The policy does not appear to add to matters already addressed national planning policies and supplementary planning documents. 	PPS25 makes reference to SUDS and Quality Design – West Berkshire SPD, also addresses surface water run off. Therefore, policy 11B is no longer required.	Policy not required (see PPS25 and Quality Design West Berkshire SPD)	X
ENV.12	Ground Water and Surface Water Protection	<ul style="list-style-type: none"> The policy does not appear to add to matters already addressed in other development plan policies. 	The policy seeks to prevent pollution of ground water and surface water. Policy OVS.5 addresses pollution of the environment of all forms. Therefore, providing Policy OVS.5 is saved, a separate policy is not required.	Policy not required (see Policy OVS.5)	X
ENV.13	Water Resources	<ul style="list-style-type: none"> The policy does not appear to add to matters already addressed in other development plan policies. 	Policy OVS.3 requires that infrastructure made necessary by a development is provided or will be provided at the appropriate time. Policy ENV.13 addresses water resource infrastructure. Therefore, providing Policy OVS.3 is saved, Policy ENV.13 is not required.	Policy not required (see Policy OVS.3)	X
ENV.15	Protecting the Best and Most Versatile Agricultural Land	<ul style="list-style-type: none"> The policy has been superseded by the publication of PPS7. 	PPS7 contains specific policy for how to approach the best agricultural land in relation to planning applications. Policy ENV.15 predates this advice and does not include any additional local approaches to such land. Therefore, the policy is not required.	Policy not required (see PPS7 paragraph 28)	X
ENV.21	Infilling and Ribbon Development in Existing Areas of Dispersed Settlement Pattern	<ul style="list-style-type: none"> The policy does not appear to add to matters already addressed in other development plan policies. 	Policies ENV.18 and HSG.1 direct development into areas defined by settlement boundaries. Development outside such areas is restricted. Providing Policy ENV.18 is saved, Policy ENV.21 is not essential.	Policy not required (see Policies ENV.18 and HSG.1)	X

Policy	Policy Title	PPS12 tests	Comments and implications	DPD/Policy which replaces existing policy	Propose to save?
ENV.25A	Redundant Defence and Government Establishments	<ul style="list-style-type: none"> The policy does not appear to add to matters already addressed in other development plan policies. 	The policy indicates that planning briefs will be prepared should any defence/government establishments become surplus to requirements. The production of briefs is now well established practice and it is no longer considered necessary to make this statement in the development plan.	Policy not required	X
ENV.25	Defence and Government Establishments in the Countryside	<ul style="list-style-type: none"> The policy does not appear to add to matters already addressed in other development plan policies. 	The policy addresses concerns that existing establishments may be used to justify further unrelated development in the countryside. Development in the countryside is addressed in Policy ENV.18. Providing that policy is saved ENV.25 is not essential.	Policy not required (see Policy ENV18)	X
ENV.26	The Former Greenham Airbase (Greenham and Crookham Commons)	<ul style="list-style-type: none"> The policy does not appear to add to matters already addressed in other development plan policies. 	The policy applies to the undeveloped areas at Greenham, including protected sites. Policy ENV.18 sets out the overall approach to development in the countryside. PPS9 addresses the protection of designated sites for nature conservation. Provided ENV.18 is retained, ENV.26 is no longer required.	Policy not required (see Policy ENV.18 and PPS9)	X
ENV.28	Telecommunications development	<ul style="list-style-type: none"> This policy does not appear to add to matters already covered in national policy. 	This policy sets out criteria to ensure the impact of telecommunications development produces minimum impact upon the environment. PPG8 covers the points outlined in this policy and thus ENV 28 is no longer necessary.	Policy not required (see PPG8)	X
ENV.30	Protecting and Improving the Urban Environment	<ul style="list-style-type: none"> The policy does not appear to add to matters already addressed in other development plan policies. 	The policy addresses matters covered in Policies OVS.1, OVS.5 and OVS6. Providing those policies are saved ENV.30 is not essential.	Policy not required (See Policies OVS.1, OVS.5 and OVS.6. See also Quality Design West Berkshire SPD)	X
ENV.32	Alterations and Extensions to Listed Buildings	<ul style="list-style-type: none"> The central strategy of this policy is to ensure any alterations or extensions to listed buildings are appropriate. This policy does not appear to add to matters already addressed in development plan and/or national policy. 	This policy seeks to preserve and protect the character, historical integrity and setting of listed buildings. Any alterations and/or extensions must make appropriate use of materials, design, scale and massing. These matters are covered in OVS 2, as well as PPG15 (paragraphs 2.14 & 3.12-3.15).	Policy not required (See policy OVS 2 and PPG15, paragraphs 2.14 and 3.12-3.15)	X

Policy	Policy Title	PPS12 tests	Comments and implications	DPD/Policy which replaces existing policy	Propose to save?
ENV.34	Burgage Plots in Hungerford	<ul style="list-style-type: none"> The policy does not appear to add to matters already addressed in development plan policies. 	This policy seeks to protect the identity of burgage plots in Hungerford, however these features would be protected under Local Plan policies OVS2 and/or ENV33. Such features should also be an important element of conservation area appraisals.	Policy not required (see Policies OVS2 & ENV33)	X
ENV.35	Historic Parks and Gardens	<ul style="list-style-type: none"> The strategy is to ensure development would not have any adverse impacts on historic parks and gardens. This policy does not appear to add to matters already addressed in national policy. 	The protection of historic parks and gardens is the main aim of this policy. Paragraph 2.24 of PPG15 states, that the effect of a proposed development on a registered park or garden or its setting is a material consideration. Thus this policy is no longer necessary.	Policy not required (see PPG 15, paragraph 2.24)	X
ENV.36	The Newbury Battlefield Sites	<ul style="list-style-type: none"> The policy does not appear to add to matters already addressed in national planning policy. 	This policy seeks to maintain the conservation of historic battlefields. Paragraph 2.25 of PPG15 states that, the effect of any development on a limited number of registered sites will form a material consideration. Thus this policy is no longer necessary.	Policy not required (see PPG15, paragraph 2.25)	X
ENV.37	Development on Scheduled Ancient Monuments and Sites of Archaeological Significance	<ul style="list-style-type: none"> This policy does not appear to add to matters already addressed in other development plan policies. 	The preservation of scheduled ancient monuments and sites of archaeological significance is the main focus of this policy. However, these matters are covered by criterion (e) of Policy OVS2, and therefore will not be required.	Policy not required (see Policy OVS2)	X
ENV.39	The Provision of Archaeological Evaluation	<ul style="list-style-type: none"> This policy does not appear to add to matters already addressed in national policy. 	The policy seeks to safeguard archaeological sites, not given statutory protection, by requiring evaluations of the site where appropriate. PPG16 (paragraphs 21 and 22) make it clear that LPA's and developers can arrange for evaluations to be carried out and thus this policy merely repeats national guidance, and is no longer necessary.	Policy not required (see PPG16, paragraphs 21 and 22)	X
ENV.40	The Level of Archaeological Investigation	<ul style="list-style-type: none"> This policy does not appear to add to matters already addressed in national policy. 	PPG16 (paragraph 25) states that an investigation of an appropriate level should be carried out/enforced, to ensure that any development affecting sites of archaeological significance achieve the physical preservation in situ of archaeological remains, therefore ENV 40 is no longer required.	Policy not required (see PPG16, paragraph 25)	X

Policy	Policy Title	PPS12 tests	Comments and implications	DPD/Policy which replaces existing policy	Propose to save?
HOUSING					
HSG.2	Exceptions to Normal Restrictions on New Housing in the Countryside	<ul style="list-style-type: none"> ▪ Policy is not consistent with national planning policy. ▪ The policy does not appear to add to matters already addressed in other development plan or national policies. 	<p>The policy sets out various exceptions to the normal restrictions on new housing in the countryside. Elements of the policy are superseded by PPS7 or are addressed in other development plan policies which are proposed for saving.</p> <ul style="list-style-type: none"> • Category a). deals with rural exception housing schemes which are addressed in Policy HSG.11. • Category b). deals with agricultural workers' dwellings which are fully addressed in PPS7, paragraph 10 and Annex A. • Category c). allows for one for one replacement which is addressed in Policy ENV.23. • Category d). allows for sub division to provide separate residential units which may be in conflict with PPS7 paragraph 3 and 10 and PPG13. • Category e). allows for conversion of rural buildings which is addressed by Policy ENV.19 which includes sustainability tests more consistent with PPS7. • Category f). refers to accommodation in connection with the racehorse industry which is addressed by Policy ECON.9. • Category g). refers to redevelopment of buildings which is covered by Policy ENV.20 which includes sustainability test more consistent with PPS7. • Category h). refers to the re-use of committed employment sites which is based on a Structure Plan policy which is no longer extant. 	Policy not required See HSG11, ENV.23, ENV.19, ENV.20, ECON9 and PPS7	X
HSG.4	Development within Urban Areas and on Brownfield Sites	<ul style="list-style-type: none"> ▪ The policy does not appear to add to matters already addressed in other development plan policies. 	The Policy is based on former Structure Plan Policy, BU3, which is no longer extant. The policy allows for the redevelopment of employment sites for housing which is	Policy not required (see Policies	X

Policy	Policy Title	PPS12 tests	Comments and implications	DPD/Policy which replaces existing policy	Propose to save?
			allowed for in other policies proposed to be saved.	HSG.1, ENV.20, ECON2)	
HSG.7	Planning Benefits Relating to New Housing Development	<ul style="list-style-type: none"> The policy does not appear to add to matters already addressed in other development plan policies. 	Policy HSG.7 refers to enhancements resulting from development. These matters are referred to elsewhere in development statements under policy HSG.5, policies OVS.2 and OVS.3 and in the Quality Design – West Berkshire SPD. Providing the above policies are saved, policy HSG.7 is not essential.	Policy not required (see Policies HSG.5, OVS.2 OVS.3 and Quality Design West Berkshire SPD	X
HSG.10	Affordable Housing for Local Needs	<ul style="list-style-type: none"> Issues covered by Policy HSG.9. 	Policy HSG.10 covers affordable housing provision on sites where renewal of planning permission is sought. Applications would be considered under Policy HSG.9, so a separate policy would not be required.	Policy not required (see Policy HSG9)	X
HSG.15	Temporary Residential Accommodation	<ul style="list-style-type: none"> The policy does not appear to add to matters already addressed in other development plan policies. 	The policy merely indicates that decisions will be based on weighing up relevant material considerations. General criteria for the siting of dwellings are set out in other policies. This policy is therefore not essential.	Policy not required	X
HSG.16	Purley Park River Estate	<ul style="list-style-type: none"> This policy does not appear to add to matters already addressed in other development plan policies. 	The policy relates to an area which originated from sale of freehold plots for camp sites and which subsequently developed in a haphazard fashion. The area has on the whole now been redeveloped. Policy HSG.1 provides criteria for development within settlement boundaries. The Quality Design – West Berkshire SPD provides guidance for infill development. PPS25 provides the flooding context. Therefore, HSG.16 is no longer essential.	Policy not required (see Policy HSG.1, Quality Design – West Berkshire SPD and PPS25)	X
ECONOMY					
ECON.2	Alternative Uses for Committed Employment Sites	<ul style="list-style-type: none"> The policy does not appear to add to matters already addressed in other development plan policies. 	The policy allows for the redevelopment of unprotected employment sites for other uses. However, as only ECON.1 sites are retained for employment uses the policy is repetitive and not essential. The remainder of the policy contains criteria for redevelopment which are repeated in other parts of the	Policy not required (see ECON.1 and 2A, OVS.1 and ENV.20	X

Policy	Policy Title	PPS12 tests	Comments and implications	DPD/Policy which replaces existing policy	Propose to save?
			development plan, which it is proposed should be retained.		
ECON.3	Retention of Bad Neighbour Uses	<ul style="list-style-type: none"> The policy does not appear to add to matters already addressed in other development plan or national policies. It can also relate to elements which can be considered as material considerations. 	The policy aims to retain 'bad neighbour' uses where they are beneficial to the economy. However, the types of uses are not specified (other than a general reference to scrap yards). As such matters could be addressed as material considerations the policy is not essential.	Policy not required (see PPG4, Waste Local Plan for Berkshire)	X
ECON.4	Enhancement of Employment Areas and their Surroundings	<ul style="list-style-type: none"> The policy does not appear to add to matters already addressed in other development plan policies. 	The policy aims to secure improvements to the environment of employment areas. These matters are also addressed in other policies which are proposed to be saved.	Policy not required (see Policies OVS.2 and OVS.3)	X
SHOPPING					
SHOP.1 A	Mixed Uses in Town Centre Sites	<ul style="list-style-type: none"> The policy does not appear to add to matters already addressed in national or other development plan policies. 	The policy gives general encouragement to mixed uses but does not specify the types of use proposed or set out criteria to be used in the determination of planning applications. PPS1 says that planning policies should promote mixed uses in sustainable locations, the policy does not add to the statements in the PPS. Policy SHOP.2 which is proposed to be saved contains specific proposals for mixed uses at identified sites.	Policy not required (see PPS1 paragraph 27, Policy SHOP.2)	X
SHOP.4	Car Boot Sales and Sunday Markets	<ul style="list-style-type: none"> This policy does not appear to add to matters already addressed in other development plan policies. 	The policy sets out criteria which are covered in other policies in the development plan which are proposed to be saved.	Policy not required (see Policy OVS.2)	X
TRANSPORTATION					
TRANS. 2	Enhancement of Transportation Facilities and Network	<ul style="list-style-type: none"> The policy does not appear to add to matters already addressed in other development plan policies. 	The need to provide appropriate transport infrastructure is set out in Policies OVS.2 and OVS.3 which are proposed to be saved. Therefore policy TRANS.2 is not essential.	Policy not required (see Policies OVS2 and OVS3)	X
TRANS. 4	Cycling	<ul style="list-style-type: none"> The policy does not appear to add to matters already addressed in other development plan 	The provision of cycling facilities in association with development is addressed in policy OVS.3 which is proposed	Policy not required	X

Policy	Policy Title	PPS12 tests	Comments and implications	DPD/Policy which replaces existing policy	Propose to save?
		policies.	to be saved.	(see Policy OVS.3)	
TRANS. 5	Pedestrians	<ul style="list-style-type: none"> The policy does not appear to add to matters already addressed in other development plan policies. 	The provision of facilities for pedestrians in association with development is addressed in policy OVS.3 which is proposed to be saved.	Policy not required (see Policy OVS.3)	X
RECREATION AND LEISURE					
RL.3A	Protection of Existing Public and Private Open Space and Recreation Facilities	<ul style="list-style-type: none"> The protection of open space is set out in national planning policy. This policy does not appear to add to matters already addressed in national policies. 	Paragraph 10 of PPG17 says that existing open space, sports and recreational buildings and land should not be built on unless an assessment has been undertaken which has clearly shown the open space or the buildings and land to be surplus to requirements. This statement goes further than Policy RL.3A by giving protection to recreational buildings.	Policy not required (see PPG17, paragraph 10)	X
RL.4A	Informal Recreation and Access in the Countryside	<ul style="list-style-type: none"> The policy does not appear to add to matters already addressed in other development plan policies. 	Policy OVS.2 refers to the need to protect rights of way and OVS.3 refers to the provision of cycle facilities. Both policies are proposed to be saved. Most of the policy refers to implementation matters which are not the direct responsibility of the development plan.	Policy not required (see Policies OVS.2 and OVS.3)	X
RL.6	Thatcham Moors	<ul style="list-style-type: none"> The policy does not appear to add to matters already addressed in other development plan and national policies. 	Policies aimed at the protection of SSSI's are set out in PPS9 and included in other development plan policies – ENV9 and ENV14, both of which seek to protect and enhance nature conservation sites and river corridors. Therefore, this policy is no longer required.	Policy not required (see Policies ENV 9, ENV 14 and also PPS9)	X
RL.7	Lower Kennet Water Park	<ul style="list-style-type: none"> The policy does not appear to add to matters already addressed in other development plan policies. 	The explanatory text of the policy refers to a Structure Plan policy which is no longer extant. The policy encourages sport and recreation proposals. PPG17 says that local authorities should encourage the creation of sports and recreational facilities in the countryside around towns. In light of that specific statement in PPG17, Policy RL.7 is not essential.	Policy not required (see PPG17)	X

GLOSSARY:

Adaptable Housing: Dwellings constructed to a standard which allows simple conversion to occupation for people with disabilities.

Affordable Housing: A full definition of affordable housing is found in policy HSG.9 and its supporting text.

Agricultural Dwelling: A house or flat which is subject to, or proposed to be subject to, a legal limitation which specifies that its occupancy be limited to a person solely or mainly employed in agricultural, forestry or equestrian activities and his/her dependants.

Allocations: Land identified in the Local Plan (with or without planning permission) for a particular land use.

Ancient Woodland: Woodland of native trees and plants on a site which has been continuously wooded from 1600 AD to the present, and has only been cleared for underwood or timber production.

Area of Special Landscape Importance (ASLI): Locally designated areas of high landscape quality where the protection of the visual qualities of the landscape is sought.

Area of Outstanding Natural Beauty (AONB): Area of high landscape value of national importance within which the conservation and enhancement of natural beauty is the priority. A.O.N.B.s are designated by the Countryside Agency, under the National Parks and Access to the Countryside Act 1949.

Bad Neighbour Use: A use on a site which is 'non-conforming' i.e. its operation causes disruption to adjacent land-use and amenity (e.g. a scrapyards in a residential area).

Burgage Plot: Medieval plots characterised by narrow width and great length.

BBOWT: Berkshire, Buckinghamshire & Oxfordshire Wildlife Trust.

Berkshire Structure Plan: Prepared by the Joint Strategic Planning Unit to provide a strategic policy framework for Local Plans and development control across the whole county.

British Waterways: A public body inter alia responsible for the management of the Kennet and Avon Canal.

Brownfield: Previously developed land is that which is or was occupied by a permanent structure (excluding agricultural or forestry buildings), and associated fixed surface infrastructure. The definition includes defence buildings and land used for mineral extraction and waste disposal where provision for restoration has not been made through development control procedures (a full definition can be found in Annex C of PPG3 Housing March 2000).

Commitments: Proposals for development which are the subject of a current full or outline planning permission, or unimplemented allocations in an existing Planning Policy or Statutory Local Plan.

Common Land: Land subject to rights of common and waste land of a manor not subject to rights of common, provided that no land capable of registration should be deemed to be common land unless it has been registered as such under the Commons Registration Act 1965.

Completions: Development which has been constructed or brought into use.

Conservation Area: An Area of Special Architectural or Historic Interest, the character or appearance of which it is desirable to preserve or enhance, as required by the 'Planning (Listed Buildings and Conservation Areas) Act 1990' (Sections 69 and 70). There are additional controls over certain works carried out within a Conservation

Area. For example demolition within Conservation Areas requires consent.

Countryside Agency: A Government funded agency which provides advice on matters relating to the conservation of the countryside and its enjoyment by the public, and which provides grant aid for countryside initiatives.

Curtilage: The defined residential boundary of a dwelling, normally (but not necessarily) the domestic garden area.

Development: In the planning context this term means the carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material change in the use of any buildings or other land (as defined in Section 55 of the Town and County Planning Act 1990).

Development Brief: A set of planning criteria to be adhered to in the development of certain sites. A development brief will normally be prepared where there are a number of complex or potentially conflicting issues. The local plan housing sites are an example of the above.

English Heritage: A Government funded organisation which promotes conservation and understanding of the historic environment. It advises the Government on the selection of listed buildings and scheduled ancient monuments for protection. It can provide grant aid for maintenance of historic buildings and monuments of national importance.

English Nature: Formerly the Nature Conservancy Council (NCC), an organisation which is funded by the Government. It is responsible for agreeing National and Local Nature Reserves, identifying Sites of Special Scientific Interest and proposed special areas of conservation for advising the Government on matters affecting nature conservation.

Environment Agency: The agency was set up in 1995 as a result of the environment act. It joined together the responsibilities previously held by the national rivers authority, Her Majesty's Inspectorate of Pollution and the Waste Regulation Authority.

Environmentally Sensitive Areas (ESA): The environmentally sensitive areas concept was established in 1987 to help assess the impact of less intensive farming on the countryside. The scheme is intended to help protect the wildlife, landscape and historic features within prescribed environmentally sensitive areas and to provide management advice and incentive payments as part of an ESA agreement.

Farming and Wildlife Advisory Group (FWAG): An independent countryside voluntary group, with charitable status, set up by farmers and landowners with the support of naturalists and others from the main farming, conservation and forestry bodies in order to provide advice on a range of wildlife conservation opportunities and farm management systems/techniques.

Gap: A strategic area of land which protects the separate identity of settlements.

General Permitted Development Order (GPDO): A set of Government regulations which provide a detailed list of the types of development which do not require planning permission. The latest version of this came into operation in 1995.

Housing Association: A non-profit making, independent organisation which may provide for a wide range of housing needs.

Infilling: Building on undeveloped land within the existing built-up area of a settlement, generally involving the closing of an existing small gap in an otherwise built-up frontage. Infill development will usually be of single plots, and must not harm the physical or visual character of the settlement or the surrounding area. To be acceptable for infilling, the plot concerned should be of a size and shape similar to the plots of the adjoining development, and should normally have an existing frontage to a suitable road.

Infrastructure: Structures and services which provide for the essential needs of development: can include transport systems, schools, open spaces etc.

Inset Map: Areas on the proposals map which are shown in greater detail at a larger scale.

Listed Buildings: Buildings and structures which have been identified by the Department of the Environment as being of special architectural and historic interest and whose protection and maintenance are the subject of special legislation. Their curtilage and setting is also protected. Listed Building Consent is required before any works are carried out on a listed building.

Local Plan Public Inquiry (LPI): A formal public inquiry held to enable the planning authority to have objections to the Local Plan examined by an Inspector appointed by the Secretary of State.

National Playing Fields Association (NPFA): An independent charity established to ensure that everyone has access to recreational space within easy reach of their homes. In pursuance of this objective, the Association campaigns for a minimum standard of provision (6 acres of open space per 1000 population).

National Rivers Authority (NRA): see definition under Environment Agency.

Operational Parking: Where provision for parking on-site is for visitors and service vehicles only. Employee parking is provided off-site, normally in a public car park.

Parks and Gardens of Historic Interest: Parks and Gardens listed in a register prepared and maintained by English Heritage. Like listed buildings they are graded I, II* and II. By reason of their historic layout, features and architectural ornaments, the parks and gardens are considered to be of particular interest and quality.

Planning Appeal: If an application for planning permission has been refused, has not been decided within the statutory time limit or the local authority has imposed conditions, the applicant may appeal to the Secretary of State for the Environment. An Inspector will consider the appeal and a decision will be made on behalf of or by the Secretary of State.

Planning Permission: New buildings, major alterations and enlargement of existing buildings, and many changes of use of buildings and land require planning permission. Permission is sought from the local planning authority. An application for planning permission may be approved, subject to certain conditions, or refused. The applicant has the right to appeal to the Secretary of State against any refusal or condition.

Planning Policy Guidance Note (PPG): A series of Guidance Notes produced by the Office of the Deputy Prime Minister covering a wide range of planning issues. PPG's advise on Government policy regarding various aspects of the planning system. They are reviewed from time to time.

Previously Developed Land: see definition under "Brownfield".

Primary Shopping Frontage: The principal/prime area of shopping in a village/town centre, where A1 uses predominate.

Redevelopment: The development of land involving the demolition or the adaptation of an existing building or set of buildings. Redevelopment must be of a scale and character such that it does not harm the physical or visual character of the settlement (or in the urban areas, the neighbourhood).

Renewable Energy: Continuous energy flows that occur naturally and repeatedly in the environment; e.g. wind power.

Ribbon Development: The construction of a line of buildings along a road frontage, usually extending outside a built-up area.

Rural Development Commission: A Government agency involved in the economic and social development of rural areas, encouraging local enterprise through the provision of premises, advice, training and loans.

Scheduled Ancient Monument (SAM): Features of archaeological or historic interest listed by the Department of Culture Media and Sport which are subject to the law intended to prevent them being damaged or destroyed. The regulations are similar to those applied to listed buildings but are administered by the Department of the Environment, rather than Local Authorities.

Setting: An area of land whose importance lies in maintaining a coherent landscape setting to settlements.

Sites of Special Scientific Interest (SSSI): Defined protected areas of nature conservation and scientific value identified by English Nature as being of national (and sometimes international) importance.

Special Areas of Conservation (SACs): Designated to protect the habitats of threatened species of wildlife under EU Directive 92/43.

Sport England: formerly known as the Sports Council

Supplementary Planning Guidance: Guidance notes on specific planning issues in the District. These are non-statutory.

Town & Country Planning (Use Classes) Order 1987, as amended: A set of Government regulations which define categories for different uses of land and building. Within each class, the use for another purpose in the same class does not usually require planning permission. The categories, in brief, are:

- A1 Shops
- A2 Financial and professional services
- A3 Food and drink
- B1 Business, including offices, research and development premises and light industry
- B2 General industrial
- B8 Storage and distribution
- C1 Hotels and hostels
- C2 Residential institutions
- C3 Dwelling houses
- D1 Non-residential institutions
- D2 Assembly and leisure

Tree: For planning and conservation purposes, the legislation covers those trees which are greater than 75 mm in diameter, at a point 1.5m above the ground. Cultivated fruit trees in a garden or orchard are not covered by the legislation.

Tree Preservation Orders: An order made by the Local Planning Authority under Sections 198-200 of the Town and Country Planning Act 1990, to protect a specific tree or group of trees against felling, lopping, topping or other damage. Trees within Conservation Areas have similar protection, except for fruit trees and trunks below a specified size.

Vernacular Architecture or Building: A style of building which is historically used as the normal design in a particular region or locality, employing the use of local building materials.

Wildlife Heritage Site: Designated sites of nature conservation value, varying in size across the District. These are non-statutory, and defined by the Berkshire Nature Conservation Forum.