YSTEMS LTD
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APPLICATION NO:
F/2000/1513

LOCATION:
Land Rear Of 1 - 11 Pond Head Lane, Earley Reading.

APPLICANT:
Bancroft Developments C/O The Edwards Irish Partnership

PROPOSAL:
Proposed demolition of 3,3a, 13 & 15 Pond Head Lane and erection of 23 dwellings. (Duplicate Application).

EARLIEST DATE FOR DECISION: **19/06/2000**

APPLICATION EXPIRY DATE: **05/07/2000**

CASE OFFICER: **Simon Lewis**

Appeal Decision

Site visit made on 06 February 2001

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

by Barbara A Whitbread DipTP MSocSci MRTPI

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

Date
06 MAR 2001

Appeal Ref: APP/X0360/A/00/1046488
3, 3A, 13 & 15 Pond Head Lane, Earley

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a failure to give notice within the prescribed period of a decision on an application for planning permission.
- The appeal is made by Bancroft Developments against Wokingham District Council.
- The application (ref: F/2000/1513), is dated 9 May 2000.
- The development proposed is demolition of existing dwellings and construction of 23 No 4 bed, 3 bed and 2 bed terrace houses.

Summary of Decision: The appeal is allowed and planning permission granted subject to conditions set out in the Formal Decision below.

Procedural Matters

1. The planning application was submitted in duplicate and, subsequent to the lodging of the appeal, the outstanding application was considered by the Council with minor amendments, and refused for the following reason:

   'The proposed development has unacceptable relationships within the development between houses, gardens and parking areas as a result of too high a density of development, leading to adverse living conditions for future occupiers of the development. Therefore the proposed development is contrary to policies LBE1 and LBE2 of the Loddon Area Local Plan and policies WOS3 and WBE1 of the Wokingham District Local Plan.'

2. The amendments related to the access arrangements, and the appellants have asked that the appeal be considered on the basis of the amended drawing. A further amendment to site a double garage at the eastern end of the access road was also suggested by the appellants, and considered by the Council, although it was not formally submitted as an amendment. The appellants have indicated that they would be prepared to accept a condition requiring the development to be carried out in this form.

3. The appellants have also entered into a Unilateral Undertaking under Section 106 of the Town and Country Planning Act 1990 to make provision towards the cost of providing a pedestrian/cycle crossing on the A329, and for leisure and education facilities.

Main Issue

4. The main issue in this case is whether the proposed development would result in unacceptable living conditions for existing or future residents.

Planning Policy

5. The development plan comprises the Loddon Area Local Plan and the Berkshire Structure

Plan, both adopted in 1995. The Wokingham District Local Plan has been the subject of a Local Plan Inquiry but the Inspector's Report is not yet available.

6. The site is within the identified settlement, where development would be acceptable in principle. Adopted Local Plan Policy LBE1 requires development to be of a high standard of design appropriate to the character of the area in which it is to be situated, and Policy LBE2 advises that proposals for development that is inappropriate in terms of its relationship with adjoining sites and buildings, or which would adversely affect the character of an area, by virtue of its siting, scale, form, massing, materials, colour or texture will not normally be permitted.

7. Emerging Local Plan Policy WOS3 sets out general development control principles, including that development should not be detrimental to the amenities of adjoining land uses, and should be of a high quality of design. Policy WBE also requires good contemporary design, which respects its local context.

Reasons

8. The proposed development would be at a density of just under 40 dwellings per hectare, which accords with Government advice in PPG3, and the Council advise that the housing mix is appropriate to the needs of the District. Although the surrounding development is generally at a lower density, I consider that it would be appropriate to permit a higher density here, subject to detailed design considerations, in the interests of making the best use of previously developed land within the urban area.

9. The proposal, as amended, would site two detached 4 bedroom houses on the site frontage with the access road in between. These would be of a scale and character in keeping with the adjoining dwellings. The remainder of the development would not be readily seen from Pond Head Lane, and would be separated from the surrounding dwellings by a minimum distance of about 25m. This would be between plot 5 and 17 Pond Head Lane, and the new dwellings would be partially screened by two substantial single storey buildings in the garden of 17 Pond Head Lane. Elsewhere the distances are greater, and I consider that the separation is sufficient to ensure that there is no unacceptable loss of privacy.

10. The Council's concern relates to the layout within the site, and they refer to a number of places where they consider the relationships to be unsatisfactory. Whilst some of the rear gardens are narrow, I consider them all to be of a reasonable size for the various types of dwelling, and none of the gardens are seriously overlooked or overshadowed. The gardens to plots 2 and 3 narrow towards the rear, following the line of the road, but are of a reasonable size and the proximity of a road serving 21 dwellings is unlikely to result in excessive noise, particularly with the construction of a 2m high brick wall. The other aspect mentioned by the Council is the proximity of parking spaces to some of the dwellings. Although the parking areas would be close to the front or side elevations of the dwellings, I see nothing for concern here. These are small parking areas directly related to the groups of dwellings that they serve, and unlikely to generate large numbers of traffic movements which could cause a disturbance to residents.

11. A further concern expressed by the Council is the effect of the acoustic barrier that will be required to reduce noise from the railway and the A329(M). This would be on the northern boundary of the site, behind an existing screen of conifers. It is shown as 2.5m high but, even if this had to be increased to 3m, it would considerably lower than the trees which are

shown to be retained. Also, being to the north of the houses, there would be no overshadowing.

12. I am therefore satisfied that the proposed development would not result in unacceptable living conditions for existing or future residents.

Conditions

13. The Council provided a list of 21 conditions which they considered should be imposed if planning permission was granted. I agree that all of these, with the exception of Conditions 4, 6 and 10, are necessary for the reasons given by the Council, although I have amended the wording of some of the conditions in the light of the advice in Circular 11/95. Conditions 4 and 6 I consider to be unduly onerous, as conditions restricting permitted development rights should only be imposed in exceptional circumstances, and I am not satisfied that they are justified in this case. I consider Condition 10 to be unclear, and Condition 9 would ensure that the parking spaces remained available for that purpose.

14. In addition, the condition relating to the construction of the access should relate to the amended drawing. The highway authority have also requested that the right turn lane on Wokingham Road be increased in length to allow three cars to wait when turning right, and I am imposing a condition to this effect.

15. I have also considered whether it is necessary to impose a condition requiring the development to be carried out in accordance with the further suggested amendment, restricting access to the adjoining land. In my view this could only be justified if it had been shown to be unacceptable for any further development to be served by the proposed access. I do not understand this to be the case, and it would be inappropriate to restrict the options for the development of this adjoining land at this stage.

Conclusions

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

Formal Decision

17. In exercise of the powers transferred to me, I allow the appeal and grant planning permission for demolition of existing dwellings and construction of 23 No 4 bed, 3 bed and 2 bed terrace houses at 3, 3A, 13 & 15 Pond Head Lane, Earley in accordance with the terms of the application No: F/2000/1513 dated 9 May 2000, and the plans submitted therewith, and revised drawing No. 1351/05C, subject to the following conditions:

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

    2) No development shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

    3) No development shall take place until there has been submitted to and approved in writing by the local planning authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The approved scheme shall

be implemented prior to the first occupation of the development or phased as agreed in writing by the local planning authority. The approved scheme shall be retained in perpetuity.

4) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no fences, gates or walls shall be erected within the curtilage of any dwellinghouse forward of any wall of that dwellinghouse which fronts onto a road. This condition shall not be construed as prohibiting the erection of any means of enclosure shown on the approved drawings, or its replacement in the same location to the same or lower height as originally approved.

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

6) Prior to the commencement of development, details of the slab levels of the proposed buildings shall be submitted to and approved in writing by the local planning authority. The constructed development shall not vary from the approved levels.

7) No dwelling shall be occupied until the vehicle parking and turning space herein approved has been provided, and it shall remain available for that purpose thereafter.

8) Provision shall be made for services, including cable TV pre-ducting, to be placed underground. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification) no overhead wire cables or other form of overhead servicing shall be placed over or used in the development of the site or subsequently.

9) Prior to the comencement of development, provision shall be made to accommodate all site operatives, visitors and construction vehicles loading, off-loading, parking and turning within the site during the construction period, in accordance with details to be submitted to and agreed in writing by the local planning authority. The provision should be retained and used at all times.

10) Precautions shall be taken for the duration of the construction period to prevent the deposit of mud and similar debris (including blown litter) on the adjacent public highways, in accordance with details to be submitted to and approved in writing by the local planning authority prior to the commencement of development.

11) No other development of the site shall take place until the access has been constructed in accordance with Drawing No.1351/05C, and the right turn lane on Wokingham Road has been extended to accommodate three cars.

12) The existing access to the site shall be stopped up and abandoned within one month of the completion of the new access.

13) All planting, seeding and turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner, and any trees which within a period of 5 years from the completion of the landscaping

die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

14) No trees, hedgerows or shrubs within the curtilage of the site, except those shown on the approved plans or otherwise clearly indicated in the approved details as being removed, shall be felled, lopped or pruned, nor shall any roots be removed or pruned without the prior consent of the local planning authority during development and for a period of 5 years after completion of the development hereby approved. The branch structure and trunks of the trees to be retained and their root systems shall be protected from any damage during the site works, in accordance with a scheme to be submitted to and approved in writing by the local planning authority. Any trees, hedgerows or shrubs removed or which die or become dangerous, damaged or diseased before the end of a period of 5 years after the completion of the development hereby approved shall be replaced with new trees, hedging or shrub species (of such size species and in such number and position as may be agreed in writing), before the end of the first available planting season (1 November to 31 March) following their loss or removal.

15) Prior to the occupation of the dwellings on Plots 20 and 21 a gate shall be erected at the start of the access/alley way.

16) Development shall not begin until a scheme for protecting the proposed dwellings from railway and road noise adjacent to the proposed development has been submitted and approved by the local planning authority. Any works, which form part of the scheme approved by the authority, shall be completed before any permitted dwelling is occupied and shall thereafter be retained.

17) Each dwelling shall be provided with a garden area which has a predicted noise level of less than or equal to L_{Aeq} 55dB (measured over any 1 hour period) within the first 5m from at least one building façade.

18) A gap of at least 24cm shall be left between the existing railtrack fence and any acoustic fence that is erected along the boundary of the site with the railway line.

Information

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

19. This decision does not convey any approval or consent that may be required under any enactment, byelaw, order or regulation other than section 57 of the Town and Country Planning Act 1990.

20. An applicant for any approval required by a condition attached to this permission has a statutory right of appeal to the Secretary of State if that approval is refused or granted conditionally or if the authority fails to give notice of its decision within the prescribed period.



INSPECTOR

1513

BANCROFT
DEVELOPMENTS

Stratfield House
265 High Street
Crowthorne
Berkshire
RG45 7AH
Tel: 01344 780100
Fax: 01344 780238
pab@bancroftdevelopments.com

NL

PLANNING SERVICES	HPT 46286
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01 AUG 2001	
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Mr N Lake
Senior Planning Officer
Wokingham District Council
Shute End
Wokingham
Berkshire RG40 1BN

30 July 2001

Dear Nicola

PROPOSED RESIDENTIAL DEVELOPMENT at the rear of
1-11 POND HEAD LANE, EARLEY
PLANNING APPLICATION NO. F/2000/1513

I am replying to your letter of 23 July, which was addressed to Paul Edwards of the Edwards Irish Partnership. You will see that I have spoken to Mr Tom Payne of your Environmental Health Department and a copy of my letter to him summarising our conversation is enclosed. I trust that this deals with the matter and is sufficient for your purposes but, if you require any further information, please do not hesitate to let me know.

I know that you have now received our revised Planning Application and I hope that the matter will be able to go forward to the planning committee recommended for approval at either the September or October meetings. If I can be of any assistance, in the meantime, regarding the Application, please do not hesitate to contact me, as Paul Edwards is away on holiday until August 13.

Yours sincerely

PATRICK BANCROFT

Registered in England No: 2176285
VAT Registered No: 527 1346 57
Directors : P A Bancroft FRICS
H J Bancroft

NHBC

Mr T Payne
Environmental Heath Department
Wokingham District Council
P O Box 157
Shute End
Wokingham
Berkshire
RG40 1WR

30 July 2001

Dear Mr Payne

PROPOSED RESIDENTIAL DEVELOPMENT at the rear of
1-11 POND HEAD LANE, EARLEY
PLANNING APPLICATION NO. F/2000/1513

Further to this afternoon's telephone conversation, I can confirm that I have received a copy letter from Nicola Lake to the Edwards Irish Partnership, our agent in this matter, concerning the claims of a member of the public that there is a quantity of asbestos within both 13 and 15 Pond Head Lane. I can assure you that, when the time comes for the properties to be demolished, we will be using professional demolition contractors and we will ensure that they exercise due care and attention with regard to this matter.

I should point out that a soil test has recently been carried out on the site and no evidence of any contamination, asbestos or otherwise, was found on the site.

I trust that this deals with the matter raised but, if you require any further information, please do not hesitate to give me a ring.

Yours sincerely

PATRICK BANCROFT

cc Ms N Lake - Planning Officer, Wokingham District Council
Mr P Edwards - The Edwards Irish Partnership

1513

BANCROFT DEVELOPMENTS

Stratfield House
265 High Street
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RG45 7AH
Tel: 01344 780100
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pab@bancroftdevelopments.com

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Mr T Payne
Environmental Heath Department
Wokingham District Council
P O Box 157
Shute End
Wokingham
Berkshire
RG40 1WR

30 July 2001

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PLANNING APPLICATION NO. F/2000/1513

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Yours sincerely

PATRICK BANCROFT

cc Ms N Lake - Planning Officer, Wokingham District Council
Mr P Edwards - The Edwards Irish Partnership

Registered in England No: 2176285
VAT Registered No: 527 1346 57
Directors : P A Bancroft FRICS
H J Bancroft

NHBC

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LENNON PLANNING LTD

13 Hermitage Parade, High Street, Ascot SL5 7HE
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www.lennon-planning.co.uk

Our Ref : RJH/1148/rac

16th November 2000

Miss Denise Gumbrell
Appeals Assistant
Wokingham District Council Environmental Services Department
Planning Services
P O Box 157
Shute End
Wokingham RG40 1WR

Dear Ms Gumbrell,

Appeal by Bancroft Developments in respect of 15 Pond Head Lane, Earley
Your Reference : F/2000/1513

As you are aware, the current appeal was held in abeyance until the 15th November 2000, in order to give your Council an opportunity to consider the duplicate application. As this application was deferred and now appears unlikely to be granted planning permission, we have written to the Planning Inspectorate to take it out of abeyance. For your records, please find enclosed a copy of my letter to the Planning Inspectorate.

Yours sincerely,

Maureen Parsons

pp **Rob Huntley**

enc.

LENNON
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Our Ref : RJH/1148/rac
Your Ref : APP/XO360/A/00/1046488

15th November 2000

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

For the attention of : Miss A. Bibi

Dear Miss Bibi,

Appeal by Bancroft Developments – 3, 3a, 13 and 15 Pond Head Lane, Earley, Berks

I write with reference to this appeal, which was being held in abeyance until the 15th November.

The appeal was held in abeyance in order to give Wokingham District Council an opportunity to consider the application that remains before them. This application has been modified in order to address a number of concerns expressed by the Council in respect of the proximity of the proposed access to 11 Pond Head Lane. I enclose a copy of the amended site plan (1351 O5C) for your records, and formally request that it be considered in place of that submitted as part of the appeal.

The amended application was reported to the planning committee on 8 November, with a recommendation of approval. A copy of the committee report is enclosed for your records. The application was, however, deferred subject to a site visit.

In light of the delay, and the likelihood that the Council will refuse planning permission for the application, we respectfully ask that the appeal be brought out of abeyance and a site visit organised as soon as reasonably possible.

We look forward to hearing from you soon in respect of this matter, and can confirm that a copy of this letter has been sent to the Council for their records.

Yours sincerely,

Rob Huntley

encs.

Tel: (0118) 974 6481 (Direct Line)
E-mail: Nicola.Lake@wokingham.gov.uk
Date: 23 July 2001
My ref: NL/F/2000/1513
Your ref:

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

Mr Edwards
The Edwards Irish Partnership
36 Langborough Road
Wokingham
Berkshire
RG40 2BT

Dear Mr Edwards,

PROPOSED RESIDENTIAL DEVELOPMENT AT THE REAR OF 1-11 POND HEAD LANE, EARLEY. APPLICATION NUMBER F/2000/1513.

A member of the public has alleged that there is a quantity of asbestos within both numbers 13 and 15 Pond Head Lane. He claims that there is also some buried within the rear garden area of these dwellings. This was not an issue that was brought to light during the original planning application. However, the issue of asbestos and its removal from sites is controlled under separate legislation.

I have brought the gentleman's claim to the attention of both our Building Control and Environmental Health Teams. It is advised that you contact Mr Tom Payne of the Environmental Health department, outlining what your intentions are to either substantiate or disprove this allegation. This issue should also be covered in any subsequent applications to amend the approved development scheme.

I hope this information is of assistance to you.

Yours sincerely,

Lake.

NICOLA LAKE.
Senior Planning Officer.

c.c: Tom Payne: Environmental Health.

WORK SHEET FOR : Simon Lewis

Application Number : F/2000/1513

Applicant : Bancroft Developments C/O The Edwards Irish Partnership.

Location : Land Rear Of 1 - 11, Pond Head Lane, Earley, Reading.

Proposal : Proposed demolition of 3,3a, 13 & 15 Pond Head Lane and erection of 23 dwellings. (Duplicate Application).

Site Notice Displayed ? :

YES	NO	DATE

Date of Neighbour Notifications : .....

Date of Site Visit : .....

Date Registered : 10/05/2000

Earliest Date for Decision : 19/06/2000

Latest Consultation Date/Site Notice Expiry Date : 19/06/2000

Application Expiry Date: 05/07/2000

Consultation Responses :

Planning Issues :

Application Number: F/2000/1513

Appraisal :

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

Application Number F/2000/1513
Conditions/Reasons for Refusal

No	Std Con	Std Reas	Non Std Conditions / Reasons for Refusal

RECORD OF SITE VISIT

SITE ADDRESS: Land Rear Of 1 - 11 Pond Head Lane Earley Reading.

APPLICATION NUMBER: F/2000/1513

OFFICER: Simon Lewis

DATE OF SITE VISIT:.....

1 SITE/STATUTORY NOTICE DISPLAYED ?

2. DESCRIPTION OF SURROUNDINGS

3. DESCRIPTION OF SITE/BUILDING

4. RELATIONSHIP TO ADJOINING PROPERTIES

5. SITE CONSTRAINTS

TREES

ACCESS/PARKING

LEVELS

BOUNDARY TREATMENT

OTHERS

My Ref: AJVJ/PLANAP/2000/001

Date: 6th June 2000
Your Ref: Simon Lewis F/2000/1513
Simon Lewis F/2000/1514

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

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CS 6825	
08 JUN 2000	
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Mr A.J.Barber & Miss V.J.Savage
18 Pond Head Lane
Earley
Reading
Berkshire
RG6 7ET

REF – F/2000/1513 and F/2000/1514 PLANNING APPLICATION (POND HEAD LANE)

Dear Sir/Madam

Let me start with the rather confusing point of there being 2 letters, that at first glance could easily be misconstrued as being the same application-especially receiving them on the same day. A less observant person would not recognise the 2 differing application references and thus respond only to one of them and perhaps the other application sailing straight through the process! I therefore wish to determine if this is the usual manner in which business is carried out (Please advise). In the mean time, I suggest you draw attention to the existing "dual application" situation to the other residents of Pond Head Lane.

The Application

- Pond Head Lane is a very small road emerging on the major Wokingham Road. To hear of a planning application of such magnitude, I can only describe as devastating, having an effect on everybody who lives hear. We already suffer enough disturbances from the various businesses situated at the tip of the road, including delivery lorries. To double the amount of traffic trying to exit/enter the road will be horrendous especially as the road is often difficult and time consuming to negotiate as it is.
- Being situated at the end (cul-de-sac) of Pond Head Lane, any kind of development toward the main Wokingham Road would, to us, obviously be a major problem, causing access chaos as well as the noise and air pollution.
- It has also been brought to our attention that another developer has land that backs on to the proposed site. This site would then conveniently allow access on to the Wokingham Road, again through Pond Head Lane causing even more traffic congestion. A road of this type was never built to cope with such traffic.
- Pond Head Lane is situated on a staggered crossroads with Meadow Lane. If you increase the number of vehicles using our road then you shall make a hazardous crossing into an extremely dangerous crossing. This hazardous crossing is also made worse by there being a local shop on the corner of Meadow Lane and where cars on the Wokingham Road will stop with little or no indication.

Why do we have to, time after time, try to squeeze more and more houses in to such small amounts of space, destroying the beauty of our older areas for developers just to make a "quick buck". We should preserve our older houses, lanes and streets so people can enjoy them as much in the future as we, the residents on Pond Head Lane, do now.

Yours sincerely

Mr A J Barber and Miss V J Savage

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09 JUN 2000	
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Wokingham District Council
Environmental Services
P.O.Box 157
Shute End
Wokingham
Berkshire
RG40 1WR

Attn Mr John Mitchell

M S Christopher
11 Pond Head Lane
Earley
Reading
Berkshire
RG6 7ET

Ref Simon Lewis: F/2000/1513 and F/2000/1514

Dear Sir

Pond Head Lane is a quite cul de sac with 15 detached houses, 6 semi detached, 5 garages for houses on the Wokingham road and 2 businesses one an ice cream van yard the other the Berkshire Physiotherapy Centre.

I have the following objections to the above proposed development to erect 23 dwellings.

1 It is an over development of the area
2 It is an unwelcome intrusion into Pond Head Lane.
3 It will cause Highway problems for Pond Head Lane and the Wokingham Road. On Tuesday 6th June it took two cars 4 minutes to turn right out of the road and they had to push out in front of the traffic risking an accident.
4 It will result in excess of an additional 100 traffic movements per day at peak times to and from work causing more congestion on a busy main road and cause queues out of Pond Head Lane
5 The 2 business that operate out of Pond Head Lane also cause traffic movements through out the day and Lorry deliveries to the ice cream yard. The Physiotherapy Centre is open to 9 at night and most people who visit miss the entrance and turn round where the road forks left and right which is the proposed road into the new development.
6 To turn right into Pond Head Lane you have to move into a right hand filter lane that will only take two cars if the new proposed development takes place this will cause problems at peak times and affect Meadow Road opposite and Mill Lane.
7 The new application does not end there it also mentions the road is proposed for extension for future access for a further development resulting in more traffic movements.
8 The development will result in increased noise and pollution of the area
9 As the new proposed road runs up the side of my property I will be affected by the noise of the cars and people walking along the side resulting in the loss of privacy and additional noise.
10 The proposed new road will cause a cross roads in Pond Head Lane with the traffic turning left and right and going straight on into the new development which could be dangerous
11 The planning application drawing is incorrect it shows my boundary line at an angle. This is incorrect my boundary line at the front runs in a straight line. The existing fence post to the right of my property is over 2 foot short of my boundary which makes the visibility wrong. Also to the front of my property there is a hedge that is over 7 foot high which does not give any where near the visibility shown on the drawing should the application be successful I will need to erect a 1 metre high close boarded fence to maintain some privacy to the boundary end line at the side of my property
12 when I reverse off my drive way I will have to reverse out across the new proposed road junction which will be very dangerous.
13 The second error on the planning application is the 4 No 4 bedroom detached two of which are in in Pond Head Lane are in fact semis joined by a cavity wall.
14 My property value will be reduced when I moved to Pond Head Lane over 9 years ago from an housing estate in Lower Earley to a quite cul de sac with a back garden bordering another back garden I did not do so to find out in 9 years time Pond Head Lane would become an housing estate and I would have a road at the side of my property
15 The application also will result in the loss of a number of trees which take years to grow. In no 13

where the new road is proposed a tree at least 50 years old will be removed and the whole out look of the area will change for the sake of this unwelcome development

16 Pond Head Lane is used by the school children of Lower Earley to get to Bulsmerhe school via the sub way the increased traffic down the Wokingham Road and Pond Head Lane will affect them to and from school

17 There will be an increase in the on road parking in Pond Head Lane as the new development has insufficient car parking spaces to accommodate the new houses as each house on average will have two cars per household so there are not enough allocated spaces

18 Pond Head Lane is a safe cul de sac were children can play without the worry of excessive traffic movements

19 As you turn into Pond Head Lane the road has a white line down the middle for about 25 yards the road then narrows with no centre line, to the right not shown on the planning application is the ice cream yard which has a 3 metre high close boarded fence the road then forks right and left and the new proposed road which as I mention in point 10 will make a cross roads in Pond Head Lane, for cars turning right there will be a blind spot which will be dangerous and for cars comming from the left will also have a blind spot which again will be dangerous.

20 All the local councillors are against the proposed new development Mrs Carpenter Mr Swinddlers Mrs Smith

21 Our Quality of life will totally change from living in a quiet cul de sac we will be subject to building work deliveries of materials the noise of the work and workmen. The loss of living in a quiet Lane to a Major development. Increase in traffic.

22 At peak times cars are unable to turn right out of Mill Lane so they turn left onto the Wokingham road turn fist right into Pond Head Lane turn around and then turn left out of Pond Head lane back onto the Wokingham road. If the planning application is accepted Pond Head Lane will take ages to exit

23 If a car wants to exit Pond Head Lane right onto the Wokingham road there is not enough space for a car to get up the inside to turn left which will cause a queue out as previously stated it can take up to 4 minutes to exit right at peak times

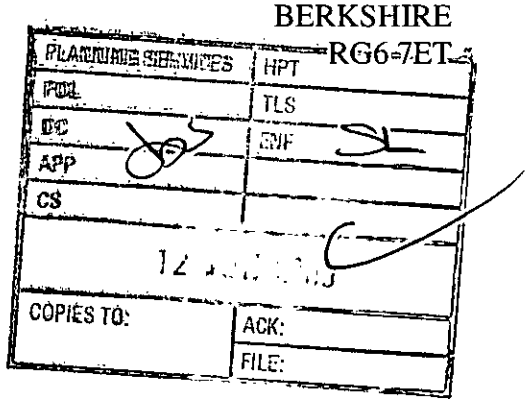
24 The type of houses they intend to build is not in keeping with the existing houses in Pond Head Lane.

Yours faithfully

Martin Christopher

cc Earley Town Clerk

10 POND HEAD LANE
EARLEY
READING
BERKSHIRE
RG6 7ET



Date : 9th June 2000

Ref : Planning Application F/2000/1513/4

Dear Sir,

I would like to register my opposition to this planning application. I have viewed the proposed plans and believe that it will irrevocably change the whole character of the road that I live in. This is a multi-million pound development on my doorstep, which will change a quiet cul-de-sac into a housing estate.

It will double the number of houses and consequently traffic on the road. The road is currently used as a play area for the local children. The current traffic levels cause delays on the Wokingham road, on work day mornings. This development will add to this and cause queueing back into the road. There will be a line of stationary traffic in the road.

It is going to change the road into a building site for the next two years. I will be facing this building site and will have to put up with the resultant noise and disruption.

The proposal refers to an intention to make it a through road, in due course, for possible further development. I am concerned about detrimental value to my property, the loss of amenity and all-round disruption.

In viewing this application there should be a consideration and responsibility to the quality of life of the local residents and not just the influence of the developer. I am strongly opposed to this development and would not be happy that this application proceed without the agreement of the local residents.

L.FARRELLY

16 Pond Head Lane
Earley
Reading
RG6 7ET

16 June 2000

PLANNING SERVICES	HPT
POL	TLS
DC	ENF
APP	
CS	
19 JUN 2000	
COPIES TO:	ACK:
	FILE:

Environmental Services Department
Planning Services
Wokingaham District Council
PO Box 157
Shute End
Wokingham
RG40 1WR

Dear Sirs

Re: Application Nos. F/2000/1513, 7/2000/1514
Site address – Lane at rear of 1-11 Pond Head Lane
Proposal – Demolition of 3, 3A, 13 & 15 Pond Head Lane and erection of 23 dwellings.

We wish to object to the above proposal on the following grounds:-

1. We are concerned about the number of vehicles that will be using Pond Head Lane entrance. At certain times of the day it can take up to 5 minutes to get into the Wokingham Road. Obviously if there is an increased number of cars waiting this will make my journey to work in the mornings considerably longer in time terms.

2. The parking spaces allocated to the dwellings is inadequate. We personally have three cars on our drive plus one parked on the road. We already have London/Reading commuters leaving their cars in the lane during the day and if there are not enough spaces for the proposed dwellings then they will also want to park in our road. The Ice-cream van company which is located in the lane will surely be affected by this parking problem.

3. Plus the road may need to be widened to accommodate the higher volume of use or atleast maintained more regularly, which means more inconvenience.

4. We brought this house 30 years ago as it was a nice quiet area. The nearest park can only be reached by crossing the main road. However with the number of vehicles currently entering our road it was safe to allow our children to play in the road or ride their bikes without any harm. If the volume of residents vehicles doubles we feel our children will no longer be safe.

5. This is an urban road. Building so many houses on such a small piece of land is not in keeping with this area. The number of residents will almost double for this road, making more demand on the already over stretched local schools, doctors, local amenities, etc

6. With a higher density of vehicles in one road, we are very anxious that this may increase the temptation of car crime.

7. We are also concerned about our drainage system. It is an old system which was obviously made for the twenty one houses in our road and may not be able to cope with the extra dwellings.

Yours faithfully

Mrs June Withers
Mr Michael Withers
Miss Lisa Withers
Mr Lee Powles

10 MAY 2000 1514

The Edwards Irish Partnership

Architects & Surveyors

36 Langborough Road, Wokingham, Berks. RG40 2BT
Tel: 0118-989-4403 Fax: 0118-989-4383 E-mail: the.eip@virgin.net

The District Planning Officer
Environmental Services Department
Wokingham District Council
Council Offices
Shute End
Wokingham
Berks
RG40 1WR

8th May 2000

Dear Sirs

Proposed Residential Development of 3, 13 and 15 Pond Head Lane, Earley

Please find enclosed, on behalf of my client, Bancroft Developments, duplicate applications for the demolition of the existing houses and bungalows and construction of twenty three terraced units.

Both applications consist of six copies of drawings 1351/05,06,07,08,09 and survey drawing together with application forms, Certificate B, and a cheque for £8,740.00 being the appropriate fee for both applications.

As stated the application requires the demolition of two bungalows within the heart of the site and two dwellings fronting Pond Head Lane which will form the access. The access point and proposed road have been discussed between Steve Auton of the council and David Hunter of Peter Brett Associates. The proposed road layout and parking arrangements have agreement in principle although certain details are still requiring further discussion.

Peter Brett Associates are also producing a noise report which will be available shortly. Their preliminary report has made a few recommendations which I have incorporated in the design of the scheme. There is also an acoustic fence which is proposed along the boundary with Railtrack, this is to assist in the reduction of noise to the rear garden areas of the new dwellings.

The development consists of four 4 bedroom link detached units, eleven 3 bedroom terraced units and eight 2 bedroom terraced units. These are to be constructed using high quality facing bricks and roofing tiles, all with double glazed windows.Construction details will also fall into line with acoustic requirements.

A landscaping scheme is currently being prepared by Joanne Brindley, Landscape Architects and will be with you shortly to compliment the application.

The proposal makes the best use of land as called for by the new government guidelines and also approaches the council's guidelines on housing mix.

I trust that all the information supplied is to your approval and that a favourable recommendation will be made to the committee at the earliest opportunity.

Yours faithfully

P H Edwards

1789/a

18MAY2000 1514

SECTION 66 CERTIFICATE

WOKINGHAM DISTRICT COUNCIL

Application No.

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

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

OR

+ See Note (a) to Certificate A

OR

(b) Insert description of steps taken.

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

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

CERTIFICATE A

I certify that:

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

CERTIFICATE B

I certify that:

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

Owner's(a) name	Address at which notice was served	Date on which notice was served
SEE ATTACHED SHEET		9:5:2000

CERTIFICATE C

I certify that

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

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

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

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

  (b) .....

  .....

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

  the (c) .....

  on (d) .....

1789/b

CERTIFICATE D

I certify that

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

OR

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

(b) . . . . . .

. . . . . .

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

on (d) . . . . . .

(b) Insert description of steps taken

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

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

ALL APPLICANTS MUST COMPLETE THIS SECTION

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

Agricultural Holdings Certificate

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

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

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

OR

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

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

Signed . . . . I.H.Edwards . . . . . .

On behalf of . . . . BANCROFT DEVELOPMENTS . . . . . .

Date . . . . 9 : 5 : 2000 . . . . . .

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

SECTION 66 CERTIFICATE B
EXISTING OWNERS

Mr. & Mrs. D. E. Tong	411 Wokingham Road, Earley RG6 7EL
Mr. & Mrs. M. L. Moynihan	15 Pond Head Lane, Earley RG6 7ET
Mrs. G. Sylvester	13 Pond Head Lane, Earley RG6 7ET
Mr. & Mrs. J. B. Harper	3 Pond Head Lane, Earley RG6 7ET
Mr. & Mrs. K. Joy	3A Pond Head Lane, Earley RG6 7ET
Mr. & Mrs. P. Keilty	1 Pond Head Lane, Earley RG6 7ET

ADDRESS 13 POND HEAD LANE PARISH ~~WOODLEY~~ Earley

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

BUILDER

Plan No.	Applicant	Description of Development	Date of Decision	Decision
57/51	Mr. D. Gray.	Replacement of existing conservatory	10/4/51	App. App.
/285/64	Mr V R. Sylvester	Garage	29/10/64	App. CH

DATE OF COMPLETION

MINISTRY DECISION

SPECIAL ORDERS

DRAINAGE

ADDRESS 15 POND HEAD LANE PARISH ~~WOODLEY~~ Earley

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

BUILDER

n No.	Applicant	Description of Development	Date of Decision	Decision
7670			17.6.91	CLA
10276	MR & M. MOYNIHAN	Ski. Le. Li.	8.5.91	APP

DATE OF COMPLETION

MINISTRY DECISION

SPECIAL ORDERS

DRAINAGE

ADDRESS 3 POND HEAD LANE PARISH ~~WOODLEY~~ EARLEY 1.K.86

PLOT No. (Old Property) 3 DEMOLISHED - REPLACED BY NEW ORD. SHEET No. SU.7571 (53) (52)

BUILDER

Plan No.	Applicant	Description of Development	Date of Decision	Decision
1186/67	Exors of W.A. Wellman	outline - Detached Dwelling on Land at Rear	23.11.67	N/A - Refuse
159/70	Mr. B.R. Williams	Alterations, Additions & double garage	10.2.70	App. App
928/72	"	outline. demo exist - to form new dwg. garage	6.7.72	N/A Refuse
695/73	Mr W J Bolton Ltd	outline - demo exist & erect 4 dwellings	10.5.73	N/A Refuse
W 1249	MESSRS J.S. & J.E. HARPER	ERECTION OF TWO SIDE SINKS	30.8.74	App N/A
1292	" "	(Dem of existing dwelling + erection of 2 bungalows	5.9.74	n/a n/a
		DEMOLISH DWELLING & GARAGE		

DATE OF COMPLETION

MINISTRY DECISION

SPECIAL ORDERS

DRAINAGE

ADDRESS 3A POND HEAD LANE PARISH ~~WOODLEY~~ EARLEY 1.K.86

PLOT No. 2 ORD. SHEET No. SU.7571 (53) (52)

BUILDER

Plan No.	Applicant	Description of Development	Date of Decision	Decision
928/72	MR. B.K. WILLIAMS	2 APP DEMOLISH NO 3 - 2 NEW HOUSES & GARAGES	6.7.72	N/A
695/73	MR W.J. BOLTON LTD	" " " 4 NEW HOUSES & GARAGES	10.5.73	N/A REF
W 1249	MESSRS J.S. & J.E. HARPER	TWO SINK UNITS	30.8.74	N/A
1292	" "	NEW BUNGALOW & GARAGE	5.9.74	N/A C/A
24528	MR & MRS A. TOY	GARAGE TO REPLACE EXISTING GARAGE	6.12.78	APP N/A
09695	"	"	15.1.79	N/A C/A
2A 038	"	REAR OF GARAGE TO NOS.	10.12.85	APP N/A
26599		RELAX COND 4 ON 09695	3.11.80	C/A
		PART GARAGE TO SHOWER		
373928			2.4.91	C/A
ERA 00090	"	PART NEW ROOF	13.3.91	APP

DATE OF COMPLETION

MINISTRY DECISION

SPECIAL ORDERS

DRAINAGE

091074

1769A

10.MAY2010

PLANNING APPLICATION PART I

Please answer all questions in CAPITAL letters. If any question is not applicable, put N/A in the space.

Please submit 6 copies of the completed form and your plans to:- Planning Dept., Wokingham District Council, PO Box No. 157, Shute End, Wokingham, Berkshire, RG40 1WR.

If you are a new applicant, notes to help you fill in the form are attached.

If you still have any questions about the form, please call Ian Jordan on 01734 778763.

WOKINGHAM DISTRICT COUNCIL

For office use only
Application No.

1.	YOUR NAME	BANCROFT DEVELOPMENTS
	ADDRESS	STRATFIELD HOUSE, 265 HIGH STREET
		CROWTHORNE BERKS
	POST CODE	RG45 7AH Tel. No. 01344 780100
2. If you have an agent and want all correspondence to be sent to them.	AGENT'S NAME	THE EDWARDS IRISH PARTNERSHIP
	ADDRESS	36 LANGBOROUGH ROAD
		WOKINGHAM BERKS
	POST CODE	RG40 2BT Tel. No. 0118 989 4403
3. On the plans outline the whole site in RED. Any OTHER land in your ownership or control outline in BLUE.	SITE LOCATION	3, 13 AND 15 POND HEAD LANE
		EARLEY
		BERKS.
4. Give the area of the application site in hectares, if appropriate, or part of a hectare	SITE AREA	0.3796 HA.
5. Give brief details of the proposal.	ABOUT THE APPLICATION	DEMOLITION OF EXISTING DWELLINGS
		AND CONSTRUCTION 23 No 4 BED,
		3 BED AND 2 BED TERRACE HOUSES.
6. What is your interest in the application site, e.g. owner, prospective purchaser, a tenant with a lease.	OWNERSHIP	PROSPECTIVE PURCHASER.

7. We need plans to be able to assess the application. Please list the plans and drawings you have submitted.

PLANS/DRAWINGS

- 1:25000 Location Plan ☑
- 1:500 Block Plan ☑
- 1:100 Elevations ☑
- 1:100 Floor Plan ☑
- Other ☐

8. Does the application involve any of the following

Please tick relevant boxes. If you tick OTHER, please explain on this form.

- CHANGE OF USE ☐
- CONSTRUCTION OF NEW BUILDING ☑
- ALTERATION or EXTENSION ☐
- DEMOLITION ☑
- OTHER

9. What type of Planning application are you applying for?

- RESERVED MATTERS ☐ Go to Question 10.
- OUTLINE PERMISSION ☐ State relevant outline permission No. Go to Question 10.
- FULL PERMISSION ☑ Go to Question 11.
- TEMPORARY PERMISSION ☐ State period required. Go to Question 11.
- RENEWAL OF TEMPORARY PERMISSION ☐ State previous permission No. Go to Question 11.
- VARIATION/RELAXATION OF CONDITIONS ☐ State relevant application No. Details of conditions to be relaxed. Go to Question 11.

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

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

11. WHAT IS THE EXISTING USE OF THE LAND AND/OR BUILDINGS ON THE APPLICATION SITE, e.g. residential, industrial, etc. If the site is vacant say so, and if possible give last known use.

RESIDENTIAL

12. ARE THERE ANY TREES ON THE SITE?
If YES, please show their positions, spread, and species of the trees on the plans. Indicate any which are to be felled.

YES / ~~NO~~

13. PLEASE LIST THE EXTERNAL MATERIALS TO BE USED.

REDLAND RICHMOND SLATES OR SIMILAR
MULTISTOCK FACING BRICK AND RED FACING BRICK ALL TO BE AGREED.

14. WILL SURFACE WATER BE DRAINED INTO THE EXISTING DRAINAGE SYSTEM?
If NO, please give details of any new system to be constructed.

YES / ~~NO~~

15. WILL FOUL SEWAGE BE DISPOSED OF INTO THE EXISTING SEWAGE SYSTEM?
If NO, please give details of any new system to be constructed.

YES / ~~NO~~

16. WILL PEDESTRIANS/VEHICLES ACCESS THE SITE?
Please show details of the existing access and any proposed changes on the plans.

YES / ~~NO~~

17. WILL THE CAR PARKING PROVISION AT THIS SITE BE CHANGED?
If, YES, please show details of any changes on the plans.

YES / ~~NO~~

18. DOES A PUBLIC RIGHT OF WAY TOUCH OR CROSS THE SITE?
If YES, please show the route and any proposed alternative on the plans.

YES / ~~NO~~

19. DOES THE PROPOSAL INVOLVE NEW RESIDENTIAL DEVELOPMENT OR THE LOSS OF RESIDENTIAL UNITS? If YES, please complete the following table.

YES / ~~NO~~

	No. of Bedrooms	Dwellings
Proposed new development	1	
	2	8
	3	11
	4	4
	5 or more	
	TOTAL	23
Nos. of residential units lost through demolition or conversion		4
	NET CHANGE	19.

20. HAS PROVISION BEEN MADE FOR THE DISABLED?
If YES, please show on the submitted plans what is to be provided.

YES / ~~NO~~

21. DOES THE PROPOSAL INVOLVE ANY NON-RESIDENTIAL DEVELOPMENT?
If YES, please complete PART 2 of the form.

~~YES~~/ NO

22. DOES THE PROPOSAL INVOLVE THE WINNING, WORKING OR PROCESSING OF MINERALS: THE DISPOSAL OF MINERAL WASTE, OR THE DEPOSIT OR PROCESSING OF REFUSE AND WASTE MATERIALS (INCLUDING SCRAP YARDS)?
If YES, complete PART 3 of the form and submit whole application to Berkshire County Council.

~~YES~~/ NO

23. THE FEE ENCLOSED IS £ 4370·00
The current scale of fees is attached. If you believe a reduced fee or no fee is payable please say why below.

SIGNED A J Edwards ON BEHALF OF BANCROFT DEVELOPMENTS DATE 9·5·2000

Before submitting this application check that you have answered all the relevant questions and that the site boundary and the new work are clearly edged in red on the plans. Every application must be accompanied by the appropriate certificate and fee.

WOKINGHAM D.C. DEVELOPMENT CONTROL

52/53

Start date:	10 MAY 2000
Officer: SL	Application No. F/2000/1514

Map No. ..... Site ..058.....

Easting: ..... Flood Pln .....

Northing: ..... Mineral .....

Level: ☑ **Sub Committee** ☐ **Delegated** ☐ **Sec. State**

☐ **Incorrect Fee** ☐ **Invalid** ☐ **PD**

Description: Demolition of 3, 3a, 13 & 15 Pond Head Lane.
(F.) PROPOSED 1st ERECTION OF 23 DWELLINGS
AND ~~DEMOLITION OF EXISTING DWELLINGS~~
(DUPLICATE APPLICATION)

~~Land Rear of 1 to 11 Pond Head Lane~~

Location: ~~3 & 13 & 15 POND HEAD LANE~~

Parish: EARLEY Ward: L. Hungerford.
26.5.2000

Applicant: BANCROFT DEVELOPMENTS

Fee Received 4370-00 Required ..... Additional ..... Refund .....
(10)

Enforcement Section to be notified ☐ tick if required

Additional information required for validation

		Reason	Requested	Received
1	1:2500 OS location plan showing property edged in blue/red			
2	1:500 block plan showing existing & proposed dev. + adj. Properties			
3	Forms unsigned			
4	Correct S 66 certificate			
5	Elevation plans	Plots 3-5: Dining windows shown on floor plans, not shown on either side elevation		
6	Floor plans			
7	Metric scale disclaimer			
8	Encroachment letter			
9	Miscellaneous			

APPLN NO. _____

ACTION REQUIRED BY DEVELOPMENT CONTROL

Conservation Area .....

Listed Building 1 2 2*

Advertisement Required ..XX..

Date Site Notice Sent :26.5.cccc Parish Council Informed - YES / NO

INTERNAL CONSULTATIONS

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

EXTERNAL CONSULTATIONS

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

HERITAGE BODIES

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

OTHERS:

.....

.....

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

NEIGHBOURS:

SN + 3, 3a, 13, 15 Pond Head Lane, Hadley

2-20 (evens) Pond Head Lane ✓

58 Henley Wood Road

403a, 403b, 403c, 401 - 423 (odds) Wokingham Rd

1, 1a, 5, 7, 9, 11, 17, 19, 21, 23 Pond Head Lane

The Yard, Pond Head Lane

PLANNING SERVICES DEPT
POL
DC
APP
CS
COPIES TO:

Mr. I. Mitchell
Development Control
Manager.

Hill Cottage
8, Pond Head Lane
Ecley, Reading
Berks. RG6 7ET.
29-6-00

Dear Sir,

With reference to the Building Plan F2000 1513/1514 of which I am sure that you are aware of, of which an application is being put forward, in the near future.

I am forwarding this letter to you, so that you can get a clear picture direct, instead of perhaps second hand.

I myself, have been a resident and a motorist in this road for the past forty years, and the traffic situation has always been very light although the traffic on the main Wokingham Road is now very heavy and growing as are the two roads, both Mill Lane and Meadow Road, which both lead out onto Wokingham Road opposite Pond Head Lane, Ecley.

I myself, carried out a Survey, between the hours of 7.30 AM – 9 AM. on five occasions and it showed that about 500 vehicles entered into Wokingham Rd.

Now with the new estate planned which shows 23 Dwellings this sounds quite small, but when I say 2 cars to a dwelling, plus what already in Pond Head Lane, plus two lorry businesses, and then on top of this when an adjoining estate (NORTH SIDE OF LONDON HILL DWELLINGS) at rear there will be about another 200 vehicles to come onto Wokingham Rd, all coming out of this one road. So now that you have a picture of what may come I hope you will give much thought and careful consideration to this situation where traffic is already at saturation point.

Yours Faithfully.
Mr. A. Hill.

Shock for Prescott as scheme for new homes is rejected

By **Steve Doughty**
Social Affairs Correspondent

JOHN PRESCOTT'S scheme to build 43,000 new houses every year in the most crowded region of England ran into a brick wall yesterday.

The plan was voted down by local councillors who said it would mean overcrowding, the disappearance of the countryside and choked public transport.

Instead they backed a Tory-inspired alternative that would limit house-building in the South East to 33,000 homes annually for the next five years.

The rejection is a severe setback for the Deputy Prime Minister and the long-cherished plans of his Department of Environment, Transport and the Regions for a large-scale increase in house-building in the South.

Mr Prescott wants 860,000 new homes between 1996 and 2016 to cater for expansion of the population as more people move to the wealthy South, and as demand grows for homes for single people fuelled by divorce and family break-up

Now he will wait until the autumn before making a decision on whether to order local authorities to allow the new houses to be built – a move fraught with political risk in the conservative South East.

The vote to reject Mr Prescott's scheme came at Serplan, the South East Regional Planning Authority made up of local council chiefs.



Prescott's plan was criticised by Archie Norman, right

Despite the protests of Housing Minister Nick Raynsford that their opposition was 'stupid', members voted by 38 to 30 to declare 33,400 houses a year was the most the South could take. The move means that after four years of wrangling Whitehall is no nearer to achieving its target – originally 1.1 million homes before 2016.

Ministers say without enough homes, prices will soar, millions will be unable to buy, and the South will suffer shortages of essential workers like firemen, policemen and teachers.

But Sandy Bruce-Lockhart, Tory leader of Kent council, said after the vote: 'The Government's total is far too high and we are delighted by this result.'

Lord Hanningfield, Tory group leader at the Local Government Association, said: 'Housebuilding on the scale proposed by the Government would mean vast tracts of

'We need houses for key workers'

green land being lost forever as an army of bulldozers swept across the South East.'

Ministers want as many as six out of ten of the new homes to be built on 'brownfield' land used in the past for factories, railways and industry. But Tories believe most of it will inevitably go into green fields. Shadow Environment Secretary Archie Norman said local councillors were standing up for their residents.

'The Government is committed to building the wrong homes in the wrong places, more than half will be built on green fields, countryside will be concreted over for ever, and the vicious cycle of migration from the inner cities will continue,' he said.

Labour councillors at the meeting accused Tories of 'blatant political opportunism'.

Richard Stainthorp said: 'You are flying in the face of reality if you settle for the lower figures. I would be delighted if we could have that but we need houses for key workers like firemen and policemen and teachers.'

Government analysts say about half of first-time buyers cannot afford to buy even the cheapest housing in the region.

Nick Raynsford said: 'I am sad that Serplan has split on party lines following Archie Norman's involvement. This goes against a long tradition of seeking cross-party consensus on these matters.'

He said Mr Prescott would consider the views of the 30 Labour council chiefs who backed the Government line and 200 other organisations that have taken a position on the building plans when he makes a decision on whether or not to overrule Serplan.

s.doughty@dailymail.co.uk

Comment – Page 12

PLUS. THIS IS ALREADY BEING THOUGHT ABOUT.
RE GARDENS AT 7 – 11 POND HEAD LANE

Neighbours divided over development

Not in my backyard say some, but others disagree

by Joan Beamish
Caversham reporter

CAVERSHAM neighbours are divided over plans for a new housing development which they fear could lead to a massive estate linking Amersham Road to Henley Road.

Reading Borough Council is already considering an application which includes demolishing five homes and buying up back gardens in the Lower Henley and Henley roads to make way for 109 new flats and houses.

Proposals include an access road and adjacent four-storey block of flats, opposite the Henley Road-All Hallows Road junction, with about 30 housing association homes.

Developers are believed to be offering payments in excess of £100,000 for slices of back garden and, despite reservations about loss of privacy and the effect on wildlife, many neighbours are ready to sell.

One elderly resident said: "When we heard everyone else was doing it we thought there was no point in us not. It'd be nice to keep it but they're offering a lot of money and the garden is too big to look after anyway."

But neighbours on the other side of the road object to the proposals and accuse the council of inadequate consultation.

Henley Road resident David Follant said: "I'm not very happy. It's going to cause a lot more traffic and the roads are already congested." Neighbour Roger Hutchinson said: "The block of flats are out of place and they're proposing to put a playground where a car has already gone through the hedge.

He added: "I think there's a hidden agenda – I think someone's planning a much larger development by stealth."

The land between the Amersham Road estate and Henley Road is earmarked for housing in the council's Local Plan.

A spokesman said: "We have been approached by several developers, they haven't put an application in but they have talked to council officers."

0118 975 6681

19 Pond Head Lane,
Earley (N. Reading),
RG6 7ET. Banks.
and.
Julianalaan 5,
9531 BM Haren (Gn),
Holland.

DNS

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19 JUN 2000	
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16 June 2000

Concerning; Application Number F/2000/1513

Dear Person(s),

I have some inclination of the measure of responsibility that the complicated and sensitive issue of Planning Application No F/2000/1513/4 must impose upon the Earley Town Council; Planning Committee and that of the Wokingham District Council. It is however, your work, and the quality of integrity should never be constrained, so if you will excuse me please I should like to place before you a few objections.

1. The building of new dams, roadways, estates etc., have never been able to solve the problems they were intended to solve in the first place; i.e. Los Angelies new dams = more water consumption = higher demand = less water available per person = more water shortages; the M25 = more space for cars =

0118 975 6681

higher car sales = more traffic = higher congestion and longer traffic jams, (the M25 has become Englands newest longest parking lot), more estates = more people = more children = more children's children = a compounded demand for more housing estates.
My point is that the wrong solution to a problem can easilly create unsolvable future problems.

2. The social aspect of problems associated with estate life, have been clearly exposed by various other estates large and small around the country = a higher pressure towards social unrest due to higher people congestion = higher unemployment when the rate of job availability does not keep apace of demand. This leads to a higher percentage of school drop outs where the perception of future employment is low = higher crime and criminality rates.
It is time that we are all collectively responsible towards each other but the organizations in power here must accept the greater share of this. We will all get the world that we deserve.

3. The environmental trauma of new estates

to be added to the already long list.
New research has shown that sea currents along the coast of Canada have reversed their

along the coast of Canada have reversed their direction of flow from 18 cm/hr south east to north west to -2 cm/hr in the other direction. Satelite photos of the Gulf Stream is showing similar pre symptoms, so (1) more estates away from cities = more roads and pavement etc., = more rain water entering drainage systems = swollen rivers = more fresh water entering all along the coasts = less salinity = a reduction in the Gulf Stream motor. We can expect a climate much like that of Nova Scocia. (2) The Royal Commission just released on global warming wishes to reduce the amount of CO_2 emission by 60%; more estates mean more cars = more CO_2 but also more heat generated in the engin itself. All the heat energy in every engin is heating our surrounding air. This source of extra heat must be added to the effect of CO_2. My question to you is; that even if you do not believe in the caos theory that a small purterbation can have a big effect, then at least we can agree that more estates, however small mean compounding environmental problems?

4. Esthetic considerations; apart from the noise from the M4 motorway slip road situated ≈ 35 yds. away the area with its hundred or so trees

0118 975 6681

is at the moment just so beautiful. The trees, which must be preserved at all costs are our only real sound barrier.

In conclusion, is it not time that ideological considerations should give way to pragmatism? You must all agree that we need inspiration on an unprecidented scale. Let us try to conserve what we now have. When a person dies that person stays dead for a long long time. The same is true of our environment. What is once gone, is gone for ever.

Please take your time to consider Application Number F/2005/1513 and all it's possible effects. Such a high density of people and houses in so small a space cannot be acceptable. If it really be necessary to remove the existing houses in our area, then let them be replaced by say four to five maximum. Build upwards and downwards like the Americans and Japanese but in the right places. The Dutch apply ecological solutions putting small groups of houses near good public transport systems.

Yours sincerely

A. Wadham

A Wadham M.Phil, M.Sc., B.Sc., M.D.

4

MS

PLANNING SERVICES	HPT
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CS	
20 JUN 2000	
COPIES TO:	ACK:
	FILE:

Mr A. Hill
8, Pond Head Lane
Earley
Reading Berks
RG6 7ET
19-6-00

Dear Sir/Madam

With reference to the attached, this is just a few names who object very strongly against Plan F2000 1513 1514 plus what will be following onto this plan as I have stated on my previous letter.

Everyone agrees as I am sure you must that Earley has taken more than its fair-share of New Buildings and is now at saturation point, including traffic on the Wokingham Road, which takes more each month as the whole surrounding area keeps growing.

Yours Faithfully
Mr A Hill & Residents.

PETITION AGAINST PLANING APPLICATION Nos. F/2000/1513-1514

WE THE UNDERSIGNED, ARE AGAINST THE PROPOSED DEVELOPMENT OF 23 DWELLINGS ON LAND TO THE REAR OF PROPERTIES IN POND HEAD LANE.
WITH MORE TO FOLLOW FROM OTHER LAND

SIGNITURE	NAME AND ADDRESS
S K Turner	11 Meadow Road
N.B. Turner	11 Meadow Rd.
D. Jeffery	15 MEADOW RD
A. Jeffery	"
M RICKARDS	17 MEADOW ROAD
MR & MRS WISE	19, MEADOW ROAD.
JOHN BAKER	27 MEADOW ROAD
PHIL MCNALLY	- " -
AIDAN HESKIP	- " -
Beverley Williams	33 " "
PAUL [illegible]	37 Meadow Road
Emjerkins	37 Meadow Rd
[illegible]	41 Meadow Rd.
P.S. Hutton	41 Meadow Rd
J Bradley	45 Meadow Rd
M. Bradley	45 Meadow Rd
[illegible]	49 " "
S. Clarke	53 " "
R. Owen	55 " "
[illegible]	59 Meadow Road
[illegible]	63 " "
[illegible]	69 " "
V. Ferguson	75 " "
B. [illegible]	17 Pond Head Lane
G Evans	432 Wokingham Road
S. Beck	4036 Wokingham Road.
G Stevens	7 POND HEAD LANE
J. Stevens	7 Pond Head Lane
C. Fadden	395 Wokingham Road Tadley
[illegible]	393 Wokingham Rd. Tadley
M.S. [illegible]	11, Pond Head Lane.
Ryan Christopher	11 Pond Head Lane.
[illegible] Riccio	568 Wokingham Road.
L. Riccio	566 Wokingham Rd.
P. Riccio	568 Wokingham Rd.
S Ball	566 " "
H. Kennedy	" " "
J Birt	564 Wokingham Rd
R Bigley	554 " "
[illegible]	463 Wokingham Rd
[illegible]	548 Wokingham Rd Tadley

PETITION AGAINST PLANING APPLICATION Nos. F/2000/1513-1514

WE THE UNDERSIGNED, ARE AGAINST THE PROPOSED DEVELOPMENT OF 23 DWELLINGS ON LAND TO THE REAR OF PROPERTIES IN POND HEAD LANE.
WITH MORE TO FOLLOW FROM OTHER LAND

SIGNITURE	NAME AND ADDRESS
S. S. Dhaliwal	4 MEADOW RD EARLEY READING
C. McCutcheon	6 MEADOW RD EARLEY READING
A. J. Key	10 Meadow Rd.
R [illegible]	12 MEADOW RD
[illegible]	14 MEADOW RD
J. L. Baker	16 Meadow Rd
F. [illegible]	28 Meadow Rd.
[illegible]	30 Meadow Rd
J. H. Miller	32 Meadow Rd
[illegible] Scott	34 MEADOW RD.
[illegible]	42 MEADOW ROAD
B. T. Ward	44, Meadow Road.
M. Walker	46 Meadow Road.
M. T. A. Walker	46 Meadow Road.
M. Anderson	48 Meadow Road.
[illegible]	52, Meadow Road.
R. C. Ingles	54 MEADOW RD.
[illegible]	62 Meadow Rd
MR [illegible]	64 MEADOW ROAD
MRS. H. V. Florence	64 MEADOW ROAD
Mr & Mrs Hayes	66 " "
J. Hollands	72 " "
[illegible]	74 " "
[illegible]	74 " "
R. J. Stuart	76 " "
J. E. Stuart	76 " "
J. E. Heaps	2 " "
M. Heaps	2 " "
[illegible]	10 Pond Head Lane
[illegible]	10 Pond Head Lane
N. A. Hussain	3 Meadow Rd
IMRAN HUSSAIN	" "
SARVAT HUSSAIN	" "
Abrar HUSSAIN	3 " "
WAHID HUSSAIN	" "
Catherine Jordan	5 " "
Pamela Judge Whitby	7 Meadow Road
Colin Judge Whitby	7 Meadow Road
Sheila James	9 Meadow Road.
Ian Bryan	9 Pond Head Lane
D. E. Bryan	9 Pond Head Lane

PETITION AGAINST PLANING APPLICATION Nos. F/2000/1513-1514

WE THE UNDERSIGNED, ARE AGAINST THE PROPOSED DEVELOPMENT OF 23 DWELLINGS ON LAND TO THE REAR OF PROPERTIES IN POND HEAD LANE.

X WITH MORE TO FOLLOW FROM OTHER LAND. X

SIGNITURE	NAME AND ADDRESS
	U.D. KERR 576 WOKINGHAM Rd
P.I Cordaire	578. Wokingham Rd
Paul Cordaire	578. Wokingham Rd.
ROBIN VEALE	580
ANDREW TANNER	4 MILL LANE
Kirsty Coombe	6 Mill Lane
Ronald Eddy Tilbey	7 MILL LANE.
	11 MILL LANE.
	11 MILL LANE.
	12 Mill Lane.
	14 Mill Lane
J. Murphy	16 Mill Lane.
T. Murphy	16 Mill Lane
Daphne Edwards	403c Wokingham Rd.
George Edwards	403c Wokingham Road.
	21 MILL LANE
S J BUTTOLPH	23 MILL LANE
E K BUTTOLPH	23 MILL LANE
	22 MILL LANE.
	Wokingham Rd.
	24 MILL LANE.
	26 MILL LANE.
	26 MILL LANE
	28 MILL LANE.
M. Attwood	28. MILL LANE.
A. HOLLAND	32 Mill Lane
S. BILSBY	34 MILL LANE
D. ALLEN	34 MILL LANE.
T	36 Mill Lane.
S. A TYLER	38 Mill Lane
	38 Mill Lane.
	2 [illegible]
C Gilbert	44 Mill Lane
E Gilbert	44 Mill Lane
	54 Mill Lane
	47 Mill Lane
A. SMALLBONE	45 Mill LANE.
R SMALLBONE	45 MILL LANE.
H DAVIES	35 MILL LANE
J FREY	35 MILL LANE.
A. Wickham	19 Pond Head Lane
A. Bussey	19 Pond Head Lane.

PETITION AGAINST PLANING APPLICATION Nos. F/2000/1513-1514

WE THE UNDERSIGNED, ARE AGAINST THE PROPOSED DEVELOPMENT OF 23 DWELLINGS ON LAND TO THE REAR OF PROPERTIES IN POND HEAD LANE.

* WITH MORE TO FOLLOW FROM OTHER LAND. *

SIGNITURE	NAME AND ADDRESS
	KEITH PAUL 92 ALTISWOOD ROAD EARLEY Petition
	8 Pond Head Lane
	~ ~ ~ ~
	8 Pond Head Lane
	12 Pond Head Lane Earley
	12 Pond Head Lane Earley
	" " " "
	R. WEST 14 POND HEAD LANE EARLEY.
	T. WEST 14 Pond Head Lane Earley
	J WITHERS 16 POND HEAD LANE
	L WITHERS 16 " " "
	M. WITHERS POND HEAD LANE
	16 " " "
	16 Pond Head Lane
	16 Pond Head Lane
	23 POND HEAD LANE, EARLEY.
	23 Pond Head Lane, Earley
	23 Pond Head Lane Earley
	23 Pond Head Lane, Earley
	23 Pond Head Lane, Earley
	21 Pond Head Lane Earley
	21 Pond Head Lane Earley
	7 Pond Head Lane, Earley
	7 Pond Head Lane, Earley
	5 POND HEAD LANE EARLEY
	" " " " "
	1A " " " "
	1A. POND HEAD LANE EARLEY.
	S. REYLAND 1A POND HEAD LANE
	6 Pond Head Lane, Earley.
	6 POND HEAD LANE EARLEY
	11, Pond Head Lane
	11, Pond Head Lane
	6, Pond Head Lane Earley.
	6 POND HEAD LANE, EARLEY,
	58, Sutcliffe Ave, Earley.

PROPOSED DEVELOPMENT AT POND HEAD LANE, EARLEY

TRAFFIC CONSIDERATIONS

peter brett associates
CONSULTING ENGINEERS

PROPOSED DEVELOPMENT AT POND HEAD LANE, EARLEY

TRAFFIC CONSIDERATIONS

CLIENT: BANCROFT DEVELOPMENTS
STRATFIELD HOUSE
265 HIGH STREET
CROWTHORNE
RG11 7AH

PETER BRETT ASSOCIATES
CONSULTING ENGINEERS
16 WESTCOTE ROAD
READING
BERKSHIRE
RG30 2DE
TEL: 0118 950 8777
FAX: 0118 950 8198
E-MAIL: snook@pba.co.uk

JOB NO: 11037
DATE 23 May 2000

This report has been prepared by Peter Brett Associates with reasonable skill, care and diligence within the terms of the Contract with the Client and generally in accordance with ACE Conditions of Engagement (Agreement D) and taking account of the manpower, resources, investigations and testing devoted to it by agreement with the Client.

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This report is confidential to the Client and Peter Brett Associates accepts no responsibility of whatsoever nature to third parties to whom this report, or any part thereof is made known. Any such party relies upon the report at their own risk.

CONTENTS

1.0 INTRODUCTION 1

2.0 APPRAISAL OF JUNCTION LAYOUT 2

3.0 SAFETY RECORD 2

4.0 CONCLUSION 2

Figure 1 - Location Plan

Figure 2 - Extracts of the DETR Design Manual for Roads & Bridges Volume 6 Section 2 part 6 TD42/95

Appendices

1. Correspondence
   - WDC letter of 11 April 00
   - PBA letter of 3 May 00
   - WDC letter of 9 May 00 (inc accident records)

2. Accident Analysis A329 Wokingham Road

1.0 INTRODUCTION

1.1 This report addresses the issues of traffic access to the proposed site for 23 residential units at Pond Head Lane, Earley.

1.2 The issues to be addressed are:-

A. Pond Head Lane/Wokingham Road issue of visibility at junction

B. Width of Pond Head Lane

C. Access Road into site

D. Wokingham Road Junction

1.3 Issues A - C were dealt with at a site meeting on 2 May 00 and confirmed in subsequent correspondence from the District Council (Appendix 1).

1.4 This report addresses issue D, the Wokingham Road junction as the highways officer of Wokingham District Council has expressed reservations about the suitability of this junction.

1.5 We have therefore reviewed the form of junction layout and the safety record.

2.0 APPRAISAL OF JUNCTION LAYOUT

2.1 The junction of Pond Head Lane and Wokingham Road forms a staggered crossroads layout with Mill Lane. See Figure 1.

2.2 This double junction has 'ghost island' markings almost identical to those set out in the recommended layout in the DETR Design Manual for Roads & Bridges Volume 6 Section 2 part 6 TD42/95 Figure 8/2 (see Figure 2).

2.3 This standard sets out a minimum stagger distance of 50m which is not present here, the stagger is approximately 12m.

2.4 However, the standard explains that the minimum distance of 50m is set for the geometry of a vehicle with a 18.35m drawbar trailer making the move between the two side roads. This sort of vehicle is unlikely ever to execute that manoeuvre in this location and the junction can therefore be considered a satisfactory layout.

3.0 SAFETY RECORD

3.1 The enclosed accident analysis (Appendix 2) shows that no accidents have occurred at the Pond Head Lane/Wokingham Road junction in the last 3 years on record.

3.2 The accident record for this section of Wokingham Road is below the average for built up 'A roads (Ref: Road Accidents for Great Britain 1998: HMSO).

3.3 There is therefore no evidence of an adverse safety record that should preclude increased use of this junction.

4.0 CONCLUSION

4.1 We therefore conclude that the layout is of a suitable standard for the use to which it is put and the incidence of accidents is below the national average in the vicinity.

4.2 We further conclude that the junction is suitable to accommodate the traffic generation from a further 23 residential units, say less than 100 extra vehicle moves per day in each direction.

4.3 It is our view that the minor intensification of use of this existing junction which has no adverse safety record is preferable to introducing a new junction on to the Wokingham Road further to the east to serve potential new development. Any new access would be nearer to the Loddon Bridge junction where eastbound traffic forms two lanes and an additional junction would be undesirable.

4.4 Our overall conclusion is therefore that there should be no highway objection to the use of Pond Head lane and its junction with the Wokingham Road for an additional 23 residential units as proposed by our client.

Prepared and submitted on behalf
of Peter Brett Associates

David Hunter
Senior Associate

BANCROFT DEVELOPMENTS LIMITED
Stratfield House, 265 High Street, Crowthorne, Berkshire RG45 7AH
01344 780100

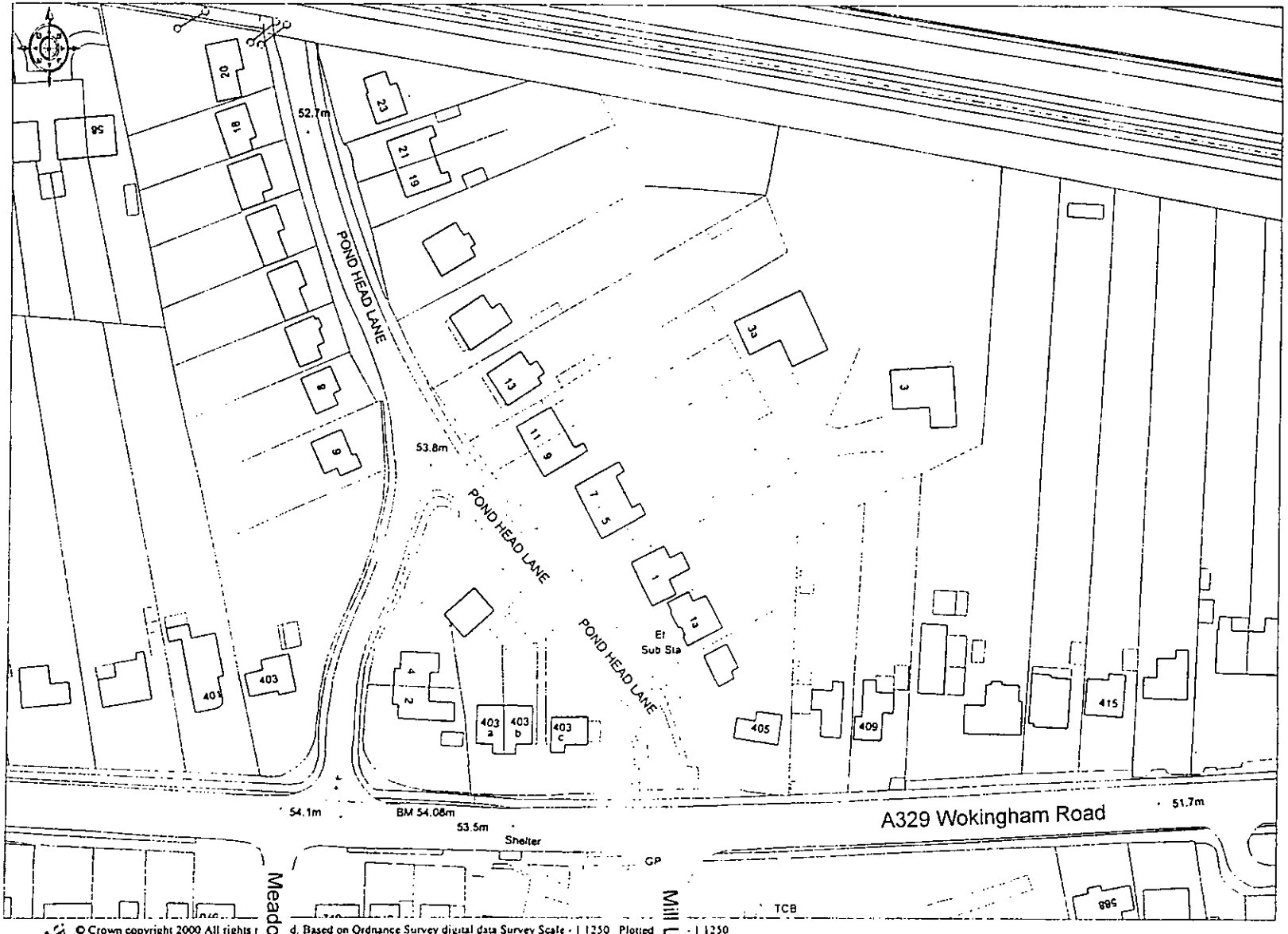
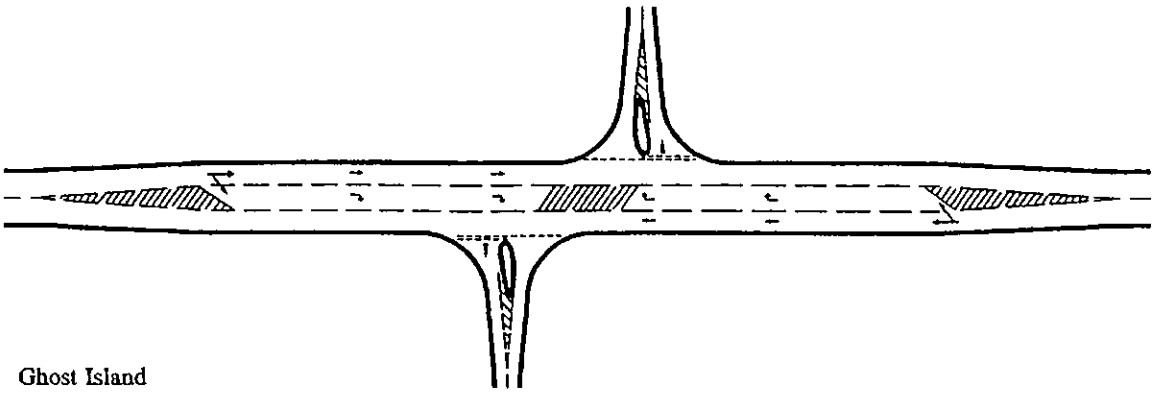
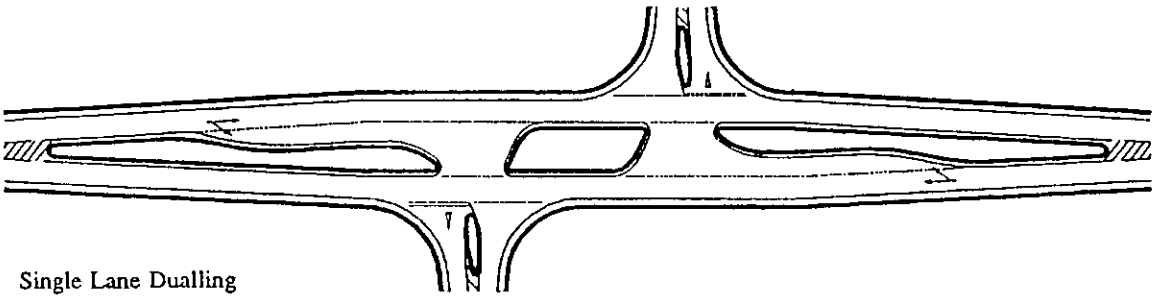


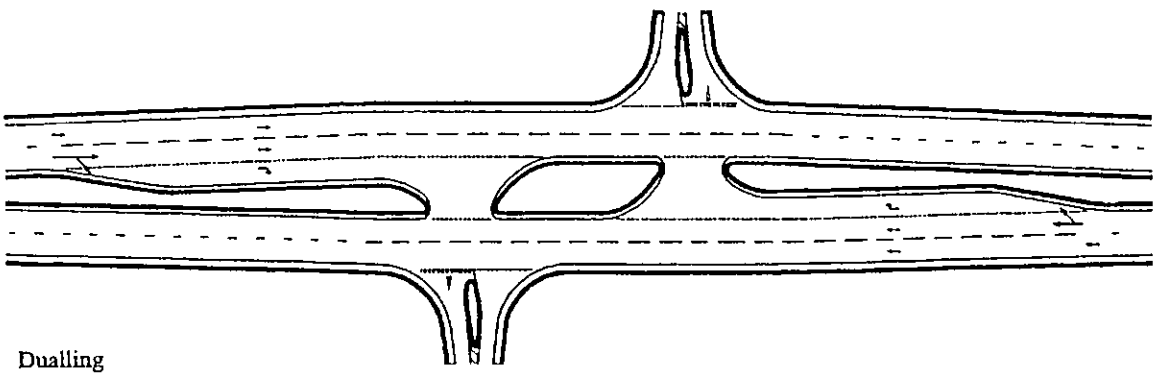
Figure 1 Site Location Plan



Ghost Island



Single Lane Dualling



Dualling

Figure 8/2: Alternative Right/Left Staggered Junctions

Figure 2

Extracts of the DETR Design Manual for Roads & Bridges Volume 6 Section 2 part 6 TD42/95 Figure 8/2

Stagger Distances

7.63 The stagger distance of a junction is the distance along the major road between the centrelines of the two minor roads.

7.64 For simple major/minor priority junctions with a right/left stagger, the minimum stagger distance shall be 50m. For a ghost island junction it shall also be 50m. For a junction with single lane dualling it shall be 40m, and for dual carriageways the distance shall be 60m. These are based on the distance required for manoeuvring the 18.35m drawbar trailer combination design vehicle between the two minor roads, and shall be provided on all new staggered junctions, including the upgrading of rural crossroads.

7.65 For simple left/right staggers, the minimum stagger distance shall be 50m. The minimum values for the other types of staggered major/minor priority junction are given in Table 7/7. For higher design speeds, this distance is based on the sum of the two deceleration lengths lying side by side plus the turning lengths (and queuing lengths, if appropriate) at each end, as indicated in the Table, otherwise it is based on the manoeuvring requirements of the design vehicle.

Skew Junctions

7.66 The design parameters where the minor road approaches at an angle other than 90°, for both left hand and right hand splay junctions, are shown in Fig 7/15. The parameters are set out in paras 7.20 - 7.48. For those locations where the major road is on a curve at the junction, the relevant design parameters are indicated in Fig 7/16.

Junctions on Climbing Lanes

7.67 For major/minor priority T-junctions located on a climbing lane, the key dimensions are shown in Fig 7/17.

7.68 Simple major/minor priority junctions and single lane dualling shall not be used within climbing lane sections, since problems of safety may arise.

7.69 Staggered junctions of other types shall be avoided on climbing lane sections. Both staggered junctions and climbing lanes on their own are situations requiring special driver concentration, and if provided in combination, the decisions required may be too confusing for some drivers.

Design Speed (kph)	Stagger Distance (m)		
	Ghost Island	Single Lane Dualling	Dual Carriageway
50	50 (manoeuvring)	--	60 (manoeuvring)
60	50 (manoeuvring)	--	60 (manoeuvring)
70	60 (10 + 40 + 10)	--	60 (manoeuvring)
85	75 (10 + 55 + 10)	75 (10 + 55 + 10)	75 (10 + 55 + 10)
100	100 (10 + 80 + 10)	100 (10 + 80 + 10)	100 (10 + 80 + 10)
120	--	--	130 (10 + 110 + 10)

Table 7/7: Minimum Stagger Distances for Left/Right Staggered Junctions

opyright by the DOT, Thu May 25 12:00:44 2000

APPENDIX 1

CORRESPONDENCE WITH WOKINGHAM DISTRICT COUNCIL

WDC letter of 11 April 00

PBA letter of 3 May 00

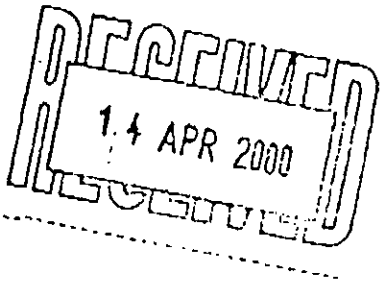
WDC letter of 9 May 00 (inc accident records)

Tel. No. 0118 974 6322 (Direct Line) Fax. 0118 974 6313

Date: 11th April 2000.

Your ref. RJH/mja

My ref. SNA/NK/P4 [18621]





Environmental Services Department
Engineering Services
P.O. Box 153
Shute End, Wokingham
Berkshire RG40 1WL
Main Switchboard (0118) 974 6000
Minicom No: (0118) 974 6991
DX 33506 - Wokingham

C. A. Lennon Associates,
Oxford House,
2a Oxford Road East,
Windsor, Berkshire.
SL4 1EF

Dear Sirs,

PROPOSED RESIDENTIAL DEVELOPMENT AT LAND REAR OF 407-413 READING ROAD AND 1-19 POND HEAD LANE, EARLEY

I refer to your letter and enclosures dated 9th March regarding the above proposals.

At present Pond Head Lane serves less than 30 no. properties; your existing proposals would approximately double the vehicular use.

Pond Head Lane from your proposed access to Reading Road is sub-standard in width, being only 5m, and visibility onto Reading Road from a 4.5m setback is severely restricted to the east.

The Highway Authority would not look favourably on the proposals at present as I have concerns over the intensification in use of a sub-standard road and junction.

Further to our telephone conversation, I believe the possible development you referred to would be accessed from Reading Road.

Yours faithfully,

S. N. AUTON
Senior Assistant Engineer

11037/SNK/DMH/DA/RA

03 May 2000

S N Auton Esq
Senior Assistant Engineer
Wokingham District Council
Environmental Services Dept
PO Box 153
Shute End
Wokingham
Berks RG40 1WL

Dear Mr Auton

RE: DEVELOPMENT OFF POND HEAD LANE, EARLEY

Following our site visit on Tuesday 2 May, I record the following as agreed on site.

1. **Visibility at junction of Pond Head Lane and Wokingham Road**

   This is satisfactory for the type of junction. Visibility is in excess of the 70kph requirement (120m) to the right at 4.5m 'x' distance. To the left allowing for trimming the bushes fronting the highway the visibility is approximately 110m to the centre line (traffic stream constrained to left hand lane by traffic island) from an 'X' distance just marginally less than 4.5m. This is considered satisfactory.

2. **Pond Head Lane Width**

   The width of Pond Head Lane at 4.9m is considered adequate for the junction including an additional 23 units, as the road has double yellow lines both sides for a distance of 70 metres.

3. **Access Road into Site**

   The access road into the proposed housing site should be a 4.8m shared surface (or 4.8m + footway) for up to 25 dwellings. Over this number of dwellings a 5.5m carriageway + footway is required.

\cont.....

4. Wokingham Road Junction

You have reservations about the general format of the junction, particularly the proximity of the junction opposite, and feel at this stage you have to raise a highway objection to the development on this ground. However, accident statistics for the junction were not available at the time of the site inspection but you undertook to obtain them from the Council's consultants.

I trust that you will agree the forgoing as a true record of our discussions.

I look forward to discussing the accident records with you, when they are available to ascertain whether a safety problem exists at the junction and consequently either whether your recommendation can be modified, or remedial measures considered.

I look forward to hearing from you.

Yours sincerely,

DH

David Hunter
Senior Associate
PETER BRETT ASSOCIATES

cc. Patrick Bancroft - Bancroft Developments
Paul Edwards - Edwards Irish

Tel. No. 0118 974 6322 (Direct Line) Fax. 0118 974 6313

Date: 9th May 2000.

Your ref. 11037/SNK/DMH/DA/RA.

My ref. SNA/NK/P4 [19837]

Environmental Services Department
Engineering Services
P.O. Box 153
Shute End, Wokingham
Berkshire RG40 1WL
Main Switchboard (0118) 974 6000
Minicom No: (0118) 974 6991
DX: 33506 – Wokingham

Peter Brett Associates,
16 Westcote Road,
Reading, Berkshire.
RG30 2DE

11037
DA
Dhunte

Dear Sirs,

PROPOSED DEVELOPMENT AT POND HEAD LANE, EARLEY

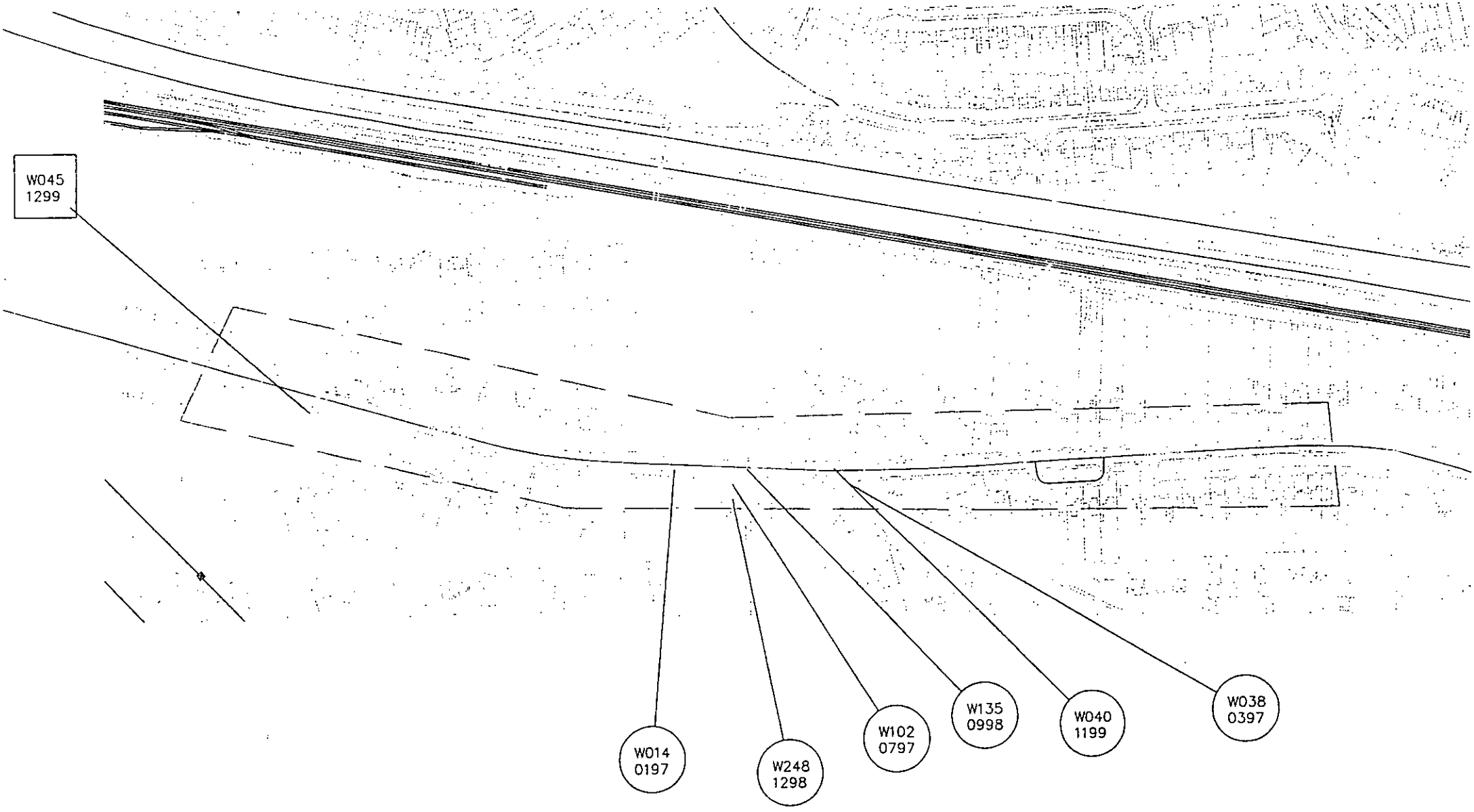
I refer to your letter dated 3rd May and to our previous meeting at the above location. The notes confirmed in your letter are a true reflection of the meeting.

I now enclose as requested copies of the reports of accidents in the vicinity of Pond Head Lane junction with the A329, in the last 3 years involving personal injury.

If I can b e of further assistance please contact me on the above number.

Yours faithfully,

S. N. AUTON
Senior Assistant Engineer


W045
1299
W014
0197
W248
1298
W102
0797
W135
0998
W040
1199
W038
0397

See attached

Area L/A Number Severity Day Date Time Link/Node Grid Ref. Street
-- W0451299 Unknown *BA / / 0/ 0/

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

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

User Information: C/Factors:

-- 475 W0140197 Slight TUE 07/01/1997 1810 0 475890/171600 090/

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

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

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

User Information: ID C/Factors:

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

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

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

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

User Information: PL C/Factors: 03 41

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

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

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

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

User Information: RD C/Factors: 21

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

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

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

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

User Information: EB C/Factors: 41 21

Area L/A Number Severity Day Date Time Link/Node Grid Ref. Street
-- W0401199 Unknown *BA / / 0/ 0/

See attached.

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

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

User Information: C/Factors:

- 475 W0380397 Slight TUE 18/03/1997 1145 0 476010/171590 090/

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

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

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

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

User Information: RD C/Factors:

Accident Report: W04512999 *Tuesday 02 May 2000 16:49:59*

Local/A	Severity	Date	Day	Time	Link/Node	Area: Grid Reference
475	Serious	03 December 1999	Fri	1940		475640 - 171640

Speed	C'way	Junction/Control		Light	Weather	R/Surf.	Ped'n X'	Special	Hazard
40	Single2L	T/Stag	Give	Dark+L	.	Dry		.	.

Location: A329 WOKINGHAM RD JW SUTCLIFFE AVE EARLEY, READING.

Descrip'n: C2 TRNG RT FRM NW TO S HIT MP1 TRAV NW

Vehicle						Casualty			
No. Veh	Man'	Dir	Loc'n	Juct'n	L/C Hit Obj's	Drv B't	No. In Cl	S/A/S	Pass	Ped'n	Pupil
1	Mop	AhedSE	NW On Main	OnMainApp		M17.	1	V	1	Dr	M17X
2	Car	R-t	NWS Leaving	OnMainMid		M46.					

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

Accident Report: W04011999 *Tuesday 02 May 2000 16:50:25*

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

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

Location: A329 WOKINGHAM ROAD JW MILL LANE, EARLEY.

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

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

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

APPENDIX 2

Accident Analysis

APPENDIX 2

ACCIDENT ANALYSIS A329 WOKINGHAM ROAD

1. Personal injury Road Traffic Accident Statistics

Last 3 years on record in vicinity of site supplied by Wokingham District Council on 9 May 2000.
(See Appendix 1)
WO140197 – 7/1/97 Involved private drive
W2481298 – 18/12/98 – Car turned off shop frontage at Meadow Road junction
W1020797 – 26/7/97 – Car turned right out of Meadow Road
W1350998 – 5/9/98 – Car turned right into Meadow Road
W0380397 – 18/3/97 – Mill Lane junction
W0451229 – 3/12/99 – Sutcliffe Avenue junction
W04011999 – 5/11/99 – Mill Lane junction

2. Summary of Statistics

7 accidents in 3 years of which:-

0 at Pond Head Lane junction (proposed access)
1 at Sutcliffe Avenue junction
1 at private drive
1 at shop frontage adjacent to Meadow Road
2 at Mill Lane junction
2 at Meadow Road junction

3. Accident Rate

Annual AADT = approximately 20000 vpd (source 1993 Figure BCC, 1800vpd, + low NRTF growth)
Length of road considered = 400m

Accident rate per 100million veh km

$= (^{7}/_{3}) \times 10^{8} / (20{,}000 \times 365 \times 0.4)$

$= 80$

National average rate for 1998 for built up 'A' roads = 94 (source "Road Accidents Great Britain 1998"

HMSO.)

Therefore over the length of road for which the statistics have been quoted there is a personal injury accident rate below the national average.

4. Conclusions on Safety

There were no accidents recorded at the proposed access junction, Pond Head Lane, in the last 3 years on record.

There were 2 accidents recorded at each of the two junctions either side of Pond Head Lane (Mill Lane & Meadow Lane). Additionally, there was one accident recorded involving a vehicle manoeuvring off the forecourt of the shop at Meadow Road.

The accident rate for length of Wokingham Road between Mill Lane and Sutcliffe Avenue is below the national average.

The Planning Inspectorate

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

Direct Line 0117-9876079
Switchboard 0117-9878000
Fax No 0117-9878443
GTN 1374-6079

COPIES TO:
FILE:

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

Your Ref: F/2000/1513

Our Ref: APP/X0360/A/00/1046488

Date: 17 November 2000

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY BANCROFT DEVELOPMENTS
SITE AT 3,3A,13 & 15 POND HEAD LANE, EARLEY, BERKSHIRE

As negotiations have apparently not been successful, we will now proceed with the appeal to a decision. The date of this letter is the starting date for this appeal and the timetable is as follows:

Your statement of case should be submitted by 15 December 2000. If the appellant intends to comment on it, they should be made no later than 17 days from the date of submission of your statement.

We will arrange for our Inspector to visit the appeal site and will send you details. Please send any further details. Please send any further correspondence to me, giving the full appeal reference. If you have any questions, please contact me.

Yours faithfully

pp Miss A Groves

208EL

FROM: Simon Lewis

DATE: 25 May 2000

31 MAY 2000
Earley
Cou

EARLEY TOWN CONSULTATION SHEET

Application Number: F/2000/1513 1514

Proposal: Proposed demolition of 3,3a, 13 & 15 Pond Head Lane and erection of 23 dwellings. (Duplicate Application)..

Site Address: Land Rear Of 1 - 11, Pond Head Lane, Earley, Reading.

Applicant: Bancroft Developments C/O The Edwards Irish Partnership.

Your observations are required in respect of this application **by 19/06/2000** .

Same plans for both applications

Please see comments under applcation F/2000/1514.

PLANNING
POL
DC
APP
CS
27 JUN 2000
COPIES TO:
ACK:
FILE:

SIGNED: _____ DATE: 22 JUN 2000

Clerk To Earley Parish/Town Council.

FROM: Simon Lewis

DATE: 26 May 2000

EARLEY TOWN CONSULTATION SHEET

Application Number: F/2000/1514

Proposal: Proposed demolition of 3,3a 13 & 15 Pond Head Lane and erection of 23 dwellings (Duplicate Application)..

Site Address: Land Rear Of 1 - 11, Pond Head Lane, Earley, Reading.

Applicant: Bancroft Developments C/O The Edwards Irish Partnership.

Your observations are required in respect of this application **by 19/06/2000** .

It was felt that this proposal represented inappropriate and excessive backland development which would be out-of-keeping with the area, and particularly in relation to the plot sizes the properties in the new development would have in comparison to their neighbours. Furthermore, it was considered that this application, if allowed, would set a precedent for the area which would be unacceptable to both the Town Council and local residents.

Concern was also expressed at the increase in traffic this development would generate, both in Pond Head Lane where the road and its junctions are not designed for this volume and where the residents already suffer from increased vehicular movements from the two businesses operating from the road, and from commuter parking, and in Wokingham Road, which is already extremely over-burdened with traffic and particularly in the morning and evening rush hours.

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

The Town Council is in receipt of 18 copies of letters of objection to this proposal and a copy of a petition bearing 120 signatures.

PLANNING SERVICES	HPT
TGE	TLS
DC	ENF
APP	
CS	
27 JUN 2000	
COPIES TO:	ACK:
	FILE:

SIGNED: _____ DATE: 22 JUN 2000

Clerk To Earley Parish/Town Council.

THAMES VALLEY
POLICE

P.C. Dave STUBBS
Crime Prevention Design Adviser
(Berks)

Thatcham Police Station
20, Chapel Street
Thatcham, BERKS.
RG18 4QL
Tel. 01635 295156
Fax. 01635 295126

SL

Date 16th June 2000

For 'Secured by Design' standards and application forms visit the 'SBD' website at :-
www.securedbydesign.com

Mr. S. Lewis
Planning Department
Wokingham District Council
PO Box 157
Shute End
Wokingham
BERKS.
RG40 1WR

PLANNING SERVICES	HPT
PDL	TLS
DC	ENF
APP	
CS	
21 JUN 2000	
COPIES TO:	ACK:
	FILE:

Your Ref. 1513 / 1514

Dear Mr. Lewis.

1-11, Pond Head Lane, Earley.

Thank you for the details of the applications in respect of the above site.

There are no major concerns regarding security or community safety contained within the proposals. There is a fair length of the access road which is not under good natural surveillance, and the rear access alley between plots 19 & 20 should be gated at the front building line.

It will obviously be incumbent on the developer to specify physical security to a good standard - a 'Secured by Design' award would be feasible on this layout, and I would be pleased to advise on this, without which I would have to say, the developer is not doing all that reasonably can be done to reduce crime.

In the light of the duty on local authorities to do all that they reasonably can to prevent crime & disorder under Section 17 of the Crime & Disorder Act 1998, the potential crime risks facing this proposal include burglary and car crime. This risk is increased if the development does not take account of the principles of 'Secured by Design'.

The council can help to discharge its duty in respect of its planning function under Sec. 17 by taking the above comments into account when arriving at its decision.

I trust this will be of assistance and thank you for your consultation.

Yours sincerely.
P.C. Dave STUBBS
Thames Valley Police
CPDA. (Berks.)

Woodley Town Council

To: Emy Circuit

Plan No. F/2000/0569: 50 Loddon Bridge Road
The committee had no additional comments to make on this revised application.

Plan No. F/2000/1155: 97a Colemansmoor Road
No additional comments.

Plan No. F/2000/1242: Cut Above, 47 Western Avenue
No additional comments

Plan No. 99/70628/LA: The Old Cottage, Sandford Lane
No additional comments

Ann Keenan 21.6.00.

Woodley Town Council

To: Andrew Thorley

Plan No. F/2000/1470: 1 Norris Green, Woodley. (Charvil Parish)
Thank you for giving the committee the opportunity to view this plan. They agreed to make no comment.

Ann Keenan 21.6.00.

Woodley Town Council

To: Simon Lewis

Plan No. F/2000/1513: Land rear of 1-11 Pond Head Lane, Earley
Thank you for giving the committee the opportunity to view this plan. Members had some concerns about the density of the development.

Ann Keenan 21.6.00.

LENNON
PLANNING LTD

13 Hermitage Parade, High Street, Ascot SL5 7HE
Telephone: (01344) 873887
Fax: (01344) 874744
E-mail: consultancy@lennon-planning.co.uk
www.lennon-planning.co.uk

Our Ref: MGRP/mja
29 August 2000

PLANNING SERVICES	HPT	33667
POL		
DC	SL	ENF
APP		
CS		
30 AUG 2000		
COPIES TO:		ACK:
		FILE:

Simon Lewis Esq
Wokingham District Council
Environmental Services Department
Planning Services
PO Box 157
Shute End
Wokingham RG40 1WR

Dear Mr Lewis

Appeal by Bancroft Developments - Land to rear of 1-11 Pond Head Lane, Earley
Your Reference: F/2000/1513

I refer to our telephone conversation on Friday 25 August, in which you confirmed that, subject to the resolution of certain lighting issues, you would report the application to your Committee with a recommendation of approval. I can confirm that I have written to the Planning Inspectorate asking them to hold the current appeal in abeyance. Please find enclosed a copy of my letter for your records.

I look forward to the highway concerns being resolved soon. Please confirm that you will present the application to Committee with a recommendation of approval before the end of September.

Yours sincerely

Matthew Pardoe

Matthew Pardoe

Enc

LENNON
PLANNING LTD

13 Hermitage Parade, High Street, Ascot SL5 7HE

Telephone: (01344) 873887
Fax: (01344) 874744
E-mail: consultancy@lennon-planning.co.uk

www.lennon-planning.co.uk

Our Ref: MGRP/mja
29 August 2000

The Planning Inspectorate
Room 1004
Tollgate House
Houlton Street
Bristol
BS2 9DJ
For the Attention of: Miss A Bibi

Dear Madam

Appeal by Bancroft Developments
3, 3A, 13 and 15 Pond Head Lane, Earley, Berkshire
Your Ref: APP/X0360/A/00/1046488

I write to request that the appeal referred to above be held in abeyance for a one month period. I have discussed this matter with the Council, who agree that this should be sufficient time to overcome the outstanding highways issues without recourse to the appeal process.

The Council will be writing to you independently to confirm their agreement to this proposal and I look forward to your confirmation that this is the most appropriate way forward.

For your records please find enclosed a copy of my letter to the Council.

Yours faithfully

Matthew Pardoe

Enc

Tel: (0118) 974 6454

Date:

My ref: F/2000/1513

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

CONFIDENTIAL

Councillor D Swindells
12 Culford Close
Lower Earley
RG6 3AS

Dear Councillor

Application Number: F/2000/1513
Land Rear Of 1 - 11, Pond Head Lane, Earley, Reading.
Proposed demolition of 3,3a, 13 & 15 Pond Head Lane and erection of 23 dwellings. (Duplicate Application)..

I write to let you know that the above mentioned application has been recommended for APPROVAL: ☐ REFUSAL: ☐ under delegated powers.

If you have any questions please do not hesitate to contact **Simon Lewis** on **(0118) 974 6454**. If you then feel the application needs to be transferred to the next available Development Control Sub-Committee for decision please contact the Councillor for your area responsible for planning matters as soon as possible

Yours faithfully

John Mitchell
Development Control Manager

Tel: (0118) 974 6454

Date:

My ref: F/2000/1513

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

CONFIDENTIAL

Councillor D Carpenter
8 Stanton Close
Earley
Reading
RG6 7DX

Dear Councillor

Application Number: F/2000/1513
Land Rear Of 1 - 11, Pond Head Lane, Earley, Reading.
Proposed demolition of 3,3a, 13 & 15 Pond Head Lane and erection of 23 dwellings. (Duplicate Application).

I write to let you know that the above mentioned application has been recommended for APPROVAL: ☐ REFUSAL: ☐ under delegated powers.

If you have any questions please do not hesitate to contact **Simon Lewis** on **(0118) 974 6454**. If you then feel the application needs to be transferred to the next available Development Control Sub-Committee for decision please fill in the form below.
This form must be received no later than _____

Yours faithfully

John Mitchell
Development Control Manager

LISTING FORM
Case officer: **Simon Lewis** Application Number: **F/2000/1513**
Land Rear Of 1 - 11, Pond Head Lane, Earley, Reading.
Proposed demolition of 3,3a, 13 & 15 Pond Head Lane and erection of 23 dwellings. (Duplicate Application).

Transfer: Yes ☐ No ☐
Reason for Transfer:

_____

_____

Signed: _____ Date: _____

Councillor D Carpenter

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

Tel: (0118) 974 6454

Date:

My ref: F/2000/1513

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

CONFIDENTIAL

Councillor C Smith
7 Northam Close
Lower Earley
RG6 3AJ

Dear Councillor

Application Number: F/2000/1513
Land Rear Of 1 - 11, Pond Head Lane, Earley, Reading.
Proposed demolition of 3,3a, 13 & 15 Pond Head Lane and erection of 23 dwellings. (Duplicate Application)..

I write to let you know that the above mentioned application has been recommended for APPROVAL: ☐ REFUSAL: ☐ under delegated powers.

If you have any questions please do not hesitate to contact **Simon Lewis** on **(0118) 974 6454**. If you then feel the application needs to be transferred to the next available Development Control Sub-Committee for decision please contact the Councillor for your area responsible for planning matters as soon as possible

Yours faithfully

John Mitchell
Development Control Manager

Received by Wokingham District Council

Application No: F/2000/1513

PROPOSAL:
Proposed demolition of 3,3a, 13 & 15 Pond Head Lane and erection of 23 dwellings. (Duplicate Application).

LOCATION:
Land Rear Of 1 - 11, Pond Head Lane, Earley, Reading.

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

WOKINGHAM DISTRICT COUNCIL, PLANNING RECEPTION, SHUTE END, WOKINGHAM between 8.30 - 5.00 Monday - Thursday & 8.30 - 4.00 Friday.
(TEL: (0118) 974 6428)
OR
WOODLEY LIBRARY, HEADLEY ROAD, WOODLEY between 9.30am - 7.00pm Mon, Thurs & Fri. 9.30am - 5.00pm Tues, 9.30am - 1.00pm Saturday. (closed all day Wednesday). If you intend to view this application at Woodley Library or Earley Town Council (see details above & below) please allow 4 days from the date of this notice for delivery of plans.
OR
EARLEY TOWN COUNCIL, RADSTOCK HOUSE, RADSTOCK LANE, EARLEY between 9.00am – 1.00pm & 2.00pm – 4.30pm Monday to Friday.
(TEL: (0118) 986 8995)

Comments should be sent in writing QUOTING THE APPLICATION NUMBER to the Case Officer Simon Lewis P.O. Box 157 Council Offices, Shute End, Wokingham Berkshire, RG40 1WR to arrive on or before 19/06/2000. Written comments submitted will become available for public inspection.

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

Head of Planning and Transportation

25 May 2000

WOKINGHAM D.C. DEVELOPMENT CONTROL

Start date: 10 MAY 2000	Map No. ..... Site ..058.. (52|53)
Officer: SL / Application No. F|2000|1513	Easting: ..... Flood Pln .....
	Northing: ..... Mineral .....

Level: ☑ Sub Committee ☐ Delegated ☐ Sec. State

☐ Incorrect Fee ☐ Invalid ☐ PD

Description:

(F) ~~PROPOSED~~ ERECTION OF 23 DWELLINGS ~~AND DEMOLITION OF EXISTING DWELLINGS~~ (DUPLICATE APPLICATION)

PROPOSED DEMOLITION OF 3, 5A, 13 + 15 POND HEAD LANE &

Land @ Rear

Location: ~~BRAMBLE BANK~~ POND HEAD LANE

Parish: EARLEY Ward: Lt Hungerford 25.5.2000

Applicant: BANCROFT DEVELOPMENTS

Fee (10) Received 4370-00 Required ..... Additional ..... Refund .....

Enforcement Section to be notified ☐ tick if required

Additional information required for validation

		Reason	Requested	Received
1	1:2500 OS location plan showing property edged in blue/red			
2	1:500 block plan showing existing & proposed dev. + adj. Properties			
3	Forms unsigned			
4	Correct S 66 certificate			
5	Elevation plans	Plots 3-5: Dining windows shown on floor not on either side elevation.		
6	Floor plans			
7	Metric scale disclaimer			
8	Encroachment letter			
9	Miscellaneous			

APPLN NO. _____

ACTION REQUIRED BY DEVELOPMENT CONTROL

Conservation Area .....

Listed Building 1 2 2*

Advertisement Required XX .....

Date Site Notice Sent : 25.5.2000 Parish Council Informed - YES / NO

INTERNAL CONSULTATIONS

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

EXTERNAL CONSULTATIONS

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

HERITAGE BODIES

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

OTHERS:

.....

.....

No pre-apps .....

NEIGHBOURS:

S.I.N + 3, 3a, 13, 15 Pond Head Lane, Easley ✓
2-20 (evens) Pond " "
58 Henley Wood Rd
403a, 403b, 403c, 401-423 (odds) Wokingham Rd
1, 1a, 5, 7, 9, 11, 17, 19, 21, 23 Pond Head Lane
The Yard - Pond Head Lane.

1789/a

SECTION 66 CERTIFICATE

Application No.

10 MAY 2000 1515

DUPLICATE.

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

CERTIFICATE A

I certify that:

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

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

OR

CERTIFICATE B

I certify that:

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

Owner's(a) name	Address at which notice was served	Date on which notice was served
SEE ATTACHED SHEET.		9:5:2000

+ See Note (a) to Certificate A

OR

CERTIFICATE C

I certify that

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

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

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

(b) Insert description of steps taken.

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

  (b) .....

  .....

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

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

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

  the (c) .....

  on (d) .....

1789/b

CERTIFICATE D

I certify that

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

OR

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

(b) . . . . . .

. . . . . .

(b) Insert description of steps taken

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

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

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

on (d) . . . . . .

ALL APPLICANTS MUST COMPLETE THIS SECTION

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

Agricultural Holdings Certificate

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

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

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

OR

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

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

Signed . . . . . P.H. Edwards . . . . . .

On behalf of . . . . BANCROFT DEVELOPMENTS . . . . . .

Date . . . . 9 : 5 : 2000 . . . . . .

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

SECTION 66 CERTIFICATE B
EXISTING OWNERS

Mr. & Mrs. D. E. Tong	411 Wokingham Road, Earley RG6 7EL
Mr. & Mrs. M. L. Moynihan	15 Pond Head Lane, Earley RG6 7ET
Mrs. G. Sylvester	13 Pond Head Lane, Earley RG6 7ET
Mr. & Mrs. J. B. Harper	3 Pond Head Lane, Earley RG6 7ET
Mr. & Mrs. K. Joy	3A Pond Head Lane, Earley RG6 7ET
Mr. & Mrs. P. Keilty	1 Pond Head Lane, Earley RG6 7ET

ADDRESS 3 POND HEAD LANE

PARISH ~~WOODLEY~~ EARLEY 1.4.86

PLOT No. (Old Property) 3 DEMOLISHED - REPLACED BY NEW ORD. SHEET No. SU.7571 (55) (52)

BUILDER WELLMAN

Plan No.	Applicant	Description of Development	Date of Decision	Decision
186/67	Exors of W.A. Wellman	outline - Detached Dwelling on Land at Rear	23.11.67	N/A - Refuse
159/70	Mr. B.R. Williams	Alterations, Additions & double garage	19.2.70	App. App.
928/72	"	outline - demo exist. to Terrace dwlg. garage	6.7.72	N/A Refuse
695/73	Mr W.J. Bolton	outline - demo exist. & erection of 4 detached	10.5.73	N/A Refuse
P 1249	MESSRS T.S. & I.E. HARPER	ERECTION OF TWO 3BD BUNGS	30.5.74	App. N/A
1292	" "	(Rem of existing dwelling + erection of 2 bungalows	5.9.74	N/A C/A
		DEMOLITION DWELLING & GARAGE		

DATE OF COMPLETION

MINISTRY DECISION

SPECIAL ORDERS

DRAINAGE

ADDRESS 3A POND HEAD LANE

PARISH ~~WOODLEY~~ EARLEY 1.4.86

PLOT No. 2

ORD. SHEET No. SU.7571 (53) (52)

BUILDER

Plan No.	Applicant	Description of Development	Date of Decision	Decision
925/72	MR. B.K. WILLIAMS	2 DWG DWELLINGS & 3 - 11 TERRACED GARAGES	6.7.72	N/A REF.
695/73	MR L.S. NEWTON LTD	" " " 4 DETACHED GARAGES	16.5.73	N/A REF.
P 1249	MESSRS T.S. & I.E. HARPER	TWO 3BD BUNGALOWS & GARAGES	30.5.74	N/A N/A
1292	" "	DWG DEMOLITION & GARAGE	5.9.74	N/A C/A
124525	MR + MRS. E. TOY	EXTENSION TO SIDE (DEMOLITION OF GARAGE)	6.12.85	APP N/A
09695	"		15.1.74	N/A C/A
2A 038	"	REAR OF GARAGE TO ADJ.	10.12.85	APP N/A
26599		RELAX COND 4 ON 09695	3.11.80	C/A
		PART GARAGE TO SIDE/REAR		
373928			2.4.91	C/A
LRA 10090	"	PART NEW ROOF	13.3.91	APP

DATE OF COMPLETION

MINISTRY DECISION

SPECIAL ORDERS

DRAINAGE

091074

ADDRESS 13 POND HEAD LANE PARISH ~~WOODLEY~~ Earley 1.4.86

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

BUILDER

Plan No.	Applicant	Description of Development	Date of Decision	Decision
37/51	Mr. D Gray.	Replacement of existing conservatory	10/4/51	App. App.
/285/64	Mr V R. Sylvester	Garage.	29/10/64	App. C/A.

DATE OF COMPLETION

MINISTRY DECISION

SPECIAL ORDERS

DRAINAGE

ADDRESS 15 POND HEAD LANE PARISH ~~WOODLEY~~ Earley 14.86

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

BUILDER

Plan No.	Applicant	Description of Development	Date of Decision	Decision
7670			17.6.91	C/A
CA 10276	Mr & Mrs M. NOWMAN	Sh. Ht. Li.	8.5.91	App.

DATE OF COMPLETION

MINISTRY DECISION

SPECIAL ORDERS

DRAINAGE

1769A

10 MAY 2000 15 13

PLANNING APPLICATION PART I

Please answer all questions in CAPITAL letters. If any question is not applicable, put N/A in the space.

Please submit 6 copies of the completed form and your plans to:- Planning Dept., Wokingham District Council, PO Box No. 157, Shute End, Wokingham, Berkshire, RG40 1WR.

If you are a new applicant, notes to help you fill in the form are attached.

If you still have any questions about the form, please call Ian Jordan on 01734 778763.

WOKINGHAM DISTRICT COUNCIL

For office use only
Application No.

DUPLICATE.

1.	YOUR NAME	BANCROFT DEVELOPMENTS
	ADDRESS	STRATFIELD HOUSE 265 HIGH STREET
		CROWTHORNE BERKS
	POST CODE	RG45 7AH Tel. No 01344 780100
2. If you have an agent and want all correspondence to be sent to them.	AGENT'S NAME	THE EDWARDS IRISH PARTNERSHIP
	ADDRESS	36 LANGBOROUGH ROAD
		WOKINGHAM BERKS
	POST CODE	RG40 2BT Tel. No 0118 9894403.
3. On the plans outline the whole site in RED. Any OTHER land in your ownership or control outline in BLUE.	SITE LOCATION	3, 13 AND 15 POND HEAD LANE
		EARLEY
		BERKS.
4. Give the area of the application site in hectares, if appropriate, or part of a hectare	SITE AREA	0·5796 HA.
5. Give brief details of the proposal.	ABOUT THE APPLICATION	DEMOLITION OF EXISTING DWELLINGS
		AND CONSTRUCTION OF 23 No 4 BED
		3 BED AND 2 BED TERRACED HOUSES.
6. What is your interest in the application site, e.g. owner, prospective purchaser, a tenant with a lease.	OWNERSHIP	PROSPECTIVE PURCHASER.

7. We need plans to be able to assess the application. Please list the plans and drawings you have submitted.

PLANS/DRAWINGS

- 1:25000 Location Plan ✓
- 1:500 Block Plan ✓
- 1:100 Elevations ✓
- 1:100 Floor Plan ✓
- Other ☐

8. Does the application involve any of the following

Please tick relevant boxes. If you tick OTHER, please explain on this form.

- CHANGE OF USE ☐
- CONSTRUCTION OF NEW BUILDING ✓
- ALTERATION or EXTENSION ☐
- DEMOLITION ✓
- OTHER

9. What type of Planning application are you applying for?

RESERVED MATTERS	☐	Go to Question 10.
OUTLINE PERMISSION	☐	State relevant outline permission No. Go to Question 10.
FULL PERMISSION	✓	Go to Question 11.
TEMPORARY PERMISSION	☐	State period required. Go to Question 11.
RENEWAL OF TEMPORARY PERMISSION	☐	State previous permission No. Go to Question 11.
VARIATION/RELAXATION OF CONDITIONS	☐	State relevant application No. Details of conditions to be relaxed. Go to Question 11

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

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

11. WHAT IS THE EXISTING USE OF THE LAND AND/OR BUILDINGS ON THE APPLICATION SITE, e.g. residential, industrial, etc. If the site is vacant say so, and if possible give last known use.

RESIDENTIAL

12. ARE THERE ANY TREES ON THE SITE?
If YES, please show their positions, spread, and species of the trees on the plans. Indicate any which are to be felled.

YES / ~~NO~~

13. PLEASE LIST THE EXTERNAL MATERIALS TO BE USED.

REDLAND RICHMOND SLATES OR SIMILAR
MULTISTOCK FACING BRICK AND RED FACING BRICK ALL TO BE AGREED.

14. WILL SURFACE WATER BE DRAINED INTO THE EXISTING DRAINAGE SYSTEM?
If NO, please give details of any new system to be constructed.

YES / ~~NO~~

15. WILL FOUL SEWAGE BE DISPOSED OF INTO THE EXISTING SEWAGE SYSTEM?
If NO, please give details of any new system to be constructed.

YES / ~~NO~~

16. WILL PEDESTRIANS/VEHICLES ACCESS THE SITE?
Please show details of the existing access and any proposed changes on the plans.

YES / ~~NO~~

17. WILL THE CAR PARKING PROVISION AT THIS SITE BE CHANGED?
If, YES, please show details of any changes on the plans.

YES / ~~NO~~

18. DOES A PUBLIC RIGHT OF WAY TOUCH OR CROSS THE SITE?
If YES, please show the route and any proposed alternative on the plans.

YES / ~~NO~~

19. DOES THE PROPOSAL INVOLVE NEW RESIDENTIAL DEVELOPMENT OR THE LOSS OF RESIDENTIAL UNITS? If YES, please complete the following table.

YES / ~~NO~~

	No. of Bedrooms	Dwellings
Proposed new development	1	
	2	8
	3	11
	4	4
	5 or more	
	TOTAL	23
Nos. of residential units lost through demolition or conversion		4
	NET CHANGE	19.

20. HAS PROVISION BEEN MADE FOR THE DISABLED?
If YES, please show on the submitted plans what is to be provided.

YES / ~~NO~~

21. DOES THE PROPOSAL INVOLVE ANY NON-RESIDENTIAL DEVELOPMENT?
If YES, please complete PART 2 of the form.

~~YES~~ / NO

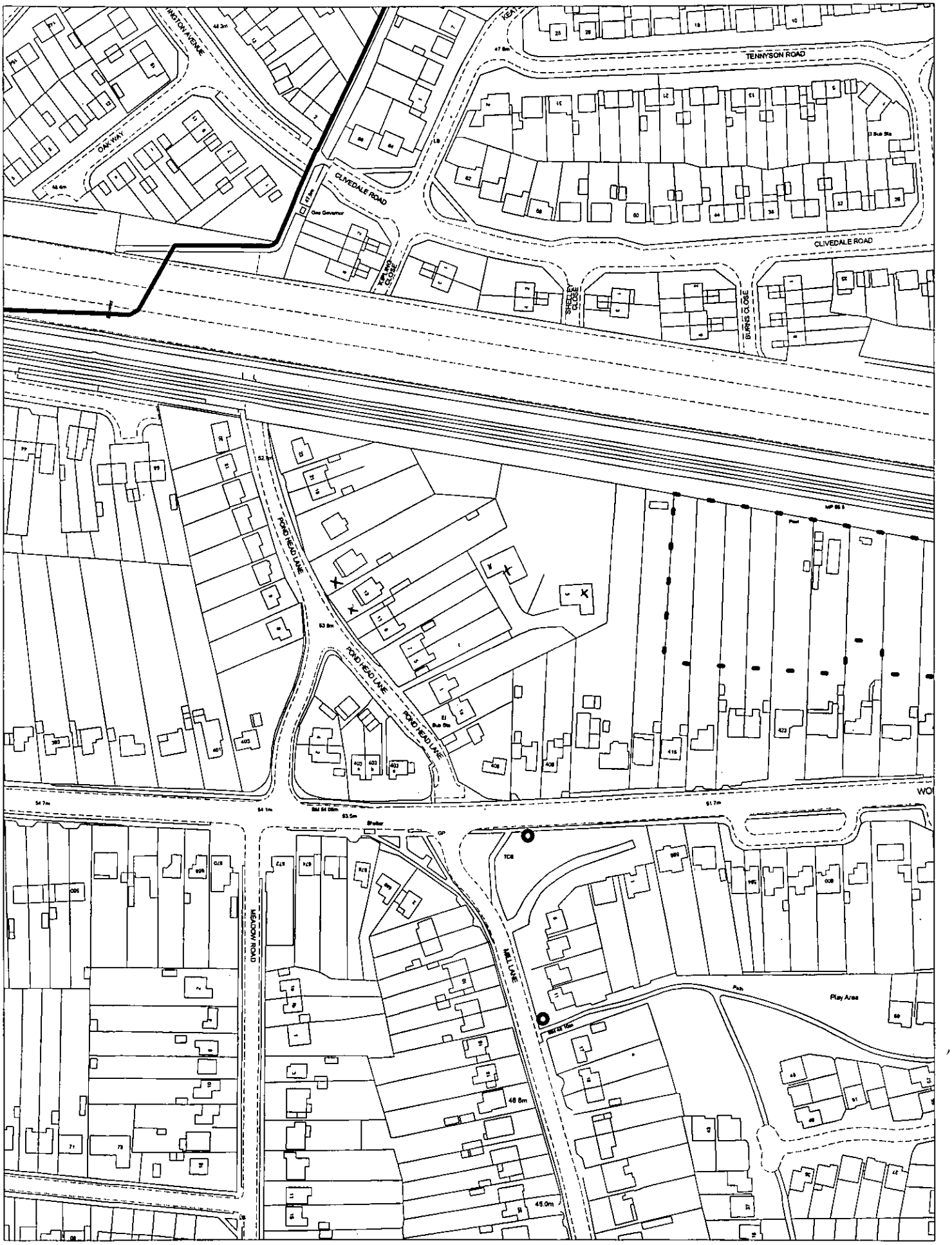
22. DOES THE PROPOSAL INVOLVE THE WINNING, WORKING OR PROCESSING OF MINERALS: THE DISPOSAL OF MINERAL WASTE, OR THE DEPOSIT OR PROCESSING OF REFUSE AND WASTE MATERIALS (INCLUDING SCRAP YARDS)?
If YES, complete PART 3 of the form and submit whole application to Berkshire County Council.

~~YES~~ / NO

23. THE FEE ENCLOSED IS £ 4370·00
The current scale of fees is attached. If you believe a reduced fee or no fee is payable please say why below.

SIGNED A Edwards ON BEHALF OF BANCROFT DEVELOPMENTS DATE 9·5·2000

Before submitting this application check that you have answered all the relevant questions and that the site boundary and the new work are clearly edged in red on the plans. Every application must be accompanied by the appropriate certificate and fee.



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Landscape Section, Environmental Services, Wokingham District Council.

5 June 2000 Scale: 1 : 2000

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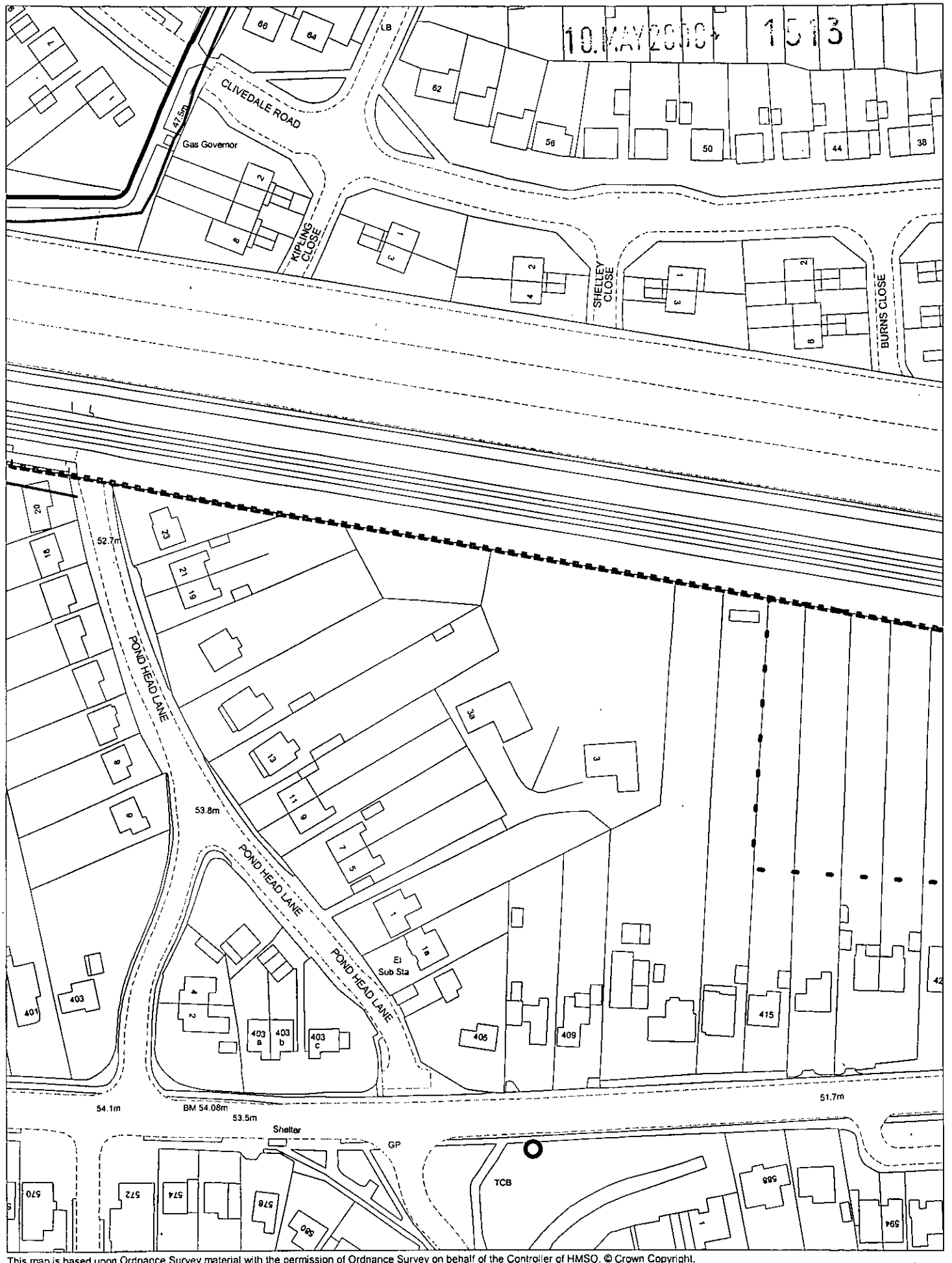

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Development Control Section, Environmental Services, Wokingham District Council.

18 May 2000

Scale:. 1 : 1250

N W E S

APPLICATION NO:1513

Name of appellant:
Bancroft Developments

Site address:
3 3a 13 & 15 Pond Head Lane

Proposal:Demolition of 3 3a 13 & 15 Pond Hea
Lane & construction of 23 No. x 4 bed,3 bed &
bed terrace houses

Case Officer:SL

XSYSTEMS LTD SOUTHPORT,UK Tel:01704-28869 Fax:01704-29814
LONDON OFFICE Tel:0171 377 1771 Fax:0171 377 1772

The Planning Inspectorate

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

Direct Line 0117-9876079
Switchboard 0117-9878000
Fax No 0117-9878443
GTN 1374-6079

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

Your Ref: F/2000/1513

Our Ref: APP/X0360/A/00/1046488

Date: 6 March 2001

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY BANCROFT DEVELOPMENTS
SITE AT 3,3A,13 & 15 POND HEAD LANE, EARLEY, BERKSHIRE

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

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

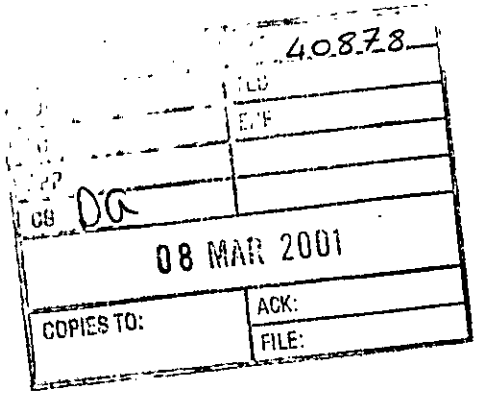
The Complaints Officer
The Planning Inspectorate
Room 14/04
Tollgate House
Houlton Street
Bristol
BS2 9DJ

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

Yours faithfully

Miss A Groves

COVERDL1



Tel. (0118) 974 6448 (Direct Line)
Date. December 19, 2000
My ref: F/2000/1513
Your ref: RH/1148

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

Mr M Pardoe
Lennon Planning Ltd
13 Hermitage Parade
High St
Ascot
Berks
SL5 7HE

Dear Sir

APPEAL BY: **Bancroft Developments**
SITE: **3, 3a 13 & 15 Pond Head Lane Earley**

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

As you know, I have also sent copies to The Planning Inspectorate.

Yours faithfully

Denise Gumbrell (Mrs)
Appeals Assistant

Enc

Appeal Decision

Site visit made on 06 February 2001

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

by Barbara A Whitbread DipTP MSocSci MRTPI

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

Date
06 MAR 2001

Appeal Ref: APP/X0360/A/00/1046488
3, 3A, 13 & 15 Pond Head Lane, Earley

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a failure to give notice within the prescribed period of a decision on an application for planning permission.
- The appeal is made by Bancroft Developments against Wokingham District Council.
- The application (ref: F/2000/1513), is dated 9 May 2000.
- The development proposed is demolition of existing dwellings and construction of 23 No 4 bed, 3 bed and 2 bed terrace houses.

Summary of Decision: The appeal is allowed and planning permission granted subject to conditions set out in the Formal Decision below.

Procedural Matters

1. The planning application was submitted in duplicate and, subsequent to the lodging of the appeal, the outstanding application was considered by the Council with minor amendments, and refused for the following reason:

   'The proposed development has unacceptable relationships within the development between houses, gardens and parking areas as a result of too high a density of development, leading to adverse living conditions for future occupiers of the development. Therefore the proposed development is contrary to policies LBE1 and LBE2 of the Loddon Area Local Plan and policies WOS3 and WBE1 of the Wokingham District Local Plan.'

2. The amendments related to the access arrangements, and the appellants have asked that the appeal be considered on the basis of the amended drawing. A further amendment to site a double garage at the eastern end of the access road was also suggested by the appellants, and considered by the Council, although it was not formally submitted as an amendment. The appellants have indicated that they would be prepared to accept a condition requiring the development to be carried out in this form.

3. The appellants have also entered into a Unilateral Undertaking under Section 106 of the Town and Country Planning Act 1990 to make provision towards the cost of providing a pedestrian/cycle crossing on the A329, and for leisure and education facilities.

Main Issue

4. The main issue in this case is whether the proposed development would result in unacceptable living conditions for existing or future residents.

Planning Policy

5. The development plan comprises the Loddon Area Local Plan and the Berkshire Structure

Plan, both adopted in 1995. The Wokingham District Local Plan has been the subject of a Local Plan Inquiry but the Inspector's Report is not yet available.

6. The site is within the identified settlement, where development would be acceptable in principle. Adopted Local Plan Policy LBE1 requires development to be of a high standard of design appropriate to the character of the area in which it is to be situated, and Policy LBE2 advises that proposals for development that is inappropriate in terms of its relationship with adjoining sites and buildings, or which would adversely affect the character of an area, by virtue of its siting, scale, form, massing, materials, colour or texture will not normally be permitted.

7. Emerging Local Plan Policy WOS3 sets out general development control principles, including that development should not be detrimental to the amenities of adjoining land uses, and should be of a high quality of design. Policy WBE also requires good contemporary design, which respects its local context.

Reasons

8. The proposed development would be at a density of just under 40 dwellings per hectare, which accords with Government advice in PPG3, and the Council advise that the housing mix is appropriate to the needs of the District. Although the surrounding development is generally at a lower density, I consider that it would be appropriate to permit a higher density here, subject to detailed design considerations, in the interests of making the best use of previously developed land within the urban area.

9. The proposal, as amended, would site two detached 4 bedroom houses on the site frontage with the access road in between. These would be of a scale and character in keeping with the adjoining dwellings. The remainder of the development would not be readily seen from Pond Head Lane, and would be separated from the surrounding dwellings by a minimum distance of about 25m. This would be between plot 5 and 17 Pond Head Lane, and the new dwellings would be partially screened by two substantial single storey buildings in the garden of 17 Pond Head Lane. Elsewhere the distances are greater, and I consider that the separation is sufficient to ensure that there is no unacceptable loss of privacy.

10. The Council's concern relates to the layout within the site, and they refer to a number of places where they consider the relationships to be unsatisfactory. Whilst some of the rear gardens are narrow, I consider them all to be of a reasonable size for the various types of dwelling, and none of the gardens are seriously overlooked or overshadowed. The gardens to plots 2 and 3 narrow towards the rear, following the line of the road, but are of a reasonable size and the proximity of a road serving 21 dwellings is unlikely to result in excessive noise, particularly with the construction of a 2m high brick wall. The other aspect mentioned by the Council is the proximity of parking spaces to some of the dwellings. Although the parking areas would be close to the front or side elevations of the dwellings, I see nothing for concern here. These are small parking areas directly related to the groups of dwellings that they serve, and unlikely to generate large numbers of traffic movements which could cause a disturbance to residents.

11. A further concern expressed by the Council is the effect of the acoustic barrier that will be required to reduce noise from the railway and the A329(M). This would be on the northern boundary of the site, behind an existing screen of conifers. It is shown as 2.5m high but, even if this had to be increased to 3m, it would considerably lower than the trees which are

shown to be retained. Also, being to the north of the houses, there would be no overshadowing.

12. I am therefore satisfied that the proposed development would not result in unacceptable living conditions for existing or future residents.

Conditions

13. The Council provided a list of 21 conditions which they considered should be imposed if planning permission was granted. I agree that all of these, with the exception of Conditions 4, 6 and 10, are necessary for the reasons given by the Council, although I have amended the wording of some of the conditions in the light of the advice in Circular 11/95. Conditions 4 and 6 I consider to be unduly onerous, as conditions restricting permitted development rights should only be imposed in exceptional circumstances, and I am not satisfied that they are justified in this case. I consider Condition 10 to be unclear, and Condition 9 would ensure that the parking spaces remained available for that purpose.

14. In addition, the condition relating to the construction of the access should relate to the amended drawing. The highway authority have also requested that the right turn lane on Wokingham Road be increased in length to allow three cars to wait when turning right, and I am imposing a condition to this effect.

15. I have also considered whether it is necessary to impose a condition requiring the development to be carried out in accordance with the further suggested amendment, restricting access to the adjoining land. In my view this could only be justified if it had been shown to be unacceptable for any further development to be served by the proposed access. I do not understand this to be the case, and it would be inappropriate to restrict the options for the development of this adjoining land at this stage.

Conclusions

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

Formal Decision

17. In exercise of the powers transferred to me, I allow the appeal and grant planning permission for demolition of existing dwellings and construction of 23 No 4 bed, 3 bed and 2 bed terrace houses at 3, 3A, 13 & 15 Pond Head Lane, Earley in accordance with the terms of the application No: F/2000/1513 dated 9 May 2000, and the plans submitted therewith, and revised drawing No. 1351/05C, subject to the following conditions:

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

    2) No development shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

    3) No development shall take place until there has been submitted to and approved in writing by the local planning authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The approved scheme shall

be implemented prior to the first occupation of the development or phased as agreed in writing by the local planning authority. The approved scheme shall be retained in perpetuity.

4) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no fences, gates or walls shall be erected within the curtilage of any dwellinghouse forward of any wall of that dwellinghouse which fronts onto a road. This condition shall not be construed as prohibiting the erection of any means of enclosure shown on the approved drawings, or its replacement in the same location to the same or lower height as originally approved.

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

6) Prior to the commencement of development, details of the slab levels of the proposed buildings shall be submitted to and approved in writing by the local planning authority. The constructed development shall not vary from the approved levels.

7) No dwelling shall be occupied until the vehicle parking and turning space herein approved has been provided, and it shall remain available for that purpose thereafter.

8) Provision shall be made for services, including cable TV pre-ducting, to be placed underground. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification) no overhead wire cables or other form of overhead servicing shall be placed over or used in the development of the site or subsequently.

9) Prior to the comencement of development, provision shall be made to accommodate all site operatives, visitors and construction vehicles loading, off-loading, parking and turning within the site during the construction period, in accordance with details to be submitted to and agreed in writing by the local planning authority. The provision should be retained and used at all times.

10) Precautions shall be taken for the duration of the construction period to prevent the deposit of mud and similar debris (including blown litter) on the adjacent public highways, in accordance with details to be submitted to and approved in writing by the local planning authority prior to the commencement of development.

11) No other development of the site shall take place until the access has been constructed in accordance with Drawing No.1351/05C, and the right turn lane on Wokingham Road has been extended to accommodate three cars.

12) The existing access to the site shall be stopped up and abandoned within one month of the completion of the new access.

13) All planting, seeding and turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner, and any trees which within a period of 5 years from the completion of the landscaping

die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

14) No trees, hedgerows or shrubs within the curtilage of the site, except those shown on the approved plans or otherwise clearly indicated in the approved details as being removed, shall be felled, lopped or pruned, nor shall any roots be removed or pruned without the prior consent of the local planning authority during development and for a period of 5 years after completion of the development hereby approved. The branch structure and trunks of the trees to be retained and their root systems shall be protected from any damage during the site works, in accordance with a scheme to be submitted to and approved in writing by the local planning authority. Any trees, hedgerows or shrubs removed or which die or become dangerous, damaged or diseased before the end of a period of 5 years after the completion of the development hereby approved shall be replaced with new trees, hedging or shrub species (of such size species and in such number and position as may be agreed in writing), before the end of the first available planting season (1 November to 31 March) following their loss or removal.

15) Prior to the occupation of the dwellings on Plots 20 and 21 a gate shall be erected at the start of the access/alley way.

16) Development shall not begin until a scheme for protecting the proposed dwellings from railway and road noise adjacent to the proposed development has been submitted and approved by the local planning authority. Any works, which form part of the scheme approved by the authority, shall be completed before any permitted dwelling is occupied and shall thereafter be retained.

17) Each dwelling shall be provided with a garden area which has a predicted noise level of less than or equal to L_{Aeq} 55dB (measured over any 1 hour period) within the first 5m from at least one building façade.

18) A gap of at least 24cm shall be left between the existing railtrack fence and any acoustic fence that is erected along the boundary of the site with the railway line.

Information

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

19. This decision does not convey any approval or consent that may be required under any enactment, byelaw, order or regulation other than section 57 of the Town and Country Planning Act 1990.

20. An applicant for any approval required by a condition attached to this permission has a statutory right of appeal to the Secretary of State if that approval is refused or granted conditionally or if the authority fails to give notice of its decision within the prescribed period.



INSPECTOR

PROPOSED RESIDENTIAL DEVELOPMENT

ON LAND AT
3, 3A, 13 AND 15 POND HEAD LANE
EARLEY

STATEMENT IN SUPPORT OF
THE APPLICATION

ON BEHALF OF
BANCROFT DEVELOPMENTS LIMITED

Our reference: RH/2306/mja
MAY 2000

LENNON PLANNING LIMITED
13 Hermitage Parade, High Street,
Ascot, Berkshire SL5 7HE
Telephone: 01344 873887
Fax: 01344 874744
E mail: consultancy@lennon-planning.co.uk

1 INTRODUCTION

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1.2 The remainder of this statement describes the site and its surroundings, briefly reviews the planning policy context relevant to the application, explains the nature of the development proposed and finally sets out conclusions.

2 THE SITE AND ITS SURROUNDINGS

2.1 The site, which is the subject of this development proposal, consists of some 0.58 hectares (1.43 acres) of land to the east of Pond Head Lane and north of Reading Road, Earley. The site is made up of the curtilage of four residential properties, namely Nos. 13 and 15 Pond Head Lane (which front on to that road) and Nos. 3 and 3A which are situated to the rear and accessed via a driveway between Nos. 1 and 5.

2.2 The site lies adjacent to the Reading / Wokingham railway line. It has no significant landscape or other features, although a number of trees exist on or close to the site boundaries. The majority of these are intended to be retained.

2.3 The railway line, used by local train services, runs in an east / west direction, a short distance to the north of the site. Train movements along this line are regular but the noise associated with them is relatively low, due in part to the proximity of Winnersh Triangle and Earley stations, which restrict speeds along this part of the line.

2.4 Pond Head Lane joins the A329 Reading Road, one of the main approaches to Reading, a short distance to the south. Frequent bus services pass along Reading Road, giving access to Reading town centre, Wokingham and other destinations. The bus stops on Reading Road are within approximately 100 metres of the entrance to the site.

2.5 Extensive employment areas lie close by, including Winnersh Triangle a short distance to the east which is within walking distance. The site lies approximately midway between Winnersh Triangle and Earley stations which give access to train services serving Reading town centre, Wokingham, Bracknell and destinations further afield.

2.6 A short distance to the east of the site lies the "Showcase" cinema complex, a major leisure attraction in the area. Adjacent to the cinema complex, within walking distance of the site, is the terminus of the "Fastrack" park and ride service which gives very frequent access to Reading Town Centre by a high quality and rapid bus link. Other facilities serving the existing and future population of the area exist close by, including a range of retail, community and leisure facilities.

3 POLICY CONTEXT

3.1 The planning policies relevant to this application are set out in nationally applicable circulars and Planning Policy Guidance Notes and in the Development Plan. The Development Plan comprises the Loddon Area Local Plan, adopted in May 1995, and the Berkshire Structure Plan, approved in November 1995. The Local Plan effectively encompasses the relevant Structure Plan policies, so I do not review these in detail in this statement. The Wokingham District Local Plan (Deposit Draft) 1997 is also relevant, although its provisions carry less weight as it is not yet adopted. Indeed, at the time of preparing this statement, the Local Inquiry into objections is in progress.

GOVERNMENT GUIDANCE

RPG9 - Regional Guidance for the South East

3.2 In March 1994 the current version of RPG9 was issued covering the period 1991 to 2011. It provides that new development should be located in ways likely to provide a choice of modes of transport, whilst also supplying sufficient housing of an appropriate size, quality and type to meet the needs of the population without putting excessive pressure on surrounding areas, especially the open countryside. The proposed development accords with these objectives.

3.3 In March 2000 a draft of a replacement for RPG9 was published for consultation. This emphasises the locational benefits of accommodating development within existing built up areas, especially those close to a range of public transport opportunities. It foresees a substantial continuing requirement for housing development to be accommodated within the region. Although the allocation to counties within the South East has not been finalised, it is clear that there will be a continuing requirement, in Berkshire generally and in Wokingham District in particular, for housing development to continue beyond that which presently identified sites can accommodate.

PPG1

3.4 Paragraph 5 of PPG1 specifically encourages the use of already developed sites to accommodate development in a sustainable way.

PPG3

3.5 The new version of PPG3, published in March 2000, stresses the importance of making the best use of land within urban areas for housing development. Paragraphs 57 and 58 particularly make it clear that more efficient use of land equates to residential development of between 30 and 50 dwellings per hectare. The 23 dwellings shown on the application drawing would give rise to a net residential density of some 39.7 dwellings per hectare, within the range which Paragraph 58 of PPG3 indicates is to be encouraged.

PPG13

3.6 PPG13 encourages an integrated approach to land use and transportation planning. It promotes new housing development in locations which will provide

a choice of means of travel (Paragraph 3.2) and will prevent sporadic development in the countryside. The site is located in proximity to two railway stations and within easy walking distance of bus stops on either side of Reading Road and near a range of other services and amenities. The site is therefore precisely the sort of highly accessible location where residential development is to be encouraged.

3.7 The more recently issued consultation draft replacement for PPG13 continues and emphasises these themes and particularly encourages the location of development so as to maximise the encouragement to be given to walking and cycling and to the use of public transport in preference to the private car. The application site is well positioned to make a contribution to this important objective.

The Loddon Area Local Plan

3.8 The application site is shown on the Proposals Map as being within the defined settlement area where residential (and indeed other) development is acceptable in principle. The Loddon Area Local Plan includes specific reference to a proposal for housing development on Site PWE10, a short distance to the east and making use of the long rear gardens of houses fronting Reading Road. That site has not yet been developed, in part, I understand, because of difficulties in securing an appropriate vehicular access. Residential development on the application site would facilitate bringing forward development of the allocated Site PWE10 by providing the opportunity for a vehicular access to it other than by creating a further junction on the A329.

3.9 Policy LH10 of the Loddon Area Local Plan and Policy WCC1 of the Wokingham District Local Plan encourage the incorporation of a range of sizes and types of dwellings within housing schemes. The incorporation of two, three and four bedroom houses within the proposed development would accord with these principles.

4 THE PROPOSED DEVELOPMENT

4.1 The proposed scheme consists of 23 dwelling providing a mix of house sizes and types. A pair of semi detached houses would replace Nos. 13 and 15 Pond Head Lane in an arrangement similar to that which already exists in Pond Head Lane. A second pair of semi detached houses would be located towards the eastern end of the site, with the remainder of the dwellings arranged in short terraces of three or four units each, facing towards the interior of the site.

4.2 Access to the site is to be taken from Pond Head Lane, a cul de sac which in turn connects to the A329 Reading Road. Such an arrangement is preferable to seeking to create a direct access to the primary road network.

4.3 Pedestrian access can be conveniently and safely gained from the site along footways passing along both arms of Pond Head Lane, one of which serves only eight houses and, by being severed from the A329 Reading Road, is very lightly trafficked.

4.4 The "open" leg of Pond Head Lane connects to the A329 Reading Road at a junction which has a good standard of geometry and visibility. The A329 is provided with a central right turning lane at this junction, facilitating vehicular movements into and out of the minor road. The carriageway of Pond Head Lane and the junction with the A329 have sufficient capacity and is satisfactory in alignment and physical characteristics to accommodate the additional traffic which will be generated by the proposed development in a satisfactory way.

4.5 Careful attention has been given to siting and orientation of the houses proposed within the site, particularly with regard to noise arising from the railway and the A329M motorway beyond. Further details of the arrangements to ensure a satisfactory noise climate for future residents is given in a separate noise assessment commissioned by the applicants.

5 CONCLUSION

5.1 The development which is the subject of this application accords with current and emerging guidance and policies, especially with regard to locational criteria. The development would make better use of an already developed site in a manner which would integrate well with its surroundings. The site is located near a range of local leisure and other amenities, which are accessible by non motorised modes of transport. The site is also well located in close proximity to a choice of bus and rail services connecting to Reading Town Centre, employment areas and other destinations further afield. Residential development on this highly accessible site would accord with the locational policies which seek to minimise the use of the private car.

5.2 The site is already developed with four dwellings, Nos. 3, 3A, 13 and 15 Pond Head Lane. The development proposed is within the curtilage of these dwellings and the whole site is within the settlement area defined in the adopted and emerging Local Plan. The development would not give rise to any extension of built development into the open countryside and would specifically accord with the guidance given in the recently published PPG3. In particular, the proposed development would contribute to the objectives of making the best use of urban land, in a location which gives encouragement to walking and cycling for shorter trips and provides opportunities for longer journeys by a choice of public transport modes.

5.3 The density of development proposed on the site is, appropriately, higher than that which exists at present. This is specifically in accordance with the advice given in PPG3, which encourages development of between 30 and 50 dwellings per hectare and specifically discourages lower density development.

5.4 In the circumstances planning permission should be granted for the development illustrated in the application to which this statement relates. This would make a useful contribution to the housing requirements of the District and would facilitate further development of land to the east, should this become available in the future.

PROPOSED RESIDENTIAL DEVELOPMENT

ON LAND AT
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STATEMENT IN SUPPORT OF
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ON BEHALF OF
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WOKINGHAM DISTRICT COUNCIL

TOWN AND COUNTRY PLANNING ACT 1990

APPEAL BY: Bancroft Developments
SITE: 3 3a 13 & 15 Pond Head Lane, Earley
APPLICATION NO.: 1513
PROPOSAL: Demolition of 3 3a 13 & 15 Pond Head Lane & construction of 23 No. x 4 bed,3 bed & 2 bed terrace houses

LIST OF PERSONS CIRCULATED WITH NOTICE OF APPEAL

District Councillor(s) for Little Hungerford

Mrs D Carpenter

Ms C Smith

Mr D Swindells

Clerk(s) of Parish / Town Councils of Earley & Woodley

Mr R Raymond
Earley Town Council
Radstock House
Radstock Lane
Reading
RG6 2UL

Ms D Mander
The Pavilion
Woodford Park
Haddon Drive
Woodley
Redaing
RG5 4LY

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

Arboricultural Officer-WDC

Landscape Architect-WDC

Policy & Plans-WDC

Railtrack Southern, CP2-2-H, Outside Party Engineer, General Offices, Waterloo Station, London, SE1 8SW

PC Stubbs –Crime Prevention Design Advisor
Thatcham Police Station
Chappel St
Thatcham
Berks
RG13 1QL

ENVIRONMENTAL HEALTH
WDC.

``Applicationo	Name & Address
F/2000/1513	Prof P Kilbride 17 Pond Head Lane Earley Reading RG6 7ET
F/2000/1513	Mr D Ferguson 403a Wokingham Road Earley Reading RG6 7EJ
F/2000/1513	Mr A Barber & Miss V Savage 18 Pond Head Lane Earley Reading RG6 7ET
F/2000/1513	W H & D M Smith 405 Wokingham Road Earley Reading RG6 7EL
F/2000/1513	M S Christopher 11 Pond Head Lane Earley Reading RG6 7ET
F/2000/1513	Mr A Axtell 21 Pond Head Lane Earley Reading RG6 7QT
F/2000/1513	Mr C J Bettles 6 Pond Head Lane Earley Reading RG6 7ET
F/2000/1513	Mr & Mrs F G Spriggs 403 Wokingham Road Earley Reading RG6 7EH
F/2000/1513	Mr & Mrs Edwards 403c Wokingham Road Earley Reading RG6 7ET

F/2000/1513 Mr S Beck
403B Wokingham Road
Earley
Reading
RG6 7EJ

F/2000/1513 L Farrelly
10 Pond Head Lane
Earley
Reading
RG6 7ET

F/2000/1513 Dr I B Bryan
9 Pond Head Lane
Earley
Reading
RG6 7ET

F/2000/1513 Y & G Stevens
7 Pond Head Lane
Earley
Reading
RG6 7ET

F/2000/1513 The West Family
"Pine Corner"
23 Pond Head Lane
Earley
Reading
RG6 7ET

F/2000/1513 Mr & Mrs R Reyland
1a Pond Head Lane
Earley
Reading
RG6 7ET

F/2000/1513 A Wadham
19 Pond Head Lane
Earley
Reading
RG6 7ET

F/2000/1513 Mr & Mrs Withers, Miss Withers
& Mr L Powles
16 Pond Head Lane
Earley
Reading
RG6 7ET

F/2000/1513 Mr A Hill
8 Pond Head Lane
Earley
Reading
RG6 7ET

F/2000/1513	Mr & Mrs Heath 5 Pond Head Lane Earley Reading RG6 7ET
F/2000/1513	Mr A Hill & Residents (Petition) 8 Pond Head Lane Earley Reading RG6 7ET
F/2000/1513	V Patel 10 Pond Head Lane Earley Reading RG6 7ET

The Planning Inspectorate

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

Direct Line DC 0117-9876079
Switchboard PP 0117-9878000
Fax No CS 0117-9878443
GTN 1374-6079

PLANNING SERVICES	HPT
POL	TLS
	ENF
29 AUG 2000	
COPIES TO:	ACK:
	FILE:

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

Your Ref: F/2000/1513

Our Ref: APP/X0360/A/00/1046488

Date: 25 August 2000

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY BANCROFT DEVELOPMENTS
SITE AT 3,3A,13 & 15 POND HEAD LANE, EARLEY, BERKSHIRE

I enclose a copy of correspondence from Cllr D Swindells.

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

Yours faithfully

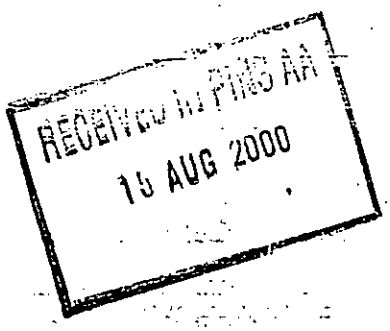
Miss A Bibi

211AL

12 Culford Close,
Lower Earley,
READING
RG 6 3 AS

Miss A Bibi,
The Planning Inspectorate,
Room 1004
Tollgate House,
Houlton St
BRISTOL
BS 2 9 DJ

Copy



3rd August 2000

Dear Miss Bibi

RE: - Planning Application APP/ X0360/A/00/1046448

Pond Head Lane Earley

I wish to object to the above planning application on the following grounds: -

TRAFFIC IMPACT

This is a small road that leads on to a busy spine road Wokingham Road. The traffic is very heavy in this road and the impact on traffic flows and turnings on this road would be considerable. The number of cars would affect and have an impact upon residents and the local school children who use this route to the local secondary school.

OVER DEVELOPMENT OF THE SITE: -

The number of houses and the style are not in accordance with the current housing on the surrounding roads and the parking arrangements are not adequate.

CONSULTATIONS WITH APPROPRIATE AUTHORITIES.

There has not been time to assess the observations of the appropriate statutory consultees and the effect it would have on the services provided not only by the council but other parties such as the police.

FUTURE DEVELOPMENT IMPACT: -

There is considerable concern that the proposals are a precursor to a possible extended development of housing between the railway and property on Wokingham Road. The proposals do not go far enough to ensure that the application would not be used to open up further development to the rear of the proposed site. Such an extension would have considerable impact upon the current infrastructure of the surrounding area.

For all of the above reasons I wish this application to be refused.

Yours sincerely,

Cllr David Swindells
Little Hungerford Ward - Earley

Dear Miss Bibi.
Passing this letter for your knowledge incase you did not receive one from Mr Swindells
Yours Faithfully Mr A Hill. 6 Pond Head Lane,
on behalf of the residents.
A Hill.

PLANNING SERVICES	HPT
POL	TLS
DC	ENF
APP	
CS	
14 JUN 2000	
COPIES TO:	ACK:
	FILE:

7 Pond Head Lane
Earley
Reading
Berkshire
RG6 7ET

8th June 2000

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

For the attention of Mr Simon Lewis - Planning Officer
Dear Sir

Re Planning Application No F.2000.1513/4
Proposed demolition of 3, 3a 13 and 15 Pond Head Lane and erection of 23 dwellings
Land rear of 1-11 Pond Head Lane - Bancroft Developments

With reference to the above planning application we would like to list our concerns regarding this development having seen a copy of the plans.

1. Too many houses in too small an area and not in keeping with any of the other houses in the area.

2. Lack of parking spaces. The number of spaces shown on the plan do not allow for even two cars per house which would be the least expected number due to the type of housing which they hope to build. This would mean an overspill into an already crowded lane which can be difficult to park in at the best of times by residents let alone any guests that may be visiting.

3. Extra traffic. The junction in Pond Head Lane already has bad visibility and making this into a staggered crossroads will make the junction more difficult and possibly dangerous with the increased amount of traffic.

The lane is also used by children for going to school and bike and on foot using the underpass under the railway line to schools in Woodley. The increased traffic would also make their journey more hazardous.

The junction is also used a lot for turning by client of the physiotherapist and for lorries delivering to the ice cream yard.

4. Noise. Pond Head Lane has been a quiet road where our children have been able to play safely. This development will bring extra traffic and all the general day to day noise which will mean the loss of peace and quite.

5. Loss of privacy and visual space. The new development plans show maisonettes being built at the

bottom of our garden. Although there is already a bungalow at the bottom of our garden it is only the roof that can be seen and it is a short distance from our fence. The new development seems to be about three feet away and two storeys. Although angled any windows in the back will still be overlooking the whole of our back garden giving total loss of privacy which we enjoy at the moment and was one of the reasons why we bought the house and because of this the garden would also be less of an amenity.

6. Futher deveopment. One big concern is future development for the land joining onto this development which we understand already has planning permission for fifty to sixty houses but at the moment has no access. This development could provide the access required compounding the noise and traffice problems ten fold.

7. Drainage and Sewage. Pond Head Lane already has problems coping with the present loadings let alone another 23 houses wastage being poured into them.

Thank you for the opportunity of letting us voice our concerns and we look forward with interest to hearing you initial decision in the near future.

Yours faithfully

Y. Stevens.

Y and G Stevens

Mr John Mitchell
Planning Services,
P O Box 157,
Shute End,
Wokingham
Berkshire
RG40 1WR

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14 JUN 2000	
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"Pine Corner"
23 Pond Head Lane
Earley,
Reading
Berkshire
RG6 7ET

Monday 12 June 2000

Reference: F/2000/1513 & F/2000/1514

Dear Mr J Mitchell

I am writing to you in connection to the application of proposed demolition of number 3, 3a,15 & 13 Pond Head Lane, Earley and the proposed development of an additional 23 dwellings.

I do not approve of this for the following reasons :-

1. Our road already takes London bound commuter's cars that are left in our road all day so that they can catch the London link bus service.
2. The traffic on the Wokingham Road bwetween the hours of 7am and 9am on weekday mornings is ridiculous without the added Hassels of trying to fight your way up Pond Head Lane.
3. We already suffer with the noise from the railway and the A329M this is without the added vehicle noise that is unacceptable.
4. The amount of dwellings you have proposed to put on this development is ludicrous.

Yours sincerely,

MR. W. R. WEST.

MRS. A. WEST.

MR S. W. WEST.

MISS S. L. WEST.

DMS

PLANNING SERVICES	HPT
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Pond Head Lane,
Earley,
Reading,
Berks.
RG6 7ET

Your Ref: F/2000/1514 & F/2000/1513

8-6-00

For the attention of Mr. Simon Lewis

Dear Sir,

With reference to the above planning application , we have the following objections to the proposed development.

1. The proposed development will result in loss of privacy. We moved to Pond Head Lane because it is a quiet close. The proposed development will become a housing estate, and we feel an over-development of the area.

2. The noise level in the road will be greatly increased.

3. The proposed buildings will not be in keeping with the other properties in the area, the houses at present being mainly older semi-detached or detached houses.

4. The proposed new road will cause additional traffic, which will in our view be dangerous. It is already difficult to gain access to the Wokingham Road at peak times, and in our view the extra volume of cars will be hazardous.

5. The new application also mentions that there may be future development and extension of the road for this, resulting in more traffic.

6. There could be an increase in on-road parking in Pond Head Lane when the new development has insufficient car parking spaces to accommodate the new houses or when they have visitors.

7. We feel that ultimately the value of our property could be reduced, as one of the attractions of living here is that it is a quiet close.

8. Pond Head Lane is used by schoolchildren from Lower Earley to walk /ride to Bulmershe school via the subway. The extra traffic will be a danger to them.

9. There are two businesses in Pond Head Lane which also cause traffic movements through the day and also lorry deliveries to the ice cream yard.

10. Many people drive into the close not realising that it is a cul de sac, and use it to turn round where the road forks left and right, which is the proposed new road to the development.

11. To turn right into Pond Head Lane from the Wokingham Road there is a right hand filter lane which only takes two cars. If the proposed development goes ahead this will cause problems at peak times and also affect Meadow Road and Mill Lane which are opposite.

12. Pond Head Lane is at present a safe cul de sac where children can play without the worry of excess traffic.

Yours faithfully,

Mr. S. Heath & Mrs. J. Heath

My Ref: AJVJ/PLANAP/2000/001

Date: 6th June 2000
Your Ref: Simon Lewis F/2000/1513
Simon Lewis F/2000/1514

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

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Mr A.J.Barber & Miss V.J.Savage
18 Pond Head Lane
Earley
Reading
Berkshire
RG6 7ET

REF – F/2000/1513 and F/2000/1514 PLANNING APPLICATION (POND HEAD LANE)

Dear Sir/Madam

Let me start with the rather confusing point of there being 2 letters, that at first glance could easily be misconstrued as being the same application-especially receiving them on the same day. A less observant person would not recognise the 2 differing application references and thus respond only to one of them and perhaps the other application sailing straight through the process! I therefore wish to determine if this is the usual manner in which business is carried out (Please advise). In the mean time, I suggest you draw attention to the existing "dual application" situation to the other residents of Pond Head Lane.

The Application

- Pond Head Lane is a very small road emerging on the major Wokingham Road. To hear of a planning application of such magnitude, I can only describe as devastating, having an effect on everybody who lives hear. We already suffer enough disturbances from the various businesses situated at the tip of the road, including delivery lorries. To double the amount of traffic trying to exit/enter the road will be horrendous especially as the road is often difficult and time consuming to negotiate as it is.
- Being situated at the end (cul-de-sac) of Pond Head Lane, any kind of development toward the main Wokingham Road would, to us, obviously be a major problem, causing access chaos as well as the noise and air pollution.
- It has also been brought to our attention that another developer has land that backs on to the proposed site. This site would then conveniently allow access on to the Wokingham Road, again through Pond Head Lane causing even more traffic congestion. A road of this type was never built to cope with such traffic.
- Pond Head Lane is situated on a staggered crossroads with Meadow Lane. If you increase the number of vehicles using our road then you shall make a hazardous crossing into an extremely dangerous crossing. This hazardous crossing is also made worse by there being a local shop on the corner of Meadow Lane and where cars on the Wokingham Road will stop with little or no indication.

Why do we have to, time after time, try to squeeze more and more houses in to such small amounts of space, destroying the beauty of our older areas for developers just to make a "quick buck". We should preserve our older houses, lanes and streets so people can enjoy them as much in the future as we, the residents on Pond Head Lane, do now.

Yours sincerely

Mr A J Barber and Miss V J Savage

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08 JUN 2000
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FILE:

403A Wokingham Road
Earley
Reading
Berkshire
RG6 7EJ

TEL: 0118 9 626694

07/06/00

Mr Simon Lewis
Planning Officer
Wokingham District Council
P.O. Box 157
Shute End
Wokingham
Berkshire RG40 1WR

Dear Mr Lewis,

Application Number : F/2000/1513

I refer to your letter of the 25th May 2000 concerning the above planning application and would like to register my objection to this development.

Currently, Pond Head Lane is a cul-de-sac providing access to Wokingham Road for 27 dwellings and the Ice Cream depot.

During the day the road is very quiet and the stretch from No1 to the end regularly doubles as a playground for the local youngsters whose parents can allow them to ride their tricycles and roller-skate without fear of traffic, as the whole of the street is visible, being nearly straight.

The proposed development would mean at the very least twice as much traffic (probably much more due to the current age demographics of the street) trying to gain access to Wokingham Road every day on a road not designed for the purpose. During the rush hours the traffic is currently backed up from Lodden Bridge past Pond Head Lane and trying to get out is already a problem.

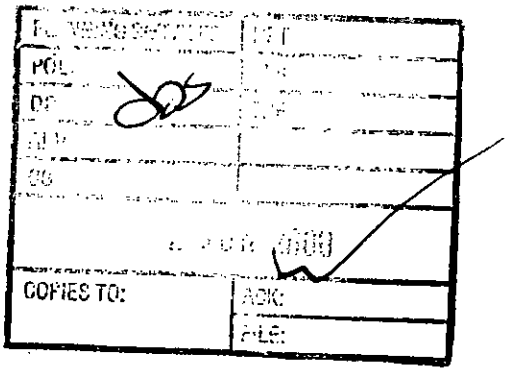
At quieter times of the day, traffic from the site will be moving much more freely and I fear that the local children will be kept off Pond Head Lane thus depriving them of what is currently a safe play area where the can meet and interact socially.

Finally, I note that there is a proposal to develop a further site to the East of this one. If the only access for this development is through Pond Head Lane then the traffic density will be even more ridiculous and dangerous.

Yours sincerely,

Dale Ferguson

cc Earley Town Council



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

Stuart Beck
Owner & Occupier
403B Wokingham Road,
Earley,
Reading,
Berkshire.
RG6 7EJ.
8th June 2000.

Dear Sir,

Regarding:-

Your Ref: Simon Lewis
Application No. F/2000/1514

Site Address: Land Rear of 1 - 11 Pond Head Lane, Earley Reading.

Proposal: Proposed demolition of 3, 3a 13 & 15 Pond Head Lane and erection of 23 dwellings.

Please take into account the following comments before determining the above application:

1. The density and style of the proposed development will be out of character with the surrounding properties and roads , greatly reducing the appeal of the area.

2. The doubling of traffic through Pond Head lane will result in access problems onto the busy Wokingham Road which at the present moment is a difficult junction to negotiate.

3. Over spill from the communal parking spaces on the proposed housing estate will result in more parking congestion on Pond Head lane

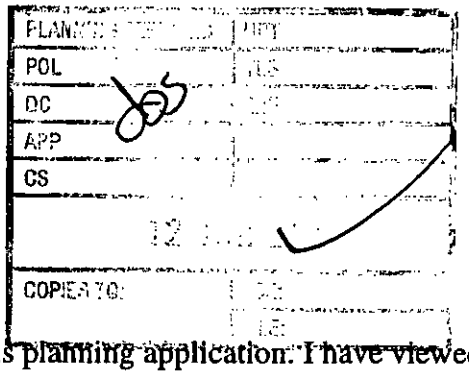
4. Any future expansion of the proposed housing estate into land beyond would necessitate a change in road junctions/traffic priority/parking restrictions around Pond Head lane and onto the Wokingham Road and consequent reduction of already limited road parking due to increase in road traffic.

I feel very strongly that the proposed development should not go ahead.

Yours Faithfully,

Stuart Beck

10 POND HEAD LANE
EARLEY
READING
BERKSHIRE
RG6 7ET



Date : 9th June 2000

Ref : Planning Application F/2000/1513/4

Dear Sir,

I would like to register my opposition to this planning application. I have viewed the proposed plans and believe that it will irrevocably change the whole character of the road that I live in. This is a multi-million pound development on my doorstep, which will change a quiet cul-de-sac into a housing estate.

It will double the number of houses and consequently traffic on the road. The road is currently used as a play area for the local children. The current traffic levels cause delays on the Wokingham road, on work day mornings. This development will add to this and cause queueing back into the road. There will be a line of stationary traffic in the road.

It is going to change the road into a building site for the next two years. I will be facing this building site and will have to put up with the resultant noise and disruption.

The proposal refers to an intention to make it a through road, in due course, for possible further development. I am concerned about detrimental value to my property, the loss of amenity and all-round disruption.

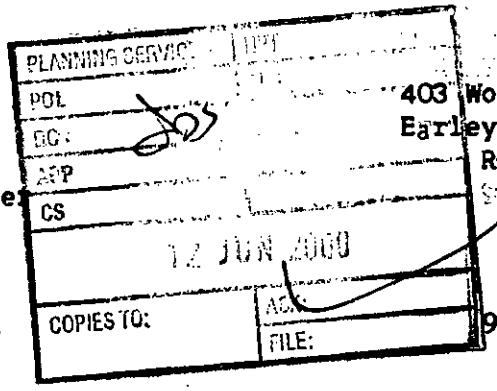
In viewing this application there should be a consideration and responsibility to the quality of life of the local residents and not just the influence of the developer. I am strongly opposed to this development and would not be happy that this application proceed without the agreement of the local residents.

V. Patel

V.PATEL

0118-9264257

403 Wokingham Road
Earley . READING
RG6 7EH



The Development Control Manager
Wokingham District Council
P.O.Box 157
Shute End
WOKINGHAM Berks RG40 1WR

9th June 2000

Dear Sir

Application Number F/2000/1513
Pond Head Lane, Earley

Thank you for your letter informing us about the above proposed development.

Our house being on the corner of Pond Head Lane, we strongly object to this, which cannot but damage the local environment, and greatly reduce the value of existing properties.

A total of 23 dwellings is far too many for such a limited site and such limited access, where just half-a-dozen good quality houses - and no more - would be appropriate.

Several of the proposed dwellings will certainly have more than one car each, and a housing estate of such density could well contain 30/40 cars, and will, with all the inevitable service vehicles and only one small outlet, give rise to far too much traffic in a hitherto quiet area. This will also greatly add to the already serious overloading of the main Wokingham Road, and cause real problems at the Pond Head Lane/ Meadow Road crossover.

Developers solely concerned with making exorbitant profits without the slightest regard for the environment must be rigorously controlled - specially in an area as pleasant as this is - and we trust that our local Planning Authority will see fit to reject this most unwelcome threat to us and our neighbours (particularly those adjoining the site and right on the edge of its one and only exit).

Yours faithfully

F Gordon Spriggs

K.M. Spriggs

(Mr and Mrs F Gordon Spriggs)

MR. C J BETTLES
6 Pond Head Lane
Earley
Reading
Berkshire
RG6 7ET

Tel. 0118 9260072

8 June 2000

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Mr. Mitchell
Environmental Services Department
Planning Services
Wokingham District Council
PO Box 157
Shute End
Wokingham
RG40 1WR

Dear Mr. Mitchell

RE: PLANNING APPLICATIONS Nos. F/2000/1513-1514

After looking at plans 1513 and 1514 I strongly resent this proposal.

On purchasing my house No.6, 14 years ago, I did so knowing that I was moving into a small quiet cul-de-sac. So you could imagine the utter dismay on finding such a dangerous and inappropriate development proposal that will affect existing homeowners in this area.

There are several reasons why I find this development inappropriate.

- The plans show that terraced housing and even a pair of maisonettes are being considered, which are totally out of keeping in this road which consist of semi-detached and detached.
- The dangerous angle is the large amount of extra traffic entering and exiting Pond Head Lane via the Wokingham Road, an already very busy road, where at peak times traffic can queue back from the Loddon Bridge Road traffic lights way past the junction at Pond Head Lane. As national statistics now show that the average household has at least two cars, it is safe to presume that an extra forty-six cars, m/cycles or vans could be merging to a junction/crossroads at Pond Head Lane and the Wokingham Road. At present, in Pond Head Lane children play, people walk and dozens of school children walk and cycle to local schools in a SAFE ENVIRONMENT that could be jeopardised if this increased traffic flow is added.
- The Lane already suffers from an excess of traffic from two businesses, one an ice-cream yard and the other, a physiotherapy practice. Also the Lane is used as a turning circle for many cars and lorries during the day. In addition if this development goes ahead then the 'Orchard' and land purchased by Bryants further down the

Wokingham Road will have proposed developments with the only access via the new entrance to this development as shown on the drawing as "Road extended to give possible future access to land beyond."

- They will be extreme danger and difficulty when my family and I when exiting my property, to which I already have a blind spot to overcome. When exiting I will have to drive/reverse straight into the path of the oncoming traffic, exiting the new road right opposite my property.
- The encroachment by the new houses Nos.1 & 2. Both houses are a considerable amount in front of the Houses 11 & 17, both being existing properties. I believe this to be a visual intrusion of my privacy and outlook from my window. I will be regularly interrupted by headlights shining through my windows during the darker evenings because, as previously mentioned, the proposed entrance being opposite my property.
- The increased amount of air pollution from vehicles, which could lead to health problems e.g. respiratory problems caused by the increase in toxic emissions.
- There will be an increase noise by the construction works and after when the new families move in to the area that will disrupt an existing quiet neighbourhood.

I would also like to put across some question relating to the drawing of the proposed works.

1. Could the visibility splay shown on the drawing be confirmed, as I believe that it is wrong due to the fact that there is an existing hedge to the front of No.11 Pond Head Lane?
2. Can anybody tell me where the existing access to bungalows 3 and 3A is, as it seems to have vanished?
3. Being as neither surface water nor foul drainage is shown on the drawing, where do they propose to make the main connections? If in Pond Head Lane, would the existing foul drainage be able to cope with the increased flow from the twenty-three dwellings? The question goes for the surface water. Many gardens suffer from flooding problems during heavy rain, so would extra roads and roofs only add to this problem, as the underlying strata is mainly clay which would allow little or no water to drain away.
4. After studying the dwelling elevation, the four bedroom linked detached houses look more like semi-detached not linked as described. Can this be confirmed?

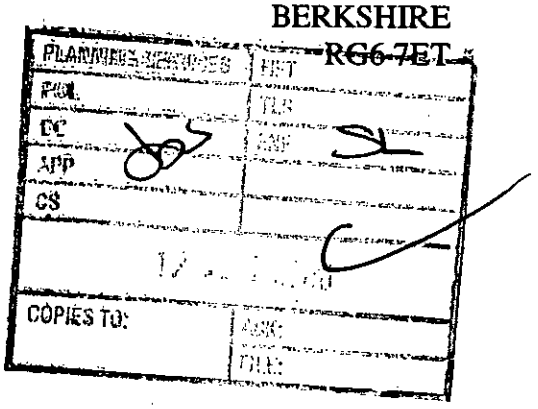
In closing, I hope that you take my comments into account when considering this application and find this development totally inappropriate for the area and that you suggest to reject it forthwith.

Yours sincerely,

Mr. C J Bettles
Resident

c.c. Earley Town Council

10 POND HEAD LANE
EARLEY
READING
BERKSHIRE
RG6 7ET



Date : 9th June 2000

Ref : Planning Application F/2000/1513/4

Dear Sir,

I would like to register my opposition to this planning application. I have viewed the proposed plans and believe that it will irrevocably change the whole character of the road that I live in. This is a multi-million pound development on my doorstep, which will change a quiet cul-de-sac into a housing estate.

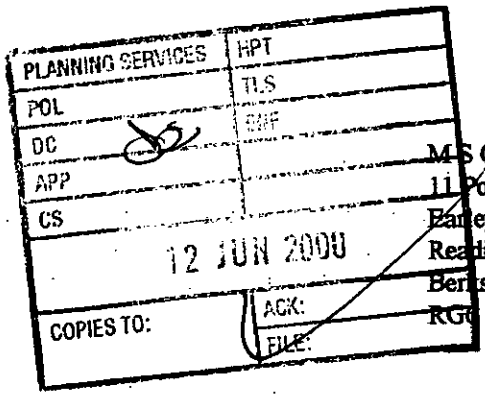
It will double the number of houses and consequently traffic on the road. The road is currently used as a play area for the local children. The current traffic levels cause delays on the Wokingham road, on work day mornings. This development will add to this and cause queueing back into the road. There will be a line of stationary traffic in the road.

It is going to change the road into a building site for the next two years. I will be facing this building site and will have to put up with the resultant noise and disruption.

The proposal refers to an intention to make it a through road, in due course, for possible further development. I am concerned about detrimental value to my property, the loss of amenity and all-round disruption.

In viewing this application there should be a consideration and responsibility to the quality of life of the local residents and not just the influence of the developer. I am strongly opposed to this development and would not be happy that this application proceed without the agreement of the local residents.

L.FARRELLY



Wokingham District Council
Environmental Services
P.O.Box 157
Shute End
Wokingham
Berkshire
RG40 1WR

M S Christopher
11 Pond Head Lane
Earley
Reading
Berkshire
RG6 7ET

Attn Mr John Mitchell

Ref Simon Lewis: F/2000/1513 and F/2000/1514

Dear Sir

Pond Head Lane is a quite cul de sac with 15 detached houses, 6 semi detached, 5 garages for houses on the Wokingham road and 2 businesses one an ice cream van yard the other the Berkshire Physiotherapy Centre.

I have the following objections to the above proposed development to erect 23 dwellings.

1 It is an over development of the area
2 It is an unwelcome intrusion into Pond Head Lane
3 It will cause Highway problems for Pond Head Lane and the Wokingham Road. On Tuesday 6th June it took two cars 4 minutes to turn right out of the road and they had to push out in front of the traffic risking an accident.
4 It will result in excess of an additional 100 traffic movements per day at peak times to and from work causing more congestion on a busy main road and cause queues out of Pond Head Lane
5 The 2 business that operate out of Pond Head Lane also cause traffic movements through out the day and Lorry deliveries to the ice cream yard. The Physiotherapy Centre is open to 9 at night and most people who visit miss the entrance and turn round where the road forks left and right which is the proposed road into the new development.
6 To turn right into Pond Head Lane you have to move into a right hand filter lane that will only take two cars if the new proposed development takes place this will cause problems at peak times and affect Meadow Road opposite and Mill Lane.
7 The new application does not end there it also mentions the road is proposed for extension for future access for a further development resulting in more traffic movements.
8 The development will result in increased noise and pollution of the area
9 As the new proposed road runs up the side of my property I will be affected by the noise of the cars and people walking along the side resulting in the loss of privacy and additional noise.
10 The proposed new road will cause a cross roads in Pond Head Lane with the traffic turning left and right and going straight on into the new development which could be dangerous
11 The planning application drawing is incorrect it shows my boundary line at an angle. This is incorrect my boundary line at the front runs in a straight line. The existing fence post to the right of my property is over 2 foot short of my boundary which makes the visibility wrong. Also to the front of my property there is a hedge that is over 7 foot high which does not give any where near the visibility shown on the drawing should the application be successful I will need to erect a 1 metre high close boarded fence to maintain some privacy to the boundary end line at the side of my property
12 when I reverse off my drive way I will have to reverse out across the new proposed road junction which will be very dangerous.
13 The second error on the planning application is the 4 No 4 bedroom detached two of which are in in Pond Head Lane are in fact semis joined by a cavity wall.
14 My property value will be reduced when I moved to Pond Head Lane over 9 years ago from an housing estate in Lower Earley to a quite cul de sac with a back garden bordering another back garden I did not do so to find out in 9 years time Pond Head Lane would become an housing estate and I would have a road at the side of my property
15 The application also will result in the loss of a number of trees which take years to grow. In no 13

where the new road is proposed a tree at least 50 years old will be removed and the whole out look of the area will change for the sake of this unwelcome development

16 Pond Head Lane is used by the school children of Lower Earley to get to Bulsmerhe school via the sub way the increased traffic down the Wokingham Road and Pond Head Lane will affect them to and from school

17 There will be an increase in the on road parking in Pond Head Lane as the new development has insufficient car parking spaces to accommodate the new houses as each house on average will have two cars per household so there are not enough allocated spaces

18 Pond Head Lane is a safe cul de sac were children can play without the worry of excessive traffic movements

19 As you turn into Pond Head Lane the road has a white line down the middle for about 25 yards the road then narrows with no centre line, to the right not shown on the planning application is the ice cream yard which has a 3 metre high close boarded fence the road then forks right and left and the new proposed road which as I mention in point 10 will make a cross roads in Pond Head Lane, for cars turning right there will be a blind spot which will be dangerous and for cars comming from the left will also have a blind spot which again will be dangerous.

20 All the local councillors are against the proposed new development Mrs Carpenter Mr Swinddlers Mrs Smith

21 Our Quality of life will totally change from living in a quiet cul de sac we will be subject to building work deliveries of materials the noise of the work and workmen. The loss of living in a quiet Lane to a Major development. Increase in traffic.

22 At peak times cars are unable to turn right out of Mill Lane so they turn left onto the Wokingham road turn fist right into Pond Head Lane turn around and then turn left out of Pond Head lane back onto the Wokingham road. If the planning application is accepted Pond Head Lane will take ages to exit

23 If a car wants to exit Pond Head Lane right onto the Wokingham road there is not enough space for a car to get up the inside to turn left which will cause a queue out as previously stated it can take up to 4 minutes to exit right at peak times

24 The type of houses they intend to build is not in keeping with the existing houses in Pond Head Lane.

Yours faithfully

Martin Christopher

cc Earley Town Clerk

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App No F2000-
1513/14

Senan Lewis
PLANNING OFFICE

Mr. A. Hall
8 Sandhead Lane,
Barley Reading
9-6-00

Re Planning Application
F2000 1513/1514

Dear Sir/Madam

With reference to the above regarding the new Housing Development which I did not receive until two days after your noted date I a house/owner of 45 years in this wish to make the following objections.

Buildings. With regard to the two dwellings opposite my own, which you describe as detached when in fact they are a Four Bedroom semi-detached I have to point out that the building line of these dwellings are not in line with the properties of Nos 11 and 17 Therefore request that this should be rectified.

DRIVES. Also the two driveways of the Proposed Building lead onto the road opposite my house and also my close neighbors, which will make it difficult for driving out and parking. So why can't the middle garage of the two houses be moved to the South side of the pair so making easy for everyone.

The Estate With reference to this 23 Houses instead of 14 is a much over development for an already built up area, it should be cut by 50 percent to make good living. 2nd Estate Also as you can see by the Plans the next Problem for this area will be when a large number of houses will be built on the adjacent ground which Planning was passed about 5 years ago and a road is already shown ready to go onto this ground PLEASE DO NOT OVERLOOK THIS as to the South

TRAFFIC With reference to this very special item the number of properties proposed plan of 15/3/15/4 and also the forthcoming houses to be built on land rear of houses of London Hill North side, plus Pond Head Lane, vehicles entering into Wokingham Rd will rise from 40 to approx 200. Having myself completed a survey on just two occasions from between 7.30 AM - 9 AM there were 263 vehicles from Mill Lane, and 242 from Meadow Rd which is opposite Pond Head Lane. all coming out into Wokingham Rd and through. the whole day traffic is continual. Plus there a four very active businesses at the junction. All Days large shop Funeral Undertakers, Fitness clinic Ice cream Retail So Obstruction will be great, as I have dealt with traffic obstruction for 32 years.

SOLUTION This area of Pond Head Lane, for the last 45 years has been clean and tidy, but with the extra flow of traffic of these two new estates plus extra traffic on the Wokingham Road, and trains and the M329 noise and Pollution will be past breaking point.

So with all the points of objection mentioned which are true, you must surely give full consideration, to such a change in the area. I therefore with respect that to solve all these problems which also includes parking of which spaces are not enough, there is only one solution cut down the number of houses that purposed by half — SOLVED. every ones happy.

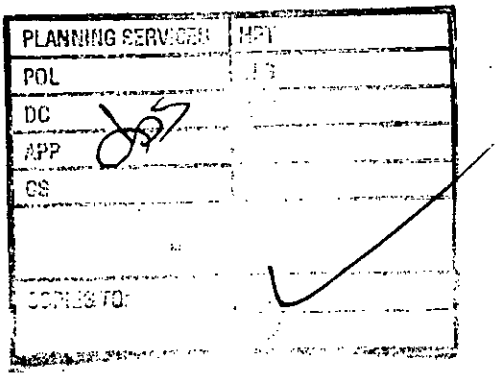
Yours Faithfully

Mr & Mrs [illegible]

P.S. Since writing this letter it has now come to my hearing that the Contractors have already approached the owner of 5 - 11 Pond Head Lane to purchase half their gardens so enlarging the new development

1a. Pond Head Lane.
Earley,
Berks.
RG6 7ET.
10 June 00.

Wokingham District Council,
Planning services,
Shute End.
Wokingham.



Dear Mr. Mitchell,

Application Nº F/2000/1513 – 1514.

We would like to object to the proposed building of twenty three dwelling in Pond Head Lane
Having viewed the plans it is clear that there are too few parking spaces for the number of vehicles these properties will attract.
At present there are numerous cars parking in the lane. There being residents own vehicles, those who park for the day and continue their journey by other means and overflow parking from houses on the Wokingham Road. Therefore any extra parking from the new homes would lead to problems for residents of Pond Head Lane.
The plans show the new road giving access to further development between the railway line and Wokingham Road. This will lead to large numbers of vehicles joining the Wokingham Road at the junction of Pond Head Lane.

The volume of traffic has increased in recent years, what with Showcase Cinemas, etc., we fear access to Wokingham Road will become extreamely difficult.

Although these types of homes are needed, there has already been a number of such developments in this area. This proposed plan is very condensed and not in keeping with the established type of housing. This will result in the devaluation of the properties in Pond Head Lane.

Yours faithfully

Mr and Mrs R. Reyland.

16 Pond Head Lane
Earley
Reading
RG6 7ST

16 June 2000

805

PLANNING SERVICES	HPT
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CS	
19 JUN 2000	
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	FILE:

Environmental Services Department
Planning Services
Wokingham District Council
PO Box 157
Shute End
Wokingham
RG40 1WR

Dear Sirs

Re: Application Nos. F/2000/1513, 7/2000/1514
Site address – Lane at rear of 1-11 Pond Head Lane
Proposal – Demolition of 3, 3A, 13 & 15 Pond Head Lane and erection of 23 dwellings.

We wish to object to the above proposal on the following grounds:-

1. We are concerned about the number of vehicles that will be using Pond Head Lane entrance. At certain times of the day it can take up to 5 minutes to get into the Wokingham Road. Obviously if there is an increased number of cars waiting this will make my journey to work in the mornings considerably longer in time terms.

2. The parking spaces allocated to the dwellings is inadequate. We personally have three cars on our drive plus one parked on the road. We already have London/Reading commuters leaving their cars in the lane during the day and if there are not enough spaces for the proposed dwellings then they will also want to park in our road. The Ice-cream van company which is located in the lane will surely be affected by this parking problem.

3. Plus the road may need to be widened to accommodate the higher volume of use or atleast maintained more regularly, which means more inconvenience.

4. We brought this house 30 years ago as it was a nice quiet area. The nearest park can only be reached by crossing the main road. However with the number of vehicles currently entering our road it was safe to allow our children to play in the road or ride their bikes without any harm. If the volume of residents vehicles doubles we feel our children will no longer be safe.

5. This is an urban road. Building so many houses on such a small piece of land is not in keeping with this area. The number of residents will almost double for this road, making more demand on the already over stretched local schools, doctors, local amenities, etc

6. With a higher density of vehicles in one road, we are very anxious that this may increase the temptation of car crime.

7. We are also concerned about our drainage system. It is an old system which was obviously made for the twenty one houses in our road and may not be able to cope with the extra dwellings.

Yours faithfully

Mrs June Withers
Mr Michael Withers
Miss Lisa Withers
Mr Lee Powles

805

PLANNING SERVICES	HPT
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CB	
20 JUN 2000	
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	FILE:

Mr A. Hill
8, Pond Head Lane
Earley.
Reading Berks
RG6 7ET
19-6-00

Dear Sir/Madam

With reference to the attached, this is just a few names who objed very strongly against Plan P2000 1513 1514 plus what will be following onto this plan as I have stated on my previous letter.

Everyone agrees as I am sure you must that Earley has taken more than its fair-share of New Buildings and is now at saturation point, including traffic on the Wokingham Road, which takes more each month as the whole surrounding area keeps growing.

Yours Faithfully
Mr. A Hill & Residents

PETITION AGAINST PLANING APPLICATION Nos. F/2000/1513-1514

WE THE UNDERSIGNED, ARE AGAINST THE PROPOSED DEVELOPMENT OF 23 DWELLINGS ON LAND TO THE REAR OF PROPERTIES IN POND HEAD LANE.
WITH MORE TO FOLLOW FROM OTHER LAND

SIGNITURE	NAME AND ADDRESS
S K Turner	11 Meadow Road
N. B. Turner	11 Meadow Rd.
D. Jeffery	15 MEADOW RD
A. Jeffe	"
M RICKARDS	17 MEADOW ROAD
MR + MRS WISE	19, MEADOW ROAD
JOHN BAKER	27 MEADOW ROAD
PHIL MCNALLY	" "
AIDAN HEWSON	" "
Kelly Williams	33 " "
PAUL [illegible]	37 Meadow Road
Emjerkins	37 Meadow Rd
[illegible]	41 Meadow Rd.
P S Hutton	41 Meadow Rd
J Bradley	45 Meadow Rd
M Bradley	45 Meadow Rd
[illegible]	49 " "
S. Clarke.	53 " "
R. Owen	55 " "
[illegible]	54 Meadow Road
[illegible]	63 " "
[illegible]	69 " "
V. C Ferguson	75 " "
[illegible]	17 Pond Head Lane
G Rains	432 Wokingham Road
S. Beck	4036 Wokingham Road.
G Stevens	7 POND HEAD LANE
J. Stevens	7 Pond Head Lane
C. Fadden	395 Wokingham Road Earley
[illegible]	393 Wokingham Rd. Earley
M. S. [illegible]	11, Pond Head Lane.
Ryan Christopher	11, Pond Head Lane.
C. Riccio	568 Wokingham Road.
L. Riccio.	566 Wokingham Rd.
P. Riccio	568 Wokingham Rd.
S Ball	566 " "
H. Kennedy	" " "
J Birt	564 Wokingham Rd
[illegible] Bigley	554 " "
[illegible]	403 Wokingham Rd
[illegible]	548 Wokingham Rd Earley.

PETITION AGAINST PLANING APPLICATION Nos. F/2000/1513-1514

WE THE UNDERSIGNED, ARE AGAINST THE PROPOSED DEVELOPMENT OF 23 DWELLINGS ON LAND TO THE REAR OF PROPERTIES IN POND HEAD LANE.

* WITH MORE TO FOLLOW FROM OTHER LAND. *

SIGNITURE	NAME AND ADDRESS
	KEITH PAUL 92 ALICE HOLT ROAD FARNHAM SURREY
	8 Pond Head Lane
	8 Pond Head Lane
	12 Pond Head Lane Earley
	12 Pond Head Lane Earley
	" " " "
	R. WEST 14 POND HEAD LANE EARLEY
	J. WEST 14 Pond Head Lane Earley
	J WITHERS 16 POND HEAD LANE
	L WITHERS 16 " " "
	M. WITHERS POND HEAD LANE
	C Powles 16 " " "
	16 Pond Head Lane
	16 Pond Head Lane
	23 POND HEAD LANE, EARLEY.
	23 Pond Head Lane, Earley
	23 Pond Head Lane Earley
	23 Pond Head Lane, Earley
	23 Pond Head Lane, Earley
	21 Pond Head Lane Earley
	21 Pondhead Lane Earley
	7 Pond Head Lane, Earley
	7 Pond Head Lane, Earley
	5 POND HEAD LANE EARLEY
	" " " " "
	1A " " " "
	1A. POND HEAD LANE. EARLEY
	S. REYLAND - 1A POND HEAD LANE,
	6 Pond Head Lane, Earley.
	6 POND HEAD LANE EARLEY
	11, Pond Head Lane
	11, Pond Head Lane
	6 Pond Head Lane Earley.
	6 POND HEAD LANE, EARLEY,
	58, Sutcliffe Ave, Earley,

PETITION AGAINST PLANING APPLICATION Nos. F/2000/1513-1514

WE THE UNDERSIGNED, ARE AGAINST THE PROPOSED DEVELOPMENT OF 23 DWELLINGS ON LAND TO THE REAR OF PROPERTIES IN POND HEAD LANE.
WITH MORE TO FOLLOW FROM OTHER LAND

SIGNITURE	NAME AND ADDRESS
J. S. Percival	4 MEADOW RD EARLEY READING
C. McCutcheon	6 MEADOW RD EARLEY READING
A. J. Key	10 Meadow Rd.
R Hyde	12 MEADOW RD
	14 MEADOW RD
J E Booker	16 Meadow Rd
F. [illegible]	28 Meadow Rd.
[illegible]	30 Meadow Rd
J. Hilliard	32 Meadow Rd.
K Scott	34 MEADOW RD.
[illegible]	42 MEADOW ROAD
B. T Ward	44, Meadow Road.
M Walker	46 Meadow Road.
M T A Walker	46 Meadow Road.
M. Anderson	48 Meadow Road.
[illegible]	52, Meadow Road.
R. C. Hughes	54 MEADOW RD.
[illegible]	62 Meadow Rd
MR K. Florence	64 MEADOW ROAD
MRS H. T. Florence	64 MEADOW ROAD
Mr & Mrs Hayes	66 " "
J Hilliard	72 " "
J. Harding	74 " "
P. Harding	74 " "
P. J. Stevens	76 " "
J. E Stent	76 " "
J. C Heaps	2 " "
M. Heaps	2 " "
Li Tallon	10 Pond Head Lane
Vijay Patel	10 Pond Head Lane
N A Hussain	3 Meadow Rd
IMRAN HUSSAIN	" "
SARVAT HUSSAIN	" "
ABRAR HUSSAIN	3 " "
WASIR HUSSAIN	" "
Catherine Jordan	5 " "
Pamela Judge Whitby	7 Meadows Road
Colin Judge Whitby	7 Meadow Road
Sheila James	9 Meadow Road.
Ian Bryan	9 Pond Head Lane
D.E. Bryan.	9 Pond Head Lane

PETITION AGAINST PLANING APPLICATION Nos. F/2000/1513-1514

WE THE UNDERSIGNED, ARE AGAINST THE PROPOSED DEVELOPMENT OF 23 DWELLINGS ON LAND TO THE REAR OF PROPERTIES IN POND HEAD LANE.

X WITH MORE TO FOLLOW FROM OTHER LAND. X

SIGNITURE	NAME AND ADDRESS
	U.D. Kerr 576 Wokingham Rd
P.I Cordasco	578. Wokingham Rd
Paul Cordasco	578. Wokingham Rd.
ROBIN VEATER	580
ANDREW TANNER	4 MILL LANE
Kirsty Coombs	6 Mill Lane
Gerald Eddy Tilbey	7 MILL LANE.
	11 Mill Lane.
	11 MILL LANE.
	12 Mill Lane.
	14 Mill Lane
T. Murphy	16 Mill Lane.
T. Murphy	16 Mill Lane
Daphne Edwards	403c Wokingham Rd.
George Edwards	403c Wokingham Road.
	21 MILL LANE.
S.J BUTTERFIELD	23 MILL LANE
E K BUTTERFIELD	23 MILL LANE
	22 Mill Lane.
	Wokingham Rd.
	24 MILL LANE.
	26 Mill Lane.
	26 MILL LANE
	28 MILL LANE.
M. ATTWOOD	28. MILL LANE.
A. HOLLAND	32 Mill Lane
S. BILSBY	34 MILL LANE
D. ALLEN	34 MILL LANE.
T	36 Mill Lane.
S. A. TYLER	38 Mill Lane
	38 Mill Lane.
	2 Sherry Close.
C.Gilbert	44 Mill Lane
E Gilbert	44 Mill Lane
N Cobb	54 Mill Lane
	47 Mill Lane
A. SMALLBONE	45 Mill LANE.
R Smallbone	45 MILL LANE.
H DAVIES	35 MILL LANE
J GREY	35 MILL LANE.
M. Whitham	19 Pond Head Lane
A. Bussey	19 Pond Head Lane.

Professor Paul S. Kirkbride
(B.A.; M.Sc.; PhD; FIPD; FHKIHRM)

17 Pond Head Lane, Earley, Reading, Berks. RG6 7ET
Tel: 0118 9268 999 Fax: 0118 9268 990

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07 JUN 2000	
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Simon Lewis,
Planning Officer,
Environmental Services Department,
Planning Services,
Wokingham District Council,
PO Box 157,
Shute End,
Wokingham,
Berks. RG40 1WR

6th June, 2000

Dear Sir/Madam,

Application No: F/2000/1513

I would like to formally register the following strenuous objection to this proposed development on a number of grounds.

First, this development of new housing would be completely out of character for the street into which it would be located. Pond Head Lane appears to be a mix of pre-War and immediate post-War housing complete with the substantial gardens allocated at that time. To replace this garden space with 21st century housing would completely destroy the character of the street and the surrounding area. The proposed development also attempts to 'shoe-horn' a very large number of dwellings into what is essentially a small private garden space.

Second, this development would generate an unacceptable increase in road traffic in the lane. In addition to the current houses plus the ice cream depot and the Physiotherapy Centre we would now have 23 dwellings with up to 2 cars per dwelling and thus an unacceptable level of road traffic for a small suburban close.

In addition, these vehicles would have to exit onto the busy Wokingham arterial road. It is already difficult to pull out from Pond Head Lane in the rush hour and this proposed development would make it much worse. There would also be a safety problem. Pond Head Lane exits virtually opposite Meadow Road and a few yards away from Mill Lane. Thus within a 20 yard distance we have 3 roads feeding into and out of the busy Wokingham Road with its associated turning left and turning right areas in the middle. This leads to an increased danger of accidents as vehicles attempt to turn off or onto the Wokingham road which would only be exacerbated by the increased traffic flow from Pond Head Lane.

Third, Pond Head Lane is currently a quiet suburban close which leads to a footpath under the railway which is used by many pedestrians; particularly parents with children and teenagers going too and from school. Currently pedestrians can easily stray from the pavement (which is narrow) without danger and, indeed, children from the houses in Pond Head Lane often play in the street in a manner reminiscent of my own childhood in the 1950's. The increased volume of traffic would put an end to such practices and would constitute an unacceptable and unnecessary hazard to parents and their children coming too and from school.

Fourth, the area is blessed with a number of trees in the gardens of the residents which serve to make this a little 'green' enclave within the area. Yet, according to the developer's plans a number of substantial trees and many smaller ones would have to be destroyed to make way for this development. Agreeing to this would not indicate a 'green' consciousness or a serious approach to conservation on behalf of the Council.

Fifth, this proposed development would lead to an unnecessary increase in noise levels in an area already bordered by the railway line, the A329M and the Wokingham Road.

Finally, and most personally, this proposed development would dramatically impact on my privacy. I bought number 17 a year and a half ago as it offered seclusion in terms of a quiet close, and a house with a non-over-looked garden, boundary trees and a pleasant recreational and relaxation area including a pool at the end of the garden. However, under this proposed development this pool and relaxation area would be directly over-looked by a large dwelling consisting of 3 terraced houses sited approximately 10 to 12 feet from my boundary and being two storey this dwelling would completely over-look my relaxation area and block my light. In addition, I would also be over-looked from the other two storey dwelling to be erected parallel to my own. Here a substantial dwelling of two linked detached 4 bedroom houses replace a small chalet type 'bungalow' to the detriment of my privacy.

Overall, I would suggest that this development offers no benefits for local residents; completely changes the character of the area; and is an unacceptable and non-conservationist approach to development. The proposed housing is too densely packed offering little for potential purchasers and offering only excellent profits for the developer if they gain Council agreement.

Yours faithfully,

Professor Paul S. Kirkbride

CC Town Clerk, Earley Town Council

THAMES VALLEY
POLICE

P.C. Dave STUBBS
Crime Prevention Design Adviser
(Berks)

Thatcham Police Station
20, Chapel Street
Thatcham, BERKS.
RG18 4QL
Tel. 01635 295156
Fax. 01635 295126

SL

Date 16th June 2000

Mr. S. Lewis
Planning Department
Wokingham District Council
PO Box 157
Shute End
Wokingham
BERKS.
RG40 1WR

For 'Secured by Design' standards and application forms visit the 'SBD' website at :-
www.securedbydesign.com

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21 JUN 2000	
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Your Ref. 1513 / 1514

Dear Mr. Lewis.

1-11, Pond Head Lane, Earley.

Thank you for the details of the applications in respect of the above site.

There are no major concerns regarding security or community safety contained within the proposals. There is a fair length of the access road which is not under good natural surveillance, and the rear access alley between plots 19 & 20 should be gated at the front building line.

It will obviously be incumbent on the developer to specify physical security to a good standard - a 'Secured by Design' award would be feasible on this layout, and I would be pleased to advise on this, without which I would have to say, the developer is not doing all that reasonably can be done to reduce crime.

In the light of the duty on local authorities to do all that they reasonably can to prevent crime & disorder under Section 17 of the Crime & Disorder Act 1998, the potential crime risks facing this proposal include burglary and car crime. This risk is increased if the development does not take account of the principles of 'Secured by Design'.

The council can help to discharge its duty in respect of its planning function under Sec. 17 by taking the above comments into account when arriving at its decision.

I trust this will be of assistance and thank you for your consultation.

Yours sincerely.
P.C. Dave STUBBS
Thames Valley Police
CPDA. (Berks.)

RAILTRACK

PLANNING SERVICES	DPT 30606	
POL Southern	TLR	
DC	CMF	
APP		Outside Party Engineer
CS		(West)
		Railtrack Southern
		CP2-2-H
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	FILE:	LONDON SE1 8SW

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

Tel 0207 902 3183
Fax 0207 902 3632

Application No: /F/2000/1513 & 14
Fao: Simon Lewis

O/R C7/01/148/0/099/BP
13th June 2000

Dear Sir,

Re: TOWN & COUNTRY PLANNING ACT 1990
Location: Land Rear of nos.1-11, Pond Head Lane, L/End, Downside, Earley.

Proposal: Demolition of 3, 3a, 13 & 15 Pond Head Lane and Erection of x23 Dwellings (Duplicate Application.).

Thank you for your letter of 26th May 2000 asking for Railtrack's comments about the above planning application, I must apologise for the late response.

Please find attached copy of Railtrack's standard requirements i.e. (**Comments/Conditions** to be observed in connection with all development of land adjacent to the railway) which as appropriate will need to observed by the developer, **to ensure the integrity of Railtrack's infrastructure and the safety of operational railway at all times**. Please note, there may need to add or amend these standard 'comments/conditions', as deemed necessary by the development plans and site conditions.

I have examined drawing nos. 1351/ 05, 06, 07, 08, 09 and 1384/ 01 that were enclosed and there are no objections in principle, however I do have the following comments:

1/ I note that the nearest structure to be demolished is shown as being at least 30m away from the railway boundary, however it is requested that a suitable demolition 'method of work' statement for the nearest structures is forwarded to Railtrack, which demonstrates that the adjacent operational railway will at all times be screened from demolished material.

2/ It is requested that all surface water from the development is directed away from the railway into a public system.

3/ On drawing no.1351/05 the location of the nearest structure on plot no.10 is shown as being over 2m away from the railway boundary, this both noted and satisfactory.

4/ It is requested that a practical working access distance of at least 12 -18 inches is left between Railtrack's existing fence and the proposed new 2.5m acoustic fence, this will assist in the integrity of both fences and all future maintenance requirements.

Railtrack will be obliged if you would include a copy of the above **'Comments & Conditions'** to the applicant if planning permission is **granted** for this development.
Please request that the applicant / developer respond direct to this office with regards the above safety concerns and the standard comments where they apply.

Your assistance with all of Railtrack's safety concerns will be very much appreciated, will you please advise me of the outcome of this application at your earliest convenience..

Yours faithfully,

B.Purcell
For Asset Information Manager

cc: The Edwards Irish Partnership, 36 Langborough Road, Wokingham, Berkshire RG40 2BT
Enclosure: Railtrack's standard Comments/Conditions to be observed in connection with the development of land adjacent to the Railway (additional safety guidelines are available on request).

RAILTRACK

Southern

Comments / Conditions to be Observed in Connection with the Development of Land Adjacent to the Railway

Planning Matters

1. If there are any trees on Railtrack's property adjacent to the development site, the design of the foundations of any proposed buildings close to the boundary must take into account the possibility of damage etc. caused by penetration of tree roots. Furthermore, it should be noted that Railtrack cannot accept liability for any such damage caused at a later date. The Building Research Establishment's guidance notes should be implemented.

2. You are no doubt aware that in Autumn leaves falling on to the rails can cause potential hazards to rail traffic, particularly where the railway is at or below the general ground level.

   Any new trees to be planted adjacent to the railway boundary should be in accordance with the attached information sheet on page 5 headed "Tree Species", and be located sufficiently clear of the common boundary not to create a nuisance through penetration of tree roots or overhanging branches which could provide a means of gaining access to the Railtrack's property, or inhibit the maintenance of Railtrack's fencing.

   Proposed tree species should be selected with due consideration for their mature height and root size. Where an inappropriate specie is selected regular maintenance lopping etc. may be required to prevent damage to Railtrack's infrastructure and the train operators' trains. This may be costly if stoppages of the train service are required to undertake maintenance safely.

3. It may be necessary to enhance /renew Railtrack's existing lineside boundary fencing as a result of the development in order to reduce the risk of trespass and possible vandalism. Railtrack will seek payment for any improvements necessary, but would (for their part) continue to maintain the fence for as long as it is required for railway purposes. This will apply only if the enhanced fencing is to a standard acceptable to Railtrack.

   Any additional fencing required on the railway boundary e.g. for screening purposes, must be independent of Railtrack's fencing and allow room for maintenance of both fences.

Issued by : Railtrack PLC Asset Information Group, CP2 2H, Waterloo General Offices, London SE1 8SW
Date : Feb 2000

Building Regulation Matters

4. One set of detailed and fully dimensional drawings should be submitted for approval prior to commencement of work showing full structural details, particularly in respect of foundations (i.e. size, type and depth), services and drainage.

   A location plan will also be required (scale 1:1250 preferred) showing the distance of the scheme from the railway boundary, with special reference to new / existing structures and the nearest railway feature, such as a level crossing, bridge or station.

5. Full details of any proposed alteration to ground levels adjacent to Railtrack's lineside fencing should be submitted to Railtrack at the earliest opportunity for approval in the form of cross-sections to a natural scale showing existing and proposed levels. In any event the alteration must not reduce the effective height of Railtrack's fencing.

6. Full details of proposed drainage systems will be required. All drainage needs to be directed away from the railway and into local authority sewers, and it should be installed a minimum distance of 2 metres from the railway boundary.

   The use of soakaways is not favoured by Railtrack and therefore is unacceptable as they could have a detrimental effect on Railtrack's land. The drainage system should be designed to take this into account.

   No increases in surface water discharge into a Railtrack maintained drain or culvert may be made without prior written consent.

Additional Requirements for Protecting Railtrack's Interests

7. For all new developments adjacent to operational lines Railtrack accepts no liability in respect of noise and vibration. Developers should undertake their own investigations to establish any level of noise and vibration likely to originate from the operation of the railway, and design their mitigation measures accordingly.

8. All works, both temporary and permanent, should be designed and constructed so that they will have no influence on the stability of Railtrack's structures and adjoining land.

9. Common boundary or support walls must be of reinforced concrete. Sheet piling will not be acceptable, due to early corrosion.

10. Vibro-compaction will not be permitted, especially in the vicinity of structures, embankments or cutting slopes.

11. Railtrack advise that the use of bored, cast in-situ reinforced concrete piles are recommended. Normally these have no detrimental vibration effects during construction.

12. All structures should be situated at a minimum distance of 2 metres from Railtrack's boundary fence and at a sufficient distance to enable construction to proceed without, in the Railtrack Engineer's opinion, the risk of affecting the normal and safe running of the railway. This clearance will also enable construction and maintenance to proceed without the need to enter on to Railtrack property. Please note that unless previous safety protection has been arranged, access on to Railtrack property will not be permitted for any activity associated with any works.

13. Where the proposal includes the demolition of any existing buildings Railtrack will need to approve full details of the proposed method of demolition (together with those for temporary works) in the form of a Method Statement.

14. All new construction should be sufficiently clear of the boundary, and all foundations should be so designed, that they do not impose any surcharge on railway cutting slopes or structures. In addition, it should be borne in mind that cutting slopes could be subject to erosion through the effects of weathering, and all new construction should be at a sufficient distance from the slope to take this into account.

    At no time should an embankment supporting the railway be cut into or built upon.

15. A suitable kerb or approved crash barrier must be provided along any road or parking area adjacent to Railtrack's fencing to prevent damage by vehicles. Such barriers are to be positioned so as not to afford a means of scaling the fencing.

16. Railtrack reserves the right to request the screening of any light, including vehicular lights, which may interfere with the sighting of signalling apparatus and /or train drivers' vision on approaching trains.

17. Any scaffold which is to be constructed adjacent to the railway must be erected in such a manner that at no time will any poles over-sail or fall on to the railway. Black protective netting around the scaffold may need to be installed. A Method Statement for construction and dismantling of the scaffold will need to be provided for acceptance. Scaffolding may need to be erected under a track closure (possession) of the railway because of the dangers to trains and from the

electrified conductor rail. A minimum of 16 weeks notice is required to arrange any possessions of the track.

18. Any cranes or other plant to be used on site must be positioned and operate in such a way that, in the event of mishandling or failure of any part of the equipment or subsidence of the ground supporting the equipment, they will not move or fall within 3 metres of the nearest rail. Their loads or jibs should not under any circumstances oversail Railtrack's property.

19. Full details of any tower cranes to be used on site should be submitted for approval, together with a plan showing the relevant jib radii. The cranes (and any other plant) must be positioned in such a way that, in the event of failure, they will not fall within 3 metres of the nearest rail, nor will their loads or jibs under any circumstances oversail Railtrack's property. A Method Statement must be prepared for Railtrack's approval e.g. it may be necessary to down-rate the crane capacity by 25% to reduce the risk of failure.

20. Railtrack is not in favour of play areas immediately adjacent to railway boundary fencing, due to the increased risk of trespass and vandalism. Should the proposal proceed, additional protection will need to be provided by the erection of a 3 metre high security fence adjacent to and parallel with Railtrack's own fence. The additional fence is to be maintained at the Developer's cost.

21. Golf courses will need to be screened to a minimum effective height in relation to the railway track of 6 metres, and in certain cases this may need to be increased. It is recommended that all shots/drives be directed away from the boundary to avoid the potential risk of a mis-hit golf ball causing damage or injury to passing trains, and railway staff or passengers.

22. Any hedge planted adjacent to Railtrack's boundary fencing for screening purposes should be so placed that when fully grown it does not damage the fencing or provide a means of scaling it. No hedge should prevent Railtrack from maintaining its boundary fencing.

23. All costs incurred by Railtrack in connection with the works should be reimbursed by the Developer. A Third Party Works Request Form is to be completed and submitted to this office before work commences. This form is available on request.

TREE SPECIES

Not Recommended	Permitted
Alnus glutinosa (Alder)	Betula (spp) (Birch)
Populus (spp) (Aspen, Poplar)	Malus Sylvestris (Crab Apple)
Fagus Sylvatica (Beech)	Acer Campestre (Field Maple)
Prunus Avium (Wild Cherry)	Prunus Padus (Bird Cherry)
Carpinus Betulus (Hornbeam)	Pyrys Communis (Wild Pear)
Tilia Cordata (Small-leaved Lime)	Pinus (spp) (Fir Trees - Pines)
Quercus (spp) (Oak)	Cretaegus (spp) (Hawthorn)
Salix Willow (spp) (Willows)	Corylus Avellana (Hazel)
Acer (spp) (Sycamore, Norway Maple)	Sorbus (spp) (Mountain Ash, Whitebeams)
Aesculus Hippocastanum (Horse Chestnut)	Robinia (Pseudo) (False Acacia)
Castanea Sativa (Sweet Chestnut)	Shrubby Salix (Willow Shrubs)
Platanus Hispanica (London Plane)	Thuja Plicata 'Zebrina'

BORDER LINE

Fraximus Excelsior (Ash)

OTHER TREES TO BE REFERRED

Please note, the following complimentary guidelines are also available, which highlight some of Railtrack's safety concerns on the following subjects:

CG1-Mechanical Plant Working Adjacent to the Railway.
CG2-Development Above/Adjacent to Railway Tunnels.
CG3-Lighting Schemes Adjacent to the Railway.
CG4-Demolition Adjacent to the Railway.
CG5-Tree/Scrub Planting Adjacent to the Railway.
CG6-New Golf Course Schemes Adjacent to the Railway.
CG7-Recreational Schemes Adjacent to the Railway.
CG8-New Development Boundary Fencing Adjacent to the Railway.
CG9-Cranes Working Adjacent to the Railway.
CG10-Fire precautions for installations/Storage of Hazardous Substances/Materials adjacent to the Railway.
CG11- Railway Bridge Attachments.
CG12 Laying Services Overline Railway Structures.
CG13-Laying Services Underline Railway Structures.
CG14-Remedial Works to Services Under/ Adjacent to Railtrack's Infrastructure.

However it is to be noted that the above are only to be used as an informative of Railtrack's safety concerns.

LENNON
PLANNING LTD

13 Hermitage Parade, High Street, Ascot SL5 7HE

Telephone: (01344) 873887
Fax: (01344) 874744
E-mail: consultancy@lennon-planning.co.uk
www.lennon-planning.co.uk

Our Ref: RH/mja
10 July 2000

Simon Lewis Esq
Wokingham District Council
Planning Department
PO Box 157
Council Offices
Shute End
Wokingham RG40 1WR

PLANNING SERVICES | HPT 31738
POL | TEC
DC SL | ENF
APP |
CS |
13 JUL 2000
COPIES TO: | ACK:
FILE:

Dear Mr Lewis

Appeal by Bancroft Developments
3, 3A, 13 and 15 Pond Head Lane, Earley, Berkshire
Your Ref: F/2000/1513

With reference to the duplicate application submitted for the proposed redevelopment of this site, our client has asked me to submit an appeal against the Council's failure to issue a decision. For your information please find enclosed copies of my letters to both the Planning Inspectorate and the Head of Planning and Transport.

Despite this appeal, our client is anxious to pursue the duplicate application as speedily as possible. In light of the fact that there appear to be no policy objections to the proposed scheme, that it would provide an appropriate mix of housing and make a valuable contribution to the District's housing requirement, I hope that this application can be processed speedily.

Yours sincerely

Matthew Pardoe

p.p. **Rob Huntley**

Enc

Directors: C A Lennon BA, DipTP, MRTPI; M D V Lennon BA; R J Huntley, BSc, DipTP, MRTPI • Registered in England No. 3943349 • Registered Office: 71 Bell Street, Henley-on-Thames, RG9 2BD

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Telephone: (01344) 873887
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E-mail: consultancy@lennon-planning.co.uk
www.lennon-planning.co.uk

Our Ref: RH/mja
10 July 2000

The Planning Inspectorate
Appeals Registry
Tollgate House
Houlton Street
Bristol
BS2 9DJ

Dear Sir / Madam

Appeal by Bancroft Developments
3, 3A, 13 and 15 Pond Head Lane, Earley, Berkshire

Please find enclosed an appeal in respect of Wokingham District Council's failure to give notice of its decision for an application relating to the above site.

I can confirm that I have sent a copy of the appeal form and grounds to the Council and I enclose a copy of my correspondence for your records.

Yours faithfully

R J Huntley

Enc

LENNON
PLANNING LTD

13 Hermitage Parade, High Street, Ascot SL5 7HE

Telephone: (01344) 873887
Fax: (01344) 874744
E-mail: consultancy@lennon-planning.co.uk

www.lennon-planning.co.uk

Our Ref: RH/mja
10 July 2000

The Head of Planning and Transport
Wokingham District Council
PO Box 157
Council Offices
Shute End
Wokingham
RG40 1WR

Dear Sir

Appeal by Bancroft Developments
3, 3A, 13 and 15 Pond Head Lane, Earley, Berkshire
Your Ref: F/2000/1513

Please find enclosed an appeal in respect of the Council's failure to determine this application. This is one of a pair of duplicate planning applications relating to the above site. I have also enclosed for your information a copy of my letter to Simon Lewis, the Planning Officer dealing with these applications.

I can confirm that the applicant remains willing to discuss any matters of detail you may wish to raise in respect of the outstanding application, with a view to narrowing any areas of contention. However, in view of the delay in progressing the application, my client feels he has no option but to proceed with this appeal.

Yours faithfully

R J Huntley

Enc

Directors: C A Lennon B A, Dip LP, MRTPI; M D V Lennon BA; R J Huntley, BSc, Dip TP, MRTPI • Registered in England No. 3943349 • Registered Office: 71 Bell Street, Henley-on-Thames, RG9 2BD

G. GROUNDS OF APPEAL If the written procedure is requested, the appellant's FULL STATEMENT OF CASE **MUST** be made - otherwise the appeal may be invalid. If the written procedure has not been requested, a brief outline of the appellant's case should be made here.

PLEASE SEE ATTACHED SHEET.

PLEASE SIGN BELOW

I confirm that a copy of this appeal form and any supporting documents relating to the application not previously sent to the LPA has been sent to them. I undertake that any future documents submitted in connection with this appeal will also be copied to the local planning authority at the same time.

Signed ... LENNON PLANNING LTD ... (on behalf of) BANCROFT DEVELOPMENTS

Name (in capitals) LENNON PLANNING LTD. Date 12 JULY 2000

The Planning Inspectorate is registered under the Data Protection Act 1984, so that we may hold information supplied by you on our computer system for the purpose of processing this appeal.

CHECKLIST - Please check this list thoroughly to avoid delay in the processing of your appeal.

- This form signed and fully completed.
- Any relevant documents listed at Section E enclosed.
- Full grounds of appeal/outline of case set out at Section G.
- Relevant ownership certificate A. B. C or D completed and signed.
- Agricultural Holdings Certificate completed and signed.

♦ **1ST COPY: Send one copy of the appeal form** with all the supporting documents to

The Planning Inspectorate
Appeals Registry
Tollgate House
Houlton Street
BRISTOL
BS2 9DJ

♦ **2ND COPY: Send one copy to the LPA,** at the address from which the decision on the application (or any acknowledgments, etc) was received, enclosing any supporting documents not previously submitted to them as part of the application.

The Planning Inspectorate

PLANNING APPEAL

PLANNING SERVICES HPT
POL TLS
DC FOR OFFICIAL USE ONLY
APP Date received
CS
13 JUL 2000
COPIES TO: ACK:
FILE:

The appeal must reach the Inspectorate within 6 months of the date of the notice of the Local Planning Authority's decision, or within 6 months of the date by which they should have decided the application.

A. INFORMATION ABOUT THE APPELLANT(S)

Full Name: BANCROFT DEVELOPMENTS

Address: STRATFIELD HOUSE, 265 HIGH STREET
CROWTHORNE, BERKSHIRE

Postcode: RG45 7AH Reference:
Failure to provide the postcode may cause delay in processing your appeal.

Daytime Telephone No: Fax No:

Agent's Name (if appropriate): LENNON PLANNING LTD.

Agent's Address: 13 HERMITAGE PARADE
HIGH STREET, ASCOT, BERKS.

Postcode: SL5 7HE Reference: RH/1148
Failure to provide the postcode may cause delay in processing your appeal.

Daytime Telephone No: 01344 873887 Fax No: 01344 874744

B. DETAILS OF THE APPEAL

Name of the Local Planning Authority (LPA): WOKINGHAM DISTRICT COUNCIL

Description of the Development:
DEMOLITION OF 3, 3a, 13 and 15 POND HEAD LANE AND CONSTRUCTION OF 23 NO. X 4 BED, 3 BED AND 2 BED TERRACE HOUSES.

Address of the Site:	National Grid Reference (see key on OS map for Instructions). Grid Letters: Grid Numbers eg TQ:298407
3, 3a, 13 & 15 POND HEAD LANE EARLEY, BERKSHIRE Postcode: RG6 7ET *Failure to provide the postcode may cause delay in processing your appeal*	
Date and LPA reference number of the application you made and which is now the subject of this appeal: 8 MAY 2000 - F/2000/1513	Date of LPA notice of decision (if any): N.A.

Are there any outstanding appeals for this site eg Enforcement, Lawful Development Certificate etc? If so please give details and any Planning Inspectorate reference number here:
N.A.

C. REASON FOR THE APPEAL

THIS APPEAL IS AGAINST the decision of the LPA:- **(*Delete as appropriate)** **(✔)**

1. to *refuse/grant subject to conditions, planning permission for the development described in Section B. ☐
2. to *refuse/grant subject to conditions, approval of the matters reserved under an outline planning permission. ☐
3. to refuse to approve any matter (other than those mentioned in 2 above) required by a condition on a planning permission. ☐

Or the failure of the LPA:-

4. to give notice of its decision within the appropriate period on an application for permission or approval. ☑

D. CHOICE OF PROCEDURE

CHOOSE ONE OF THE FOLLOWING TYPES OF PROCEDURES - Appeals decided by written representations are normally decided much quicker than by the hearing/inquiry method. For further information see the booklet "Making your planning appeal" which accompanied this form.

1. WRITTEN REPRESENTATIONS ☑

If you have chosen the written representations procedure, please tick if the whole site can clearly be seen from a road or other public land. (An unaccompanied site visit will be arranged if the Inspector can adequately view the site from public land.) ☐

2. LOCAL INQUIRY Please give reasons why an inquiry is necessary ..... ☐

.....

3. HEARING Although you may prefer a hearing, the Inspectorate must consider your appeal suitable. ☐

E. ESSENTIAL SUPPORTING DOCUMENTS

A copy of each of the following should be enclosed with this form.

1. The application submitted to the LPA: ☑
2. The site ownership details (Article 7 certificate) submitted to the LPA at application stage: ☑
3. Plans, drawings and documents forming part of the application submitted to the LPA: ☑
4. The LPA's decision notice (if any): N.A.
5. Other relevant correspondence with the LPA: please identify the correspondence by date or otherwise: ..... ☐
6. A plan showing the site in red, in relation to two named roads (preferably on an extract from the relevant 1:10,000 OS map). **(Failure to submit this can delay your appeal).** ☑

Copies of the following should also be enclosed, if appropriate:

7. If the appeal concerns reserved matters, the relevant outline application, plans submitted and the permission: ☐
8. Any plans, drawings and documents sent to LPA but which do not form part of the submitted application (eg drawings for illustrative purposes): ☐
9. Additional plans or drawings relating to the application but not previously seen by the LPA. Please number them clearly and list the numbers here: ..... ☐

F. APPEAL SITE OWNERSHIP DETAILS

IMPORTANT: THE ACCOMPANYING NOTES SHOULD BE READ BEFORE THE APPROPRIATE CERTIFICATE IS COMPLETED. CERTIFICATES A AND B ARE GIVEN BELOW. IF NEEDED, CERTIFICATES C AND D ARE ATTACHED TO THE GUIDANCE NOTES

SITE OWNERSHIP CERTIFICATES

PLEASE DELETE INAPPROPRIATE WORDING WHERE INDICATED (*) AND STRIKE OUT INAPPLICABLE CERTIFICATE

CERTIFICATE A

I certify that:

On the day 21 days before the date of this appeal nobody, except the appellant, was the owner (see Note (i) of the guidance notes) of any part of the land to which the appeal relates.

OR

CERTIFICATE B

I certify that:

I have/the appellant has *given the requisite notice to everyone else who, on the day 21 days before the date of this appeal, was the owner (see Note (i) of the guidance notes) of any part of the land to which the appeal relates, as listed below.

Owner's Name	Address at which notice was served	Date on which notice was served

I further certify that:

AGRICULTURAL HOLDINGS CERTIFICATE (TO BE COMPLETED IN ALL CASES WHERE A, B, C OR D OWNERSHIP CERTIFICATE HAS BEEN COMPLETED)

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

OR

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

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

*** Delete as appropriate. If the appellant is the sole agricultural tenant the first alternative should be deleted and "not applicable" should be inserted below the second alternative.**

Signed LENNON PLANNING LTD (on behalf of) BANCROFT DEVELOPMENTS

Name (in capitals) LENNON PLANNING LTD. Date 12 JULY 2000

APPEAL BY BANCROFT DEVELOPMENTS

Against Wokingham District Council's failure to give notice of its decision within the appropriate period.

3, 3a, 13 and 15 Pond Head Lane, Earley

G. GROUNDS OF APPEAL

- The development would make better use of an already developed site in a manner that would integrate well with its surroundings.

- The site is located near a range of local leisure and other amenities, which are accessible by public transport, cycle and on foot.

- The site is also located in close proximity to a choice of bus and rail services connecting it with Reading Town Centre, and the opportunities that this represents, employment areas and other destinations. Residential development on this site would accord with policies seeking to restrain the use of the private car.

- The proposed residential scheme incorporates a mix of dwelling types and sizes in line with Local Plan policies and will help meet an acknowledged housing requirement within the District.

- The density of the development proposed accords with guidance in PPG3 which encourages development of between 30 and 50 dwellings per hectare on previously developed land.

- The development would not give rise to an extension of built development into the countryside and would accord specifically with the guidance within PPG3 with regard to sustainability, especially in its location.

In light of these facts, the appeal should be allowed and the proposed residential development granted planning permission.

APPEAL BY BANCROFT DEVELOPMENTS

Against Wokingham District Council's failure to give notice of its decision within the appropriate period.

3, 3a, 13 and 15 Pond Head Lane, Earley

G. GROUNDS OF APPEAL

- The development would make better use of an already developed site in a manner that would integrate well with its surroundings.

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- The development would not give rise to an extension of built development into the countryside and would accord specifically with the guidance within PPG3 with regard to sustainability, especially in its location.

In light of these facts, the appeal should be allowed and the proposed residential development granted planning permission.

The Planning Inspectorate

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

Direct Line 0117-9876079
Switchboard 0117-9878000
Fax No 0117-9878443
GTN 1374-6079

PLANNING SERVICES | HPT
08 AUG 2000
COPIES TO: | ACK:
F/2000/1513 | FILE:

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

Your Ref:

Our Ref: APP/X0360/A/00/1046488

Date: 7 August 2000

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY BANCROFT DEVELOPMENTS
SITE AT 3,3A,13 & 15 POND HEAD LANE, EARLEY, BERKSHIRE

I enclose copies of correspondence from interested parties.

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

Yours faithfully

Miss A Bibi

211AL

12 Culford Close,
Lower Earley,
READING
RG6 3AS

RECEIVED IN PINS AA
- 7 AUG 2000

Miss A Bibi,
The Planning Inspectorate,
Room 1004
Tollgate House,
Houlton St
BRISTOL
BS 2 9DJ

3rd August 2000

Dear Miss Bibi

RE: - Planning Application APP/ X0360/A/00/1046448
Pond Head Lane Earley

I wish to object to the above planning application on the following grounds: -

TRAFFIC IMPACT

This is a small road that leads on to a busy spine road Wokingham Road. The traffic is very heavy in this road and the impact on traffic flows and turnings on this road would be considerable. The number of cars would affect and have an impact upon residents and the local school children who use this route to the local secondary school.

OVER DEVELOPMENT OF THE SITE: -

The number of houses and the style are not in accordance with the current housing on the surrounding roads and the parking arrangements are not adequate.

CONSULTATIONS WITH APPROPRIATE AUTHORITIES.

There has not been time to assess the observations of the appropriate statutory consultees and the effect it would have on the services provided not only by the council but other parties such as the police.

FUTURE DEVELOPMENT IMPACT: -

There is considerable concern that the proposals are a precursor to a possible extended development of housing between the railway and property on Wokingham Road. The proposals do not go far enough to ensure that the application would not be used to open up further development to the rear of the proposed site. Such an extension would have considerable impact upon the current infrastructure of the surrounding area.

For all of the above reasons I wish this application to be refused.

Yours sincerely,

Cllr David Swindells
Little Hungerford Ward - Earley

02 August 2000

Your Ref: APP/X0360/A/00/1046488

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

RECEIVED IN PINS AA
-7 AUG 2000

Mr C J Bettles
6 Pond Head Lane
Earley
Berkshire
RG6 7ET

Dear Miss Bibi

RE: TOWN AND COUNTRY PLANNING ACT 1990
APPEAL BY: BANCROFT DEVELOPMENTS

I have just received a letter of appeal from Bancroft Developments for their proposed development at Nos. 3, 3A, 13 and 15 Pond Head Lane, Earley, Berkshire.

In answer to their Grounds of appeal I have the following points to make.

- Their proposed development would not, as they say, "make better use of already developed site". In fact, because there are only 4 properties on the existing site, the building of 23 house is a gross over development and would not blend in at all, especially as the type of housing proposed significance with the existing properties in the lane.
- The site is near local amenities, but this is not to say that more people would us public transport to get to them.
- Existing homeowners work in Reading, its surrounding areas and London, which includes myself, but we drive to work because it is more convenient, but not only that, as the public transport system is unreliable.
- The locality of the London bus stops and the local train station only causes problems to the local residents as commuters from surrounding areas park in our road causing accessibility difficulties to the existing homeowners.
- Our road is already the base for 2 businesses, which Bancroft have been reluctant to mention, which when added to the commuter problem poses a large parking problem.
- The traffic from the business already causes grave danger to the local children going to school by means of walking and cycling as Pond Head Lane is used as a safe passage by way of an underpass at the end of the road which leads to 5 different schools. So adding another 46+ vehicles to the problem is totally unthinkable
- I would also like to mention that the local councillors in Earley very much against it. Surely they're opinion must be noted highly as they know more than anybody about local traffic, development problems and outlooks.

As I am writing this letter to you a representative from Bancroft Developments is meeting with 4 homeowners who's backgardens back on to the proposed development, which, I know for a fact that they are proposing the purchase of a percentage of the gardens to make this development even larger.

I would appreciate very much if I could be notified of the appeal decision

Yours sincerely

Mr. C J Bettles
Resident
c:\my documents\bits\letter1.doc

Professor Paul S. Kirkbride
(B.A.; M.Sc.; PhD; FIPD; FHKIHRM)

17 Pond Head Lane, Earley, Reading, Berks. RG6 7ET
Tel: 0118 9268 999 Fax: 0118 9268 990

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

RECEIVED IN PINS AA
-7 AUG 2000

4th August 2000

Dear Sir/Madam,

Ref: APP/X0360/A/00/1046488

Town and Country Planning Act 1990
Appeal by Bancroft Developments
Site : 3, 3a, 13 and 15 Pond Head Lane Earley

I would like to give my views on the appeal noted above.

I find the appeal very odd. The grounds for the appeal stated in Form PINS PF01 Section C appears to be the failure of the LPA to give notice of a decision within the appropriate period. Yet the grounds cited (Section G) make no mention of this, and are simply a partial and one-sided view of the proposed development from the view of the developer. Assuming that these grounds are admissible, I would like to take specific issue with them.

First, the development does not make 'better' use of the site as is argued the developer. The 'site' is current 4 gardens in amongst a residential area. The gardens belong to houses built in an era when gardens and green space were valued and, as such, provide the 'lungs' of the town. To build upon them destroying trees and greenery would be a retrograde step.

Second, the proposed development would not 'integrate well' with the surroundings as claimed by the developer. A new intensive modern development would be built in the midst of a peaceful 1950's area with completely different architecture and ambience.

Third, the developer notes that the development would be sited near a range of local amenities, but omits to point out that the Lane forms a footpath route to and from a local school. This proposed development would increase traffic to a level that would

be a danger to parents walking small children to school or adolescents cycling to school.

Finally, the developer draws attention to the proximity to transport routes but again omits to mention that the Lane exits onto a very busy arterial road which has two other access roads within 10 - 20 meters and two turn right bays in the middle of the road. At peak times his development would massively increase traffic egressing from or into the Lane causing a safety issue at the junction. Evidence I have to hand from a transport planner indicates that his proposed traffic volumes would cause serious access and safety problems at peak hours.

Overall, I would suggest that this development offers no benefits for local residents; completely changes the character of the area; and is an unacceptable and non-conservationist approach to development. The proposed housing is too densely packed offering little for potential purchasers and offering only excellent profits for the developer if they gain Council agreement.

In an earlier letter regarding the initial application I raised these and other issues. I attach a copy for your reference. I wish to be kept informed of the result of this appeal.

Yours faithfully,



Professor Paul S. Kirkbride

Professor Paul S. Kirkbride
(B.A.; M.Sc.; PhD; FIPD; FHKIHRM)

17 Pond Head Lane, Earley, Reading, Berks. RG6 7ET
Tel: 0118 9268 999 Fax: 0118 9268 990

Simon Lewis,
Planning Officer,
Environmental Services Department,
Planning Services,
Wokingham District Council,
PO Box 157,
Shute End,
Wokingham,
Berks. RG40 1WR

6th June, 2000

Dear Sir/Madam,

Application No: F/2000/1513

I would like to formally register the following strenuous objection to this proposed development on a number of grounds.

First, this development of new housing would be completely out of character for the street into which it would be located. Pond Head Lane appears to be a mix of pre-War and immediate post-War housing complete with the substantial gardens allocated at that time. To replace this garden space with 21st century housing would completely destroy the character of the street and the surrounding area. The proposed development also attempts to 'shoe-horn' a very large number of dwellings into what is essentially a small private garden space.

Second, this development would generate an unacceptable increase in road traffic in the lane. In addition to the current houses plus the ice cream depot and the Physiotherapy Centre we would now have 23 dwellings with up to 2 cars per dwelling and thus an unacceptable level of road traffic for a small suburban close.

In addition, these vehicles would have to exit onto the busy Wokingham arterial road. It is already difficult to pull out from Pond Head Lane in the rush hour and this proposed development would make it much worse. There would also be a safety problem. Pond Head Lane exits virtually opposite Meadow Road and a few yards away from Mill Lane. Thus within a 20 yard distance we have 3 roads feeding into and out of the busy Wokingham Road with its associated turning left and turning right areas in the middle. This leads to an increased danger of accidents as vehicles attempt to turn off or onto the Wokingham road which would only be exacerbated by the increased traffic flow from Pond Head Lane.

Third, Pond Head Lane is currently a quiet suburban close which leads to a footpath under the railway which is used by many pedestrians; particularly parents with children and teenagers going too and from school. Currently pedestrians can easily stray from the pavement (which is narrow) without danger and, indeed, children from the houses in Pond Head Lane often play in the street in a manner reminiscent of my own childhood in the 1950's. The increased volume of traffic would put an end to such practices and would constitute an unacceptable and unnecessary hazard to parents and their children coming too and from school.

Fourth, the area is blessed with a number of trees in the gardens of the residents which serve to make this a little 'green' enclave within the area. Yet, according to the developer's plans a number of substantial trees and many smaller ones would have to be destroyed to make way for this development. Agreeing to this would not indicate a 'green' consciousness or a serious approach to conservation on behalf of the Council.

Fifth, this proposed development would lead to an unnecessary increase in noise levels in an area already bordered by the railway line, the A329M and the Wokingham Road.

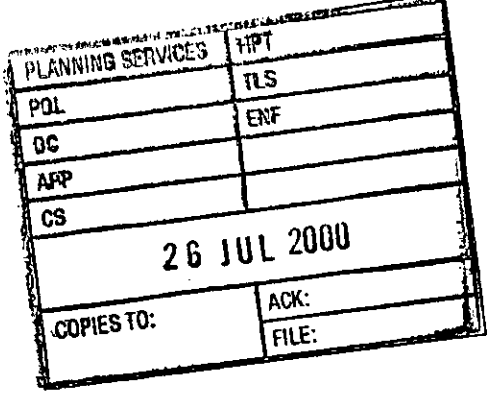
Finally, and most personally, this proposed development would dramatically impact on my privacy. I bought number 17 a year and a half ago as it offered seclusion in terms of a quiet close, and a house with a non-over-looked garden, boundary trees and a pleasant recreational and relaxation area including a pool at the end of the garden. However, under this proposed development this pool and relaxation area would be directly over-looked by a large dwelling consisting of 3 terraced houses sited approximately 10 to 12 feet from my boundary and being two storey this dwelling would completely over-look my relaxation area and block my light. In addition, I would also be over-looked from the other two storey dwelling to be erected parallel to my own. Here a substantial dwelling of two linked detached 4 bedroom houses replace a small chalet type 'bungalow' to the detriment of my privacy.

Overall, I would suggest that this development offers no benefits for local residents; completely changes the character of the area; and is an unacceptable and non-conservationist approach to development. The proposed housing is too densely packed offering little for potential purchasers and offering only excellent profits for the developer if they gain Council agreement.

Yours faithfully,

Professor Paul S. Kirkbride

CC Town Clerk, Earley Town Council



Dr I B Bryan
9 Pond Head
Lane
Earley
Reading
Berkshire
RG6 7ET

Ms Denise Gumbrell
Wokingham District Council
Shute End
Wokingham
Berkshire
RG40 157

24th July 2000

Your Ref: F/2000/1513

Dear Ms. Gumbrell,

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY: Bancroft Development (Site: 3, 3a, 13 & 15 Pond Head Lane, Earley)

Thank you for your letter of 19th July 2000 in connection with the above appeal. I was surprised to learn that an appeal had been lodged by Bancroft Development as I was not aware that their planning proposal had been unsuccessful.

Unfortunately, due to work commitments, neither my wife nor myself are available to inspect the decision notice or grounds of appeal at the Civic Offices during the times you propose. Would it be possible to be sent a copy of these documents in order that I can consider writing to the Planning Inspectorate in Bristol with any new comments not covered in my letter of 11th June to Mr Simon Lewis of Wokingham District Council? I would be quite happy to send a cheque to cover any expenses incurred in forwarding these documents to me.

As I understand it, Bancroft Developments submitted two planning applications to the District Council (Numbers F/2000/1513 and F/2000/1514); could you please let me know whether or not both have been unsuccessful and/or if the appeal is in lieu of one or both applications.

Thank you very much for your assistance in this matter.

Yours sincerely,

Ian B. Bryan

Ian B Bryan

Dave 9/8

APPEAL QUESTIONNAIRE

Planning, Listed Building Consent or Conservation Area Consent

To be used for all appeals relating to applications made on or after 14 March 1999

APPEAL REF: APP APP/X0360/A/00/1046488 **GRID REF:** SU 7571

APPEAL BY: Bancroft Developments

SITE: 3, 3a, 13 & 15 Pond Head Lane, Earley.

PLEASE SEND THE COMPLETED QUESTIONNAIRE (TOGETHER WITH ANY ENCLOSURES) TO THE INSPECTORATE AND TO THE APPELLANT OR AGENT WITHIN 14 DAYS OF THE DATE ON WHICH YOU RECEIVED THE APPEAL FORM.

If notification or consultation under an Act, Order or Departmental Circular would have been necessary before granting permission and has not yet taken place, please inform the appropriate bodies of the appeal now and ask for any comments to be sent direct to the Inspectorate within 28 days of the date you received the appeal form.

1. Do the Council agree to the written representations procedure?	YES / ~~NO~~
OR Do the Council wish to appear before and be heard by an Inspector at: a. a local inquiry?	~~YES~~ / NO
b. a hearing?	~~YES~~ / NO
2. a If the written procedure is agreed, could the Inspector see the whole site clearly from a road or other public land?	~~YES~~ / NO
b From your knowledge of the issues, would the Inspector need to enter the site for any reason eg to view/measure any dimensions from within it?	YES / ~~NO~~
3. Does the appeal relate to an application for approval of reserved matters?	~~YES~~ / NO
4. Was an Article 7 (Regulation 6 for listed building or conservation area consent) certificate submitted with the application?	~~YES~~ / ~~NO~~ / NA
5. Was it necessary for the Council to advertise the proposals under Article 8 of the GDPO 1995 and/or Section 73 of the Planning (Listed Buildings and Conservation Areas) Act 1990?	YES / NO
6. Is the appeal site within an approved Green Belt or ANOB? Please specify which _____	~~YES~~ / NO
7. Is there a known surface or underground mineral interest at or within 400 metres of the appeal site which is likely to be a material consideration in determining the appeal? (If YES, please attach details.)	~~YES~~ / NO
8. a Are there any other appeals or matters relating to the same site or neighbourhood still before the Secretary of State? If YES, please attach details and, where necessary, give the Inspectorate's reference numbers.	~~YES~~ / NO
b Where the development would affect a public right of way, please provide an extract from the Definitive Map and Statement for the area, and any other details.	~~YES~~ / NO
9. Is the site within a Conservation Area? If YES, please attach a plan of the Conservation Area. (If NO, go to Q11.)	~~YES~~ / NO
10. Does the appeal relate to an application for conservation area consent?	~~YES~~ / NO
11. a Does the proposed development involve the demolition, alteration or extension of a Grade I / II* / II listed building? (Delete as appropriate.)	~~YES~~ / NO
b Would the proposed development affect the setting of a listed building?	~~YES~~ / NO
If the answer to question 11a or b is YES, please attach a copy of the relevant listing description from the List of Buildings of Special Architectural or Historic Interest. (If NO, go to Q13.)	
12. Has a grant been made under Sections 3A or 4 of the Historic Buildings and Ancient Monuments Act 1953?	~~YES~~ / NO
13. Would the proposals affect an Ancient Monument (whether scheduled or not)?	~~YES~~ / NO
14. a Is the appeal site in or adjacent to or likely to affect an SSSI? If so, please attach the comments of English Nature.	~~YES~~ / NO
b Are any protected species likely to be affected by the proposals? If so, please give details.	~~YES~~ / NO

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

		Number of Documents Enclosed
a. Is the development in Schedule 1 or column one of Schedule2 of the Town & Country Planning (Environmental Impact Assessment)(England & Wales) Regulations 1999? If so, please indicate which Schedule.	~~YES~~/NO Sch 1 Sch 2 col 1	N/A
b. Is the development within a 'sensitive area' as defined by regulation 2 of the Town & Country Planning (Environmental Impact Assessment)(England & Wales) Regulations 1999?	YES/NO	
c. Has a screening opinion been placed on Part 1of the planning register? If yes, please attach a copy.	YES/NO	
d. Any comments or directions received from the Secretary of State, other Government Departments or statutory agencies / undertakers whether or not as a result of consultations under the GDPO;		2
e. Any representations received as a result of an Article 7 (or Regulation 6) notice;		✓
f. Copy of any notice published under Article 8 and/ Buildings and Conservation Areas) Act 1990 and/or Regulation 5;or Section 73 of the Planning (Listed Buildings and Conservation Areas)Act 1990 and/or Regulation 5;		✓
g. Any representations received as a result of a notice published under Article 8 and/or Section 73 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (or Regulation 5);		✓
h. Details of any other applications or matters currently before the Council relating to the same site; DUPLICATE APPLICATION F/2000/1514		
i. In the case of appeals against non-determination, details of considerations likely to have been relevant to the Council's decision; TO follow with Statement		
j. A list of any conditions or limitations the Council would favour if the appeal were to be allowed; to follow with Statement		
k. Any other relevant information or correspondence the Council consider the Inspectorate should be aware of.		✓

FOR APPEALS BEING DECIDED BY THE WRITTEN REPRESENTATIONS PROCEDURE

		Number of documents enclosed
16. a Please confirm that, in accordance with Regulation 5(1), you have notified details of the appeal to authorities and other persons who made representations to you about the application.	YES / ~~NO~~	N/A
b On what date did you give those notified at 16a for the submission of their representations?	16.08.00	
c Copies of the following documents must, if appropriate, be enclosed with this questionnaire.		
i representations received from interested parties about the original application		29
ii the planning officer's report to committee		✓
iii any relevant committee minute		✓
17. Relevant plans and policies - please enclose extracts of relevant policies and plans and explanations of these. Each extract should include the front page, showing the title of the plan and date of approval or adoption. Where plans and policies have not been approved or adopted, the stage and status of the plan should be given.		✓

18. Do the documents listed above comprise the Council's full statement of case?	~~YES~~ / NO

Council's reference: F/2000/1513

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

Signature: _____ on behalf of WOKINGHAM DISTRICT Council

Date of despatch: 19/7/00

NB: PLEASE TELL US OF ANY CHANGES TO THE INFORMATION YOU HAVE GIVEN ON THIS FORM.

Revised May 1999

Simon

I have acknowledged this. Will you reply to the points raised?

Dan.
8/8

Ack - 8/8/00 DG

PLANNING SERVICES	HPT 32429
POL	TLS
DC DG	ENF
APP	
CS	
28 JUL 2000	
COPIES TO:	ACK:
	FILE:

Mr A. Hill
Hill Cottage
8 Pond Head Lane
Early
Reading
Berkshire
RG6 7ET

And Residents

PLAN F2000 1513/1514
Appeals Ass.

Dear Denise Gumbrell.

With reference to your letter regarding plan F2000 1513/1514 which I recieved on the 21st instant having obtained a copy of Bancrofts appeal letter from your offices I would like an explanation as to the following.

I was informed at your offices that if the plan number F2000 1513/1514 does not come forward for discussion within a certain time the builder in this case Bancroft could appeal to a Miss Bibi of Bristol.

What is the actual reason for you missing the deadline on this plan as you had all the information in good time.

Also Early council had all our letters plus the petation of house holders also in good time, although the letter from the planning department arrived seven days late into the 28 days deadline for us to reply.

On Thursday the 29th June it was quoted in the Reading Chronicle that Early town council had requested Wokingham district planners to reject this application when the development control committee met the following week, the beginning of July. So did this meeting take place?

Why is it that you can not make a decission on this planning in time so it has to go out of this area for some unknown person who does not know the area and will only make a quick visit to decide.

So I do request a detailed explanation on this ~~regarding traffic, pollution and noise~~ which is our right.

I also understand that this plan F2000 1513/1514 has been rejected, if so why was I not informed as every time my neighbour and myself have contacted your office we have been informed that no meeting has been held or arranged.

Yours Faithfully Mr A Hill

RECEIVED IN PINS AA
-2 AUG 2000
REF APP/X0360/A/00/1046488

Appeal by Pond Head Lane Residents

Mr & Mrs Hall
8 Pond Head Lane
Earley Reading
RG6 7ET

31-7-00

Plan F2000 1513/1514

Dear Miss Bibi

With reference to the above mentioned Plan I, on behalf of all residents in the area of this Plan submit to you the following objections which have already been submitted in more detail to the Council, and must be passed to you, but this letter is just to bring details up to date in regard to Bancroft's appeal to you.

1 Bancroft's point regarding the Development is irrelevant because it does not take into account of traffic, and noise that this development will generate, plus disturbance to the whole environment of the residents of this area. Building is his only concern.

2 This is and has been for the past fifty years a very quiet, respectable residential small but De-Sac roadway. However over the past ten years this has grown into a very busy but De-Sac with four very busy businesses at the junction of Pond Head Lane, Main A329, plus Meadow Road opposite. All these Roads plus the nearby Mill Lane are known both by residents in surrounding area and all councillors to be well over crowded and increasing each week.

3 This whole area of Earley is already over populated, but still builders go ahead

CTD

With regard to the Plan Bancroft has forwarded to you and his appeal he is giving you a false impression as he does not mention that his development is going to open up onto other land, which has been passed for building, so which will develop into a very large Estate, with endless traffic coming into small Pond Head Lane and then onto the very busy A329 (2 cars a half MIN)

4 All this traffic will cause much havoc to all Wokingham Road (A329) junctions, which is also a crossroads at the end of Pond Head Lane, plus a very busy Business on each corner and a very large number of School children going through Pond Head Lane on both Foot and cycle to Woodley.

I have already submitted to Both Wokingham Council, and the Highways Slavery of Traffic which are using these roads so I hope you will come and see the situation, and give full consideration to this and not just the building to which Bancroft is telling you.

5 Also the noise level will be much greater plus what is already there with A329 traffic to London/Gatwick and the already overloaded A329. Furthermore Bancroft has already offered to buy * the rear gardens of 5-11 Pond Head Lane for development. Plus the garden of No 1

* HALF

So In the light of these facts the appeal for 23 houses should not be passed.

We are not against six large houses being built using the already driveway that there, but 23 is to many, so Bancrofts building Plan he is submitting is already for change.

Yours Faithfully M A Hall

LTO

Will you please notify me of your decision of the appeal.

Having been a serving Police Officer in this and surrounding areas. I can honestly say that whole area is now over populated and above policing average and the road and roads in this area are overloaded.

Council criticises developers over plans for more homes

COUNCILLORS look set to fight [illegible] by developers to cram [illegible] houses into a quiet Earley road.

The proposal by Bellcross [illegible] Development is to demolish two [illegible] existing buildings in Pond Head [illegible] Lane and develop both large gar[illegible] dens.

But Earley Town Council's [illegible] planning committee criticised the [illegible] plans for being an overdevelop[illegible] ment and encroaching into back [illegible] land.

Acting chairman Cllr Richard Medlycott said: "It's difficult because there are already two [illegible] houses there, so it's not classified as green space. But clearly it will have a major effect on the amount [illegible]

[illegible] reservations about [illegible] of applications and [illegible] in particular. "Back land development is eating away at Earley's character and it's the other people living in [illegible] who are most affected.

"I think this part of Earley [illegible] into high density housing puts additional pressure on the roads and [illegible] already oversubscribed [illegible] with extra houses. More over it's a shame to ruin the character of the area."

The town council is asking Wokingham district planners to reject the application when the development control committee meets next week.

Mr A. Hill
8, Pond Head Lane
Earley.
Reading Berks
RG6 7ET
3rd 8-00

Dear Sir/Madam

With reference to the attached, this is just a few names who object very strongly against Plan F2000 1513 1514 plus what will be following onto this plan as I have stated in my previous letter.

Everyone agrees, as I am sure you must- that Earley has taken more than its fair-share of New Buildings and is now at saturation point- including traffic on the Wokingham Road, which takes more each month as the whole surrounding area keeps growing.

Yours Faithfully
Mr. A Hill + Residents

PETITION AGAINST PLANING APPLICATION Nos. F/2000/1513-1514

WE THE UNDERSIGNED, ARE AGAINST THE PROPOSED DEVELOPMENT OF 23 DWELLINGS ON LAND TO THE REAR OF PROPERTIES IN POND HEAD LANE.
WITH MORE TO FOLLOW FROM OTHER LAND

SIGNITURE	NAME AND ADDRESS
S K Turner	11 Meadow Rd
N.B. Turner	11 Meadow Rd.
D. JEFFERY	15 MEADOW RD
K. JEFFERY	"
M RICKARDS	17 MEADOW ROAD
MR & MRS WISE	19, MEADOW ROAD.
JOHN BAKER	27 MEADOW ROAD
PHIL MCNALLY	- " -
AIDAN HEWSON	- " -
Peter Williams	33 - " -
Pam Ogo	37 Meadow Road
Emjerkins	37 Meadow Rd
[illegible]	41 Meadow Rd.
P.S. Hutton	41 Meadow Rd
J Bradley	45 Meadow Rd
M Bradley	45 Meadow Rd
[illegible]	49 " "
S. Clarke.	53 " "
R. Owens	55 " "
E Jenkins	54 Meadow Road
[illegible]	63 " "
[illegible]	69 " "
J.W Ferguson	75 " "
[illegible]	17 Pond Head Lane
G Bains	432 Wokingham Road
S. Beck	4036 Wokingham Road
G Stevens	7 POND HEAD LANE
J. Stevens	7 Pond Head Lane
C Fadden	395 Wokingham Road Earley
[illegible]	393 Wokingham Rd. Earley
M.S. [illegible]	11, Pond Head Lane.
Ryan Christopher	11, Pond Head Lane.
E. Riccio	568 Wokingham Road.
L. Riccio.	566 Wokingham Rd.
P. Riccio	568 Wokingham Rd.
S Ball	566 " "
H. Kennedy	" " "
J Birt	564 Wokingham Rd
R Bagley	554 " "
[illegible]	463 Wokingham Rd
[illegible]	548 Wokingham Road Earley

PETITION AGAINST PLANING APPLICATION Nos. F/2000/1513-1514

WE THE UNDERSIGNED, ARE AGAINST THE PROPOSED DEVELOPMENT OF 23 DWELLINGS ON LAND TO THE REAR OF PROPERTIES IN POND HEAD LANE.
WITH MORE TO FOLLOW FROM OTHER LAND

SIGNITURE	NAME AND ADDRESS
J. S. Percival	4 MEADOW RD EARLEY READING
C. W. Richmond	6 MEADOW RD EARLEY READING
A. J. Kay	10 Meadow Rd.
R [illegible]	12 MEADOW RD
[illegible]	14 MEADOW RD
[illegible]	
[illegible]	16 Meadow Rd
F. [illegible]	28 Meadow Rd.
[illegible]	30 Meadow Rd
J. Hilliard	32 Meadow Rd.
[illegible] Scott	34 MEADOW RD.
[illegible]	42 MEADOW ROAD
B. T. Ward	44, Meadow Road.
M. Walker	46 Meadow Road.
M. T. A. Walker	46 Meadow Road.
M. Anderson	48 Meadow Road.
[illegible]	52 Meadow Road.
R. C. Ingles	54 MEADOW RD.
[illegible]	62 Meadow Rd
Mr [illegible] Florence	64 MEADOW ROAD
Mrs. H. T. Florence	64 MEADOW ROAD
Mr. & Mrs. Hayes	66 —"—
J. Hillings	72 " "
J. Hardy	74 " "
E. Hardy	74 " "
P. J. Stuart	76 " "
J. E. Stuart	76 " "
J. C. Heavyns	2 " "
M. Heavyns	2 " "
[illegible] Tarling	10 Pond Head Lane
Vicky Patel	10 Pond Head Lane
N. A. Hussain	3 Meadow Rd
IMRAN HUSSAIN	" "
SARVAT HUSSAIN	" "
ABRAR HUSSAIN	3 " "
WAKIR HUSSAIN	" "
Catherine Jordan	5 " "
Pamela Judge Whitby	7 Meadow Road
Colin Judge Whitby	7 Meadow Road
Sheila James	9 Meadow Road.
Ian Bryan	9 Pond Head Lane
D. E. Bryan	9 Pond Head Lane

PETITION AGAINST PLANING APPLICATION Nos. F/2000/1513-1514

WE THE UNDERSIGNED, ARE AGAINST THE PROPOSED DEVELOPMENT OF 23 DWELLINGS ON LAND TO THE REAR OF PROPERTIES IN POND HEAD LANE.

X WITH MORE TO FOLLOW FROM OTHER LAND. X

SIGNITURE	NAME AND ADDRESS
	U.D. Kerr 576 WOKINGHAM RD
P.I Cordani	578. Wokingham Rd
Paul Cordani	578. Wokingham Rd.
ROBIN VEATER	580
ANDREW TANNER	4 MILL LANE
Kirsty Coombs	6 Mill Lane
Gerald Eddy Tilbey	7 MILL LANE.
	11 Mill Lane.
	11 MILL LANE.
	12 Mill Lane.
	14 Mill Lane
J. Murphy	16 Mill Lane.
T. Murphy	16 Mill Lane.
Sophie Edwards	403c Wokingham Rd
George Edwards	403c Wokingham Road.
	21 MILL LANE.
S J BUTTERFIELD	23 MILL LANE
E K BUTTERFIELD	23 MILL LANE.
	22 Mill Lane.
	Wokingham Rd.
	24 MILL LANE.
	26 Mill Lane.
	26 MILL LANE
	28 MILL LANE.
M. ATWOOD	28. MILL LANE.
A. HOLLAND	32 Mill Lane
S. BILSBY	34 MILL LANE
D. ALIEN	34 MILL LANE.
T	36 Mill Lane.
S. A. TYLER	38 Mill Lane
	38 Mill Lane.
	2 [illegible]
	44 Mill Lane
E Gilbert	44 Mill Lane
	54 Mill Lane
	47 Mill Lane
A. SMALLBONE	45 Mill Lane.
R Smallbone	45 MILL LANE.
H DAVIES	35 MILL LANE
J TREY	35 Mill Lane.
A. Wickham	19 Pond Head Lane
A. Bussar	19 Pond Head Lane.

PETITION AGAINST PLANING APPLICATION Nos. F/2000/1513-1514

WE THE UNDERSIGNED, ARE AGAINST THE PROPOSED DEVELOPMENT OF 23 DWELLINGS ON LAND TO THE REAR OF PROPERTIES IN POND HEAD LANE.

X WITH MORE TO FOLLOW FROM OTHER LAND. X

SIGNATURE	NAME AND ADDRESS
	KEITH PAUL BRAMSHEAD ROAD EARLEY Postman
	8 Pond Head Lane
	8 Pond Head Lane
	12 Pond Head Lane Earley
C J Bull	" " " "
Judith C West	K. WEST 14 POND HEAD LANE EARLEY
June Withers	J. WEST 16 Pond Head Lane Earley
	J WITHERS 16 POND HEAD LANE
M J. Withers	L WITHERS 16 " " "
	M. WITHERS POND HEAD LANE
Richard Wilkes	16 Pond Head Lane
R A WILLIS	16 Pond Head Lane
	23 POND HEAD LANE, EARLEY.
	23 Pond Head Lane, Earley
	23 Pond Head Lane, Earley
	23 Pond Head Lane, Earley
	23 Pond Head Lane, Earley
	21 Pond Head Lane Earley
	21 Pondhead Lane Earley
	7 Pond Head Lane Earley
G STEVENS	7 Pond Head Lane, Earley
S. HEATH	5 POND HEAD LANE EARLEY
	" " " " "
S Rayland	1A " " " "
R. Rayland	1A. POND HEAD LANE. EARLEY
	S. REYLAND - 1A POND HEAD LANE
	6 Pond Head Lane, Earley.
	6 POND HEAD LANE EARLEY
	11, Pond Head Lane
Ryan Christopher	11, Pond HEAD Lane
	6. Pond Head Lane Earley.
	6 POND HEAD LANE, EARLEY,
J Hughes	58, Sutcliffe Ave, Earley.

The Planning Inspectorate

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

Direct Line 0117-9876079
Switchboard 0117-9878000
Fax No 0117-9878443
GTN 1374-6079

PLANNING SERVICES | HPT
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DC | ENF
APP |
CS |
8 AUG 2000
COPIES TO: | ACK:
FILE:

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

Your Ref: F/2000/1513

Our Ref: APP/X0360/A/00/1046488

Date: 7 August 2000

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY BANCROFT DEVELOPMENTS
SITE AT 3,3A,13 & 15 POND HEAD LANE, EARLEY, BERKSHIRE

I enclose a copy of correspondence from Mr A Hill.

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

Yours faithfully

Miss A Bibi

211AL

The Planning Inspectorate

Room 1004
Tollgate House
Houlton Street
Bristol BS2 9DJ

Direct Line 01-17-9876079
Switchboard 01-17-9878000
Fax No 0117-9878443
GTN 1374-6079

PLANNING SERVICES
POL
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27 NOV 2000
COPIES TO:
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FILE:

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

Your Ref:
F/2000/1513

Our Ref:
APP/X0360/A/00/1046488

26 July 2000

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY BANCROFT DEVELOPMENTS
SITE AT 3,3A,13 & 15 POND HEAD LANE, EARLEY, BERKSHIRE

I enclose a copy of correspondence from Mrs Edwards.

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

Yours faithfully

Miss A Bibi

211A

APP/X0360/A/00/1046488.

403c. Wokingham Rd.
Earley. Reading.
24th July 2000

RECEIVED IN PINS AA
26 JUL 2000

Dear Madam,

7/2000/1573/14.

Bancroft Developments - Pond Head Lane,
Earley. Reading.

Further to the above application I am writing to register my disapproval of the erection of 23 houses off Pond Head Lane for the following reasons.

1. Over development. Admittedly 4 existing houses are to be destroyed but in reality 2 will go to give access entry and the new road - therefore there will be an extra 21 houses on a back garden site. The houses - Semi-detached & terraced will not integrate with the present surroundings of mainly detached properties.

2. Parking. Facilities for this appear restrictive in view of present car ownership. Pond Head Lane is already a target for commuter parking and the turnaround in the cul-de-sac is very often blocked

3. Safety In term time children travel through here to school in Woodley. They walk or cycle through Pond Head & under the subway to their designated primary and secondary schools. There is a public right of way here and the construction of a new road will impinge on this.

4. Traffic Another 23 houses will engender more traffic. Apart from the Summer holiday when traffic is less - the volume of traffic on the Wokingham Road is very dense between 7.45 – 9.15 a.m. Another 40–50 cars leaving Pond Head will aggravate this and it must be remembered that Pond Head Lane is narrow & fronts on to the main Rd directly opposite Meadow Rd. Traffic coming up Mill Lane from Lower Earley is also very dense.

5. Future development – Perhaps our

Biggest worry is this future development. We note that the road is to be left open for future buildings. We understand land has been purchased at the back of gardens down the Woking Lane Rd. This further future development could mean the erection of another 50-60 houses. We are now talking of 170 - 200 cars all travelling via Pond Head Lane. What a nightmare! We have 2 commercial businesses as well.

Local facilities - apart from the cinema ~~are not~~ which is in walking distance - are only accessible by car, ie. ASDA Shopping complex and [redacted] etc. Reading & Woking town are usually visited by car. There is also a park & ride facility at Lodden Bridge near the M4 access.

We hope the above comments will help you come to a decision and

thank yar for giving us this opportunity.

Would ya please be kind enough to send us yar decision in writing. Thanks.

Yars faithfully

D M Edwards (Mrs)

PLANNING SE
POL
DC
APT
CS
COPIES TO:
ACK: D.G 8/8/00
FILE:

19 Pond Head Lane Earley
Reading RG6 7ET
Berks
Date 11 August, 2000

Mrs. D. Gumbrell,
The Planning Services,
P.O. Box,
Shute End.,
Wokingham,
Berkshire RG40 1WR

Your Ref: F/2000/1513.

Concerning: The Estate to be built in Pond Head Lane Earley..

Dear Mrs. Gumbrell,

As the oldest inhabitant of Pond Head Lane I claim the moral right to be able to register my most vehement protest against the proposed madness to extend the Lower Earley Estate any further than it has been so far. This mammoth estate is the largest in the British Isles. It is also in some parts one of the biggest trouble spots. Since its conception, the estate has nurtured for some local people nothing but regional trouble, social unrest, crime, drugs, and more social unrest. Even before its inception, it was considered by many to be an highly risk prone venture. It reality it turned out in some areas to be many times worse than the planners worst scenarios.

Yet please do not think that these are problems that Reading people alone create for themselves. This is not so. Any catastrophe is just a catastrophe that is waiting to happen where ever too many people are housed together in too small a living space. A simple survey of a random selection of similar estates scattered around the country show that it is not possible to avoid extreme problems, once an estate has become a *fait accompli*. If the planners and councillors responsible for the Earley Estate in the early planning days had performed basic survey research and tried to adopt an helicopter vision of cause and effect relationships, the sheer size of the estate should have prevented it from ever being developed in the first place.

That this could be considered unfair, I would probably to some extent agree, since in those days, it was not always considered necessary to worry or take into account all possible consequences of adopting a particular line of action. In trying to solve a housing problem in that way was, however, simply laying the foundations for the creation of other problems. That some of these have turned out to be logistically and economically unsolvable have now become clear. How much longer is our water going to be portable? How much longer are our sewers going to be able to effectively transport our effluence and faecalia away? And, what about our air do you require that 25 % of the population to suffer from pulmonary complaints before someone is prepared to say "enough". At the moment the air over Lower Earley is a lovely blue colour. Unfortunately, it due to motor exhaust fumes.

Because we have been able to solve problems in the past, history has channelled us into the way of thinking that we shall always be able to solve problems in the future. This is clearly crass stupidity on our part, because the type of problems that we see today are totally different from the relatively simple problems of the not so recent past. They are also of a completely different magnitude. Yet here we are presented with yet another possibility to be able to blunder headlong into one of our home dug canyons. It should have been so blatantly obvious to the responsible councillors concerned that an estate of such magnitude as Earley could do nothing but cause problems. So why was it allowed to happen in the first place. If we are to believe the statistics put out yearly by various local government bodies, then crime and vandalism alone, not to mention the cost of extra policing, has depleted the Earley and Wokingham District Councils' coffers of millions of pounds over the years. So can somebody please explain to me why it is, that we the residents of Pond Head Lane should now be presented with an extension of the Earley Estate orientated problems. At the moment there is one buffer only protecting us. It is the very unlikely, but nevertheless important road; the main Reading to Wokingham highway. Somehow this has become a sort of barrier By creating this new extension to the Earley Estate, the Wokingham District Council is bringing the problems to our side of the road. In fact right to our front doors. We live in a quiet lane. A small narrow lane. One with character and for the moment a great deal of charm It is a lane where our children can play safely without the threat of through going traffic. Without the noise, the fumes and the inconvenience of it all. How can anyone conceivably wish to make our lane into a slip road for the daily reading rat race commuters. The Wokingham to Reading road is one of Berkshire's biggest parking lots during the rush hour periods. The traffic crawls and stands still from the Three Tuns Public house all the way to the Lodden River and further. Yet some people would wish to confound the problem to a still greater degree. We have to some extent an highly desirable quality of life in our small community simply because it is small.

There is too much building taking place. There are too many houses too close together virtually every where. Every square meter that is taken away to make a motor way or what ever, is a square meter that is gone for ever.

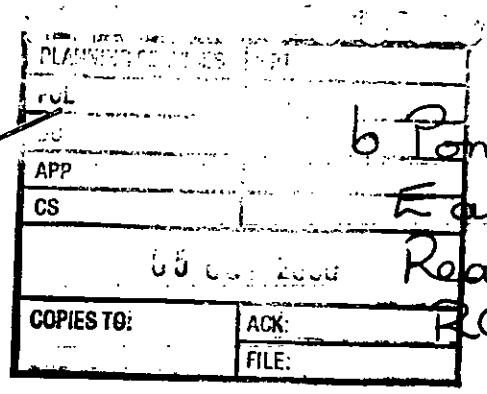
Finally, both my wife and I have a very personal reason for not wanting any more traffic in our lane. My wife suffers badly from asthma. At the moment we have learnt to live with the relatively low level of pollution in our lives. As long as it does not get any worse than it is now, in our present state of health we can cope, but we are not getting any younger.

Madness and catastrophe is every where we look. It seems impossible for people to want to stop it, but perhaps it can be hindered.

Yours sincerely,

A. Wadham

A. Wadham M.Phil., M.Sc., B.Sc., M.D..



6 Pond Head Lane
Earley
Reading
RG6 7ET.

Dear Ms. Lake.

I have been told by one of the receptionist at the Council Offices, that you will be taking over the duties of Mr Lewis, who recently left that post.

I was wondering if you could possibly inform me of any developments of the proposed development No. F/2000/1513, F/2000/1574 in Pond Head Lane.

This application has been going on for approximately 4 months now and we have not heard of any developments, accept of an objection by the developer Bancroft, on a time lapse

problem. We were told that he is appealing to Miss Bibi.

I would be interested to know how somebody from Bristol can possibly know what development problems we have in the Wokingham area, to be able to overturn any decision which you may make.

But getting back to my original point, is that we have not heard of any meeting by the Council to discuss this development.

I would appreciate some notification of any such meeting or development regarding this application, because if when you have read the correspondence concerning it, you will see that it is strongly contested

by all the residence of Pond Head Lane and also Earley Town Council.

I understand that I am entitled to notification of a meeting or development, as I have written to you objecting to this development.

Yours sincerely

C. J. Bettles. (Mr)

DATED **2000**

BANCROFT DEVELOPMENTS LIMITED **(1)**

and

MR & MRS P KEILTY **(2)**

MRS G SYLVESTER

MR & MRS M MOYNIHAN

MRS & MRS D E TONG

TO

WOKINGHAM DISTRICT COUNCIL **(3)**

UNILATERAL

PLANNING OBLIGATION

under Section 106 of

the Town and Country Planning Act 1990

relating to

land at 3, 3A, 13 and 15 Pond Head Lane

Earley, Berkshire

THIS UNILATERAL UNDERTAKING is given

this ..... day of 2000

BY

1 **Bancroft Developments Limited** whose registered office is situate at Stratfield House, 265 High Street, Browthorne, Berkshire RG45 7AH ("The Company")

2 Mr & Mrs P Keilty of 1 Pond Head Lane, Earley, Berkshire

Mrs G Sylvester of 13 Pond Head Lane, Earley, Berkshire

Mr & Mrs M Moynihan of 15 Pond Head Lane, Earley, Berkshire

Mrs & Mrs E D Tong of 411 Wokingham Road, Reading, Berkshire ("The Owners")

TO

3 **Wokingham District Council** of The Council Offices, Shute End, Wokingham, Berkshire ("The Council")

WHEREAS

1 The Council is the Local Planning Authority for the purposes of the Town and Country Planning Act 1990 and the Highway Authority for the purposes of the Highways Act 1980 in respect of the land hereinafter referred to

2 The Owners are the owners in fee simple in possession free from encumbrances of the land comprising The Application Site

3 The Company has the benefit of an Option agreement with The Owners to purchase land in respect of which The Planning Application is made subject to Planning Permission being granted for The Development

4 The Company submitted to the Council an application for planning permission for the development of land at 3, 3A, 13 and 15 Pond Head Lane, Earley

5 The Company is willing to give this Unilateral Undertaking to The Council to make provision of £20,000 towards the cost of providing a pedestrian / cycle crossing on the A329 in the vicinity of the said land in the event of the Council granting planning permission pursuant to the said application

6 The provisions of this Unilateral Undertaking are conditional upon the Council granting planning permission pursuant to the said application and development being begun as hereinafter provided.

NOW THIS DEED WITNESSETH as follows

NOW THIS DEED WITNESSETH as follows

WORDS AND EXPRESSIONS

1 In this Obligation the following words and expressions shall where the context so requires or admits have the following meanings:

"The Council" and "The Company" and "The Owners" respectively include their successors in title and assigns

"The Planning Application" means the application for planning permission submitted to The Council for the construction of 23 houses on The Application Site dated 8 May 2000 and allocated the reference number F/2000/1514 by the Council

"The Application Site" means land at 3, 3A, 13 and 15 Pond Head Lane, Earley shown for the purpose of identification edged red on the Application Plan

"The Planning Permission" means planning permission granted by the Council pursuant to The Planning Application

"The Development" means the development authorised by the Planning Permission

"The Pedestrian / Cycle Crossing Contribution" means the notice referred to in Clause 5(1) hereof

"The Unconditional Date" means the date ascertained in accordance with Clause 3 hereof.

STATUTORY PROVISIONS

2 This Unilateral Undertaking

(1) is given by The Company and The Owners to the Council

(2) is given pursuant to the provisions of Section 106 of the Town and Country Planning Act 1990

(3) is a planning obligation for the purposes of Section 106 of the Town and Country Planning Act 1990

(4) is given with intent to bind The Owners' freehold interest and The Company's interest in the Application Site

(5) shall be enforceable by the Council as Local Planning Authority

(6) is executed by The Company and by The Owners as a Deed.

CONDITIONS PRECEDENT AND NOTICE

3

(1) Clauses 4 and 5 of this Unilateral Undertaking are conditional and shall only have effect upon

(a) the date upon which the Council grants the Planning Permission; and

(b) the date upon which the Company shall begin The Development by the carrying out of a material operation in accordance with the provisions of Section 56 of the Town and Country Planning Act 1990 whichever shall be the later ("The Unconditional Date")

(2) No person shall be liable for breach of a covenant contained in this Deed after he shall have parted with all interest in The Application Site or the part in respect of which such breach occurs but without prejudice to liability for any subsisting breach of covenant prior to parting with such interest

(3) If The Planning Permission granted pursuant to The Planning Application shall expire before The Development is begun as defined above or shall at any time be revoked this Deed shall forthwith determine and cease to have effect

(4) Nothing in this Deed shall prohibit or limit the right to develop any part of the Application Site in accordance with a planning permission (other than one relating to The Development as specified in the Planning Application) granted (whether or not on appeal) after the date of this Deed.

PEDESTRIAN / CYCLE CROSSING CONTRIBUTION

4

(1) If after the Unconditional Date the Company receives from the Council a written notice pursuant to which the Council

(a) requests the Company to pay to the Council the Pedestrian / Cycle Crossing Contribution and

(b) undertakes to the Company to apply and appropriate the Pedestrian / Cycle Crossing Contribution towards the cost of carrying out the Pedestrian / Cycle Crossing Works

(2) If the Council shall not have served the Pedestrian / Cycle Crossing Notice on the Company within five ears of the Unconditional Date then the Company's Undertaking contained in sub-clause (1) hereof shall absolutely determine and become null and void.

REGISTRATION OF THIS UNILATERAL UNDERTAKING

5 The Company and The Owners recognise that this Unilateral Undertaking shall be registered as a local land charge in the Register of Local Land Charges maintained by the Council.

HEADINGS

6 The headings in this Unilateral Undertaking are for convenience only and shall not be taken into account in the construction and interpretation thereof.

IN WITNESS whereof

The Company has caused its Common Seal to be affixed to this Deed the day and year first before written

PLANNING SERVICES	RPT
POL	SLS
DC	BHF
APP	
CS 685	SL
09 JUN 2000	
COPIES TO:	ACK
	FILE:

Wokingham District Council
Environmental Services
P.O.Box 157
Shute End
Wokingham
Berkshire
RG40 1WR

M S Christopher
1 Pond Head Lane
Earley
Reading
Berkshire
RG6 7ET

Attn Mr John Mitchell

Ref Simon Lewis: F/2000/1513 and F/2000/1514

Dear Sir

Pond Head Lane is a quite cul de sac with 15 detached houses, 6 semi detached, 5 garages for houses on the Wokingham road and 2 businesses one an ice cream van yard the other the Berkshire Physiotherapy Centre.

I have the following objections to the above proposed development to erect 23 dwellings.

1 It is an over development of the area
2 It is an unwelcome intrusion into Pond Head Lane
3 It will cause Highway problems for Pond Head Lane and the Wokingham Road. On Tuesday 6th June it took two cars 4 minutes to turn right out of the road and they had to push out in front of the traffic risking an accident.
4 It will result in excess of an additional 100 traffic movements per day at peak times to and from work causing more congestion on a busy main road and cause queues out of Pond Head Lane
5 The 2 business that operate out of Pond Head Lane also cause traffic movements through out the day and Lorry deliveries to the ice cream yard. The Physiotherapy Centre is open to 9 at night and most people who visit miss the entrance and turn round where the road forks left and right which is the proposed road into the new development.
6 To turn right into Pond Head Lane you have to move into a right hand filter lane that will only take two cars if the new proposed development takes place this will cause problems at peak times and affect Meadow Road opposite and Mill Lane.
7 The new application does not end there it also mentions the road is proposed for extension for future access for a further development resulting in more traffic movements.
8 The development will result in increased noise and pollution of the area
9 As the new proposed road runs up the side of my property I will be affected by the noise of the cars and people walking along the side resulting in the loss of privacy and additional noise.
10 The proposed new road will cause a cross roads in Pond Head Lane with the traffic turning left and right and going straight on into the new development which could be dangerous
11 The planning application drawing is incorrect it shows my boundary line at an angle. This is incorrect my boundary line at the front runs in a straight line. The existing fence post to the right of my property is over 2 foot short of my boundary which makes the visibility wrong. Also to the front of my property there is a hedge that is over 7 foot high which does not give any where near the visibility shown on the drawing should the application be successful I will need to erect a 1 metre high close boarded fence to maintain some privacy to the boundary end line at the side of my property
12 when I reverse off my drive way I will have to reverse out across the new proposed road junction which will be very dangerous.
13 The second error on the planning application is the 4 No 4 bedroom detached two of which are in in Pond Head Lane are in fact semis joined by a cavity wall.
14 My property value will be reduced when I moved to Pond Head Lane over 9 years ago from an housing estate in Lower Earley to a quite cul de sac with a back garden bordering another back garden I did not do so to find out in 9 years time Pond Head Lane would become an housing estate and I would have a road at the side of my property
15 The application also will result in the loss of a number of trees which take years to grow. In no 13

where the new road is proposed a tree at least 50 years old will be removed and the whole out look of the area will change for the sake of this unwelcome development

16 Pond Head Lane is used by the school children of Lower Earley to get to Bulsmerhe school via the sub way the increased traffic down the Wokingham Road and Pond Head Lane will affect them to and from school

17 There will be an increase in the on road parking in Pond Head Lane as the new development has insufficient car parking spaces to accommodate the new houses as each house on average will have two cars per household so there are not enough allocated spaces

18 Pond Head Lane is a safe cul de sac were children can play without the worry of excessive traffic movements

19 As you turn into Pond Head Lane the road has a white line down the middle for about 25 yards the road then narrows with no centre line, to the right not shown on the planning application is the ice cream yard which has a 3 metre high close boarded fence the road then forks right and left and the new proposed road which as I mention in point 10 will make a cross roads in Pond Head Lane, for cars turning right there will be a blind spot which will be dangerous and for cars comming from the left will also have a blind spot which again will be dangerous.

20 All the local councillors are against the proposed new development Mrs Carpenter Mr Swinddlers Mrs Smith

21 Our Quality of life will totally change from living in a quiet cul de sac we will be subject to building work deliveries of materials the noise of the work and workmen. The loss of living in a quiet Lane to a Major development. Increase in traffic.

22 At peak times cars are unable to turn right out of Mill Lane so they turn left onto the Wokingham road turn fist right into Pond Head Lane turn around and then turn left out of Pond Head lane back onto the Wokingham road. If the planning application is accepted Pond Head Lane will take ages to exit

23 If a car wants to exit Pond Head Lane right onto the Wokingham road there is not enough space for a car to get up the inside to turn left which will cause a queue out as previously stated it can take up to 4 minutes to exit right at peak times

24 The type of houses they intend to build is not in keeping with the existing houses in Pond Head Lane.

Yours faithfully

Martin Christopher

cc Earley Town Clerk

Dr Ian B Bryan
9 Pond Head Lane
Earley
Reading
Berkshire
RG6 7ET

PLANNING SERVICES	RPT
PDL	TLS
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13 JUN 200	
COPIES TO:	ACK:
	FILE:

Mr Simon Lewis
The Planning Officer
Wokingham District Council
P.O. Box 157
Shute End
Wokingham
RG40 1WR

Copy: Mr Richard Raymond
Town Clerk
Earley Town Council
Council Offices
Radstock Lane
Earley
Reading
RG6 5UL

11th June 2000

Dear Mr Lewis,

Re: Planning Application Numbers F/2000/1513 and F/2000/1514
Your Refs.: Simon Lewis F/2000/1513 and F/2000/1514

Further to your letters of 25 & 26 May 2000, in respect of the above planning applications, I write to raise my concerns over the proposed housing developments to be sited behind Numbers 1 - 11 Pond Head Lane (PHL). The proposed erection of 23 new properties on this site would have a significant impact upon the residents and businesses who live or work in PHL together with the motorists, cyclists and pedestrians who use the Lane. Furthermore, I believe that the development would exacerbate the existing problems encountered by motorists exiting or entering the Lane at rush hour on to/from the Wokingham Road (WR), raising safety issues for motorists, cyclists and pedestrians who use PHL. My concerns are outlined below for your consideration:

Traffic & Safety Issues

1. Traffic Problems Associated with WR

Increased numbers of cars using PHL raise safety concerns and will lead to problems exiting/accessing PHL onto/from WR which is already difficult at rush hours. WR is an

extremely busy road, with excessive traffic queues in both directions several times a day leading to traffic queues in PHL itself. It can often take 2 to 3 minutes for a single car to turn out of PHL onto WR at rush hour, waiting for a gap in the traffic. Turning right from PHL onto WR at rush hour can be dangerous due to traffic turning right out of Meadow Lane (opposite PHL) which often leads to drivers 'taking a chance' and pushing out into a gap in the traffic. Increasing the numbers of cars using PHL will inevitably lead to longer queues waiting to exit the Lane onto WR, which in turn will lead to greater frustration of drivers both within the Lane and those turning right from Meadow Lane opposite; this is potentially a very dangerous situation and one which, at best, can only result in greater road congestion.

Access for motorists on the WR approaching PHL from Loddon Bridge traffic lights and wishing to turn right into the Lane is currently restricted to a maximum of 2 cars in the 'marked turning lane' in WR. At busy times and/or when buses are parked at the bus stop on WR this can cause congestion. An increase in the numbers of cars using PHL can only exacerbate this problem.

2. Traffic Problems In PHL

The junction of the proposed 'new road' in the development plans with PHL could prove hazardous to motorists, cyclists and pedestrians unless 'priority' is clearly marked on the road. This area of the existing road in front of 11 - 13 PHL is frequently used as a turning point for motorists and larger vehicles (e.g. delivering supplies to the ice cream business). Motorists wishing to turn right out of Mill Lane onto WR when it is busy often turn left onto WR then immediately right into PHL, performing a U-turn in PHL. In the proposed plans, this area will become a 'staggered junction', possibly with restricted visibility, hence care would be required to control traffic flow by the use of clear priority markings.

The new development of 23 homes might reasonably be expected to double the numbers of cars in PHL by 40-50 cars. Such an increase in the numbers of cars, as discussed above, is bound to cause congestion at the junction with WR at rush hours. The length of the queues and the level of congestion which may result is more difficult to predict but might lead back to the new 'staggered junction' in front of the proposed road.

Many pedestrians and cyclists living in Earley use PHL as an access route to Woodley, crossing via the underpass at the end of the Lane which runs under the railway track and motorway. School children attending Bulmershe Secondary and Southlake Infant/Junior schools use this route twice daily. These children frequently cross WR at the traffic islands close to PHL then walk/cycle down the Lane to the tunnel. Clear road markings and speed signs would be essential to ensure that pedestrians and cyclists are not put at risk by the increased volume of traffic created by the new development in PHL.

3. Parking Problems in PHL

Parking is already difficult in PHL as parking is required for residents' cars and both the

Physiotherapy and Ice Cream businesses in the Lane. Furthermore, during week days there are generally 'extraneous' cars left parked by London commuters who park their cars in the Lane early in the morning to catch the London bus on the WR - leaving their cars parked in the Lane from 7.30 am until 7pm on their return from work. Inspection of the proposed development plans suggests that there is insufficient parking space available for the 23 new houses to be built. Where will these new residents park their cars? In PHL?

Building Issues

1. The proposed new homes would not be in keeping with the existing character of PHL, being a mixture of modern semi-detached and terraced two storey buildings.

2. Our property is not currently over-looked by the single storey home adjacent to the end of our garden (the site of the new development). In the proposed plans, however, we will be over-looked by a two storey building with a window facing towards our garden. This, I feel, will be an invasion of our privacy.

3. The development of 23 new homes, probably amounting to an additional 80 - 100 residents in PHL, together with their cars (possibly 40-50 additional cars), will add significantly to the noise levels in the locality.

Future Developments

It concerns me further that the proposed development plans refer to a future development; i.e. 'proposed road extended to give possible future access to land beyond'. I understand that another builder has purchased this land but is currently prevented from developing it because of lack of access to WR. If the proposed plans obtain planning permission then are we to expect a second development and even more cars using PHL as a thoroughfare to WR? This would clearly be an outrageous proposition for the reasons given above.

These are the immediate 'issues and concerns' which come to mind, given the relatively short time which the District and Earley Town Council have given me to consider the effect of the proposed development on my own property and the well-being and safety of those who live in, work in or use PHL. I feel that your letter dated 25 May, which did not arrive until after the Bank Holiday weekend, and only allowed a maximum of 21 days for reply, barely gives adequate time to consider all of the implications of these planning proposals. However, I trust that the points I have raised will be of some help to you in your decision on whether or not to approve planning permission for these applications.

Yours sincerely,

Ian B. Bryan

Ian B Bryan

SL

9 Pond Head Lane,
Earley (N. Reading),
RG6 7ET. Banks.
and.
Julianaan S.
9531 BM Haren (Gn),
Holland.

DDS

PLANNING SERVICES	HPT
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20 JUN 2000	
COPIES TO:	OK: ✓
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16 June 2000

Concerning: Application Number F/2000/1513

Dear Person(s),

I have some inclination of the measure of responsibility that the complicated and sensitive issue of Planning Application No F/2000/1513/4 must impose upon the Earley Town Council's Planning Committee and that of the Wokingham District Council. It is however, your work, and the quality of integrity should never be constrained, so if you will excuse me please I should like to place before you a few objections.

1. The building of new dams, roadways, estates etc., have never been able to solve the problems they were intended to solve in the first place, i.e. Los Angelies new dams = more water consumption = higher demand = less water available per person = more water shortages; the M25 = more space for cars =

higher car sales: more traffic = higher congestion and longer traffic jams, (the M25 has become Englands newest longest parking lot), more estates = more people = more children = more children's children = a compounded demand for more housing estates.

My point is that the wrong solution to a problem can easilly create unsolvable future problems.

2. The social aspect of problems associated with estate life, have been clearly exposed by various other estates large and small around the country. = a higher pressure towards social unrest due to higher people congestion = higher unemployment when the rate of job availability does not keep apace of demand. This leads to a higher percentage of school drop outs where the perception of future employment is low = higher crime and criminality rates.

It is time that we are all collectively responsible towards each other but the organizations in power here must accept the greater share of this. We will all get the world that we deserve.

3. The environmental trauma of new estates are too many to name and most of them are too well known any way. I will therefore restrict myself to a few more that are about

to be added to the already long list.
New research has shown that sea currents along the coast of Canada have reversed their direction of flow. from 18 cm/hr south east to north west to -2 cm/hr in the other direction. Satelite photos of the Gulf Stream is showing similar pre symptoms, so (1) more estates away from cities = more roads and pavement etc., = more rain water entering drainage systems = swollen rivers = more fresh water entering all along the coasts = less salinity = a reduction in the Gulf Stream motor. We can expect a climate much like that of Nova Scocia. (2) The Royal Commission just released on global warming wishes to reduce the amount of CO_2 emission by 60%; more estates mean more cars = more CO_2 but also more heat generated in the engin itself. All the heat energy in every engin is heating our surrounding air. This source of extra heat must be added to the effect of CO_2.
My question to you is; that even if you do not believe in the caos theory that a small purterbation can have a big effect, then at least we can agree that more estates, however small mean compounding environmental problems?
4. Esthetic considerations; apart from the noise from the M4 motorway slip road situated ≈35 yds. away the area with its hundred or so trees

is at the moment just so beautiful. The trees, which must be preserved at all costs are our only real sound barrier.

In conclusion, is it not time that ideological considerations should give way to pragmatism? You must all agree that we need inspiration on an unprecidented scale. Let us try to conserve what we now have. When a person dies that person stays dead for a long long time. The same is true of our environment. What is once gone, is gone for ever.

Please take your time to consider Application Number F/2003/1513 and all it's possible effects. Such a high density of people and houses in so small a space cannot be acceptable.

If it really be necessary to remove the existing houses in our area, then let them be replaced by say four to five maximum. Build upwards and downwards like the Americans and Japanese but in the right places. The Dutch apply ecological solutions putting small groups of houses near good public transport systems.

Yours sincerely

A. Wadham.

A Wadham M.Phil., M.Sc., B.Sc., M.D.

TO: DEVELOPMENT CONTROL
Simon Lewis

FROM: Environmental Design

DATE: 22nd June 2000

Location: land Rear of 1 - 11 Pond Head Lane Earley Reading.

Proposal: Proposed demolition of 3, 3a, 13 and 15 Pond Head Lane, and erection of 23 dwellings. (Duplicate Application).

Application Number: F/2000/1513 & 1514

In response to your consultation dated 25th May 2000 for the above application, the landscape comment is as follows:

The application is not acceptable on landscape grounds. The erection of 23 dwellings would be an unacceptable increase in the number of dwellings on this site and out of character with the neighbouring scale and density of housing.

Also the proposals imply that the adjacent existing properties and gardens would be adversely affected and would be overlooked from the new dwellings, from their gardens and the communal spaces and driveways.

Patricia Green

Patricia Green
Landscape Consultant

Woodley Town Council

To: Emy Circuit

Plan No. F/2000/0569: 50 Loddon Bridge Road
The committee had no additional comments to make on this revised application.

Plan No. F/2000/1155: 97a Colemansmoor Road
No additional comments.

Plan No. F/2000/1242: Cut Above, 47 Western Avenue
No additional comments

Plan No. 99/70628/LA: The Old Cottage, Sandford Lane
No additional comments

Ann Keenan 21.6.00.

Woodley Town Council

To: Andrew Thorley

Plan No. F/2000/1470: 1 Norris Green, Woodley. (Charvil Parish)
Thank you for giving the committee the opportunity to view this plan.
They agreed to make no comment.

Ann Keenan 21.6.00.

Woodley Town Council

To: Simon Lewis

Plan No. F/2000/1513: Land rear of 1-11 Pond Head Lane, Earley
Thank you for giving the committee the opportunity to view this plan.
Members had some concerns about the density of the development.

Ann Keenan 21.6.00.

FROM: Simon Lewis

DATE: 26 May 2000

EARLEY TOWN CONSULTATION SHEET

Application Number: F/2000/1514 (1513 (Dup)

Proposal: Proposed demolition of 3,3a 13 & 15 Pond Head Lane and erection of 23 dwellings (Duplicate Application)..

Site Address: Land Rear Of 1 - 11, Pond Head Lane, Earley, Reading.

Applicant: Bancroft Developments C/O The Edwards Irish Partnership.

Your observations are required in respect of this application **by 19/06/2000** .

It was felt that this proposal represented inappropriate and excessive backland development which would be out-of-keeping with the area, and particularly in relation to the plot sizes the properties in the new development would have in comparison to their neighbours. Furthermore, it was considered that this application, if allowed, would set a precedent for the area which would be unacceptable to both the Town Council and local residents.

Concern was also expressed at the increase in traffic this development would generate, both in Pond Head Lane where the road and its junctions are not designed for this volume and where the residents already suffer from increased vehicular movements from the two businesses operating from the road, and from commuter parking, and in Wokingham Road, which is already extremely over-burdened with traffic and particularly in the morning and evening rush hours.

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

The Town Council is in receipt of 18 copies of letters of objection to this proposal and a copy of a petition bearing 120 signatures.

PLANNING SERVICES	HPT TLS
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27 JUN 2000	
COPIES TO:	ACK:
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SIGNED: _____ DATE: 22 JUN 2000

Clerk To Earley Parish/Town Council.

POLICY AND PLANS CONSULTATION

Case Officer: Simon Lewis

Location: Land rear of 1-11 Pond Head Lane, Earley

Application Numbers: F/2000/1513 and 1514 (Duplicate Applications)

Proposed demolition of 3, 3a, 13 & 15 Pond Head Lane and erection of 23 dwellings

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Planning History
There is no relevant planning history on this site. Applications F/2000/1513 and F/2000/1514 are duplicate applications. This response applies to both applications.

Identified Settlement
The application site is located within the settlement boundary and therefore development is acceptable in principle.

Density
Following the publication of the new PPG3, the Environmental Services Committee resolved, on 12 June 2000, to include the agreed density policy in the District Local Plan, as soon as the local plan process permits, and to adopt that policy for the purpose of development control as soon as possible. To summarise, the policy states that on sites over 0.3ha no residential development shall be permitted at a net density of less than 30 dwellings per hectare, on sites within identified settlements, subject to development at such density not compromising the quality of the environment. It goes on to state that higher densities will be acceptable in locations with good public transport connections and good access to local retail, community and service facilities

The development of 23 dwellings on this site of approximately 0.58ha produces a net density of 39.7 dwellings per hectare. This meets the minimum requirements set out in the new density policy. The site is located within 200m of the A329 bus corridor, which meets the definition of a public transport corridor described in the text in paragraph 5.28 of the 12 June Environmental Services Committee Report (see attached). It is also within 200m of a designated cycle route, and a proposed cycle route is due to run along Pond Head Lane and past the entrance to the site. Earley station is approximately 900m to the west and the cinema and Park & Ride are approximately 900m to the east. While the site is not within 400m of a local centre or 800m of a town or district centre, it is thought that on balance the particularly good access to alternative modes of transport, which allow for travel to retail facilities, outweighs the fact that the site does not meet the requirements for distance from a centre. The site is considered to be in a sustainable location, in which higher densities should be encouraged, therefore development at a density of approximately 40 dwelling per hectare is acceptable on this site.

Mix
The proposal provides for 4x4-bed, 11x3-bed and 8x2-bed dwellings. This mix of dwelling types and sizes is considered to be in accordance with the needs of the District as less than 30% of the dwellings will be 4-bed or larger.

Affordable Housing
Policy WH1(h), as proposed to be amended, requires an element of affordable housing to be provided in residential schemes of 15 or more dwellings or of 0.5 ha or

more in settlements of 3,000 or fewer, and of 25 or more dwellings or of 1ha or more elsewhere. Earley is listed as one of the locations where the 25 dwelling requirement applies. As this proposal is for 23 dwellings, there is no policy requirement for an affordable housing provision.

Layout and Design
Locating the two four-bed, semi-detached dwellings at the entrance to the site, facing onto Pond Head Lane, maintains the built-frontage along the road, in a similar form to the existing properties.

The site plan shows the access road running between plot 2 and the existing property at number 11 Pond Head Road to be flanked by grass verges on either side. For safety reasons, it may be better to have a hard-surfaced footpath running along one side of the road.

The location of the communal parking areas appears to allow for a good level of natural surveillance, which should be encouraged.

Noise
Plots 10 and 11 are located fairly close to the railway line, noise from which may have a detrimental impact on amenity. Environmental Health should be consulted, if they have not already commented. +A329(H)

Trees
The site plan indicates that a number of existing trees will be removed, the Tree & Landscape section should be consulted further on this issue, if they have not already commented.

Conclusion
The proposed development incorporates a good layout and use of design, which result in an efficient use of land in a sustainable location, which is encouraged in the latest government guidance. The results of any investigations into the noise levels on the site may require some alterations to the layout to ensure future residents do not suffer from unacceptable noise levels.

Liz Walker

Liz Walker
Policy & Plans
16.6.00

Seen

PROPOSED POLICY ON RESIDENTIAL DENSITIES

In order to ensure an effective and efficient use of land, no residential development shall be permitted at a net density of less than 30 dwellings per hectare, on sites within or adjoining identified settlements.

A net density of between 30 and 50 dwellings per hectare on new residential development will generally be acceptable. Higher densities in this range will be acceptable in locations with good public transport connections and good access to local retail, community and service facilities.

In areas with particularly good accessibility to public transport and facilities, densities should be in excess of 50 per hectare.

All developments, whatever their net density, will be expected to incorporate a high quality of design throughout.

The Wording of the Policy

5.28 Results of internal consultations on the wording of the policy have pointed out that it could be helpful to seek to quantify what is meant by the terms 'good' and 'particularly good' in the context of public transport connections and access to facilities. One way of doing this would be to relate the density policy to an accessibility matrix of some kind. In preparing the Berkshire –wide Urban Potential Study the six unitary authorities have agreed a definition for a public transport corridor. This is a level of public transport provision that is considered frequent enough to encourage people to travel by public transport. It is considered appropriate to encourage development at higher densities within 400m of such a route. A public transport corridor has been defined, and agreed between the six unitaries, as a route which has the following bus or train frequency:

- Every 20 minutes between 7-9am and 4-7pm (every 30 minutes in rural areas)
- An evening and Monday - Saturday service allowing two return journeys to be made

5.29 It has also been agreed as part of the Urban Potential Study, that locations within 800m of a town or district centre (as identified in the local plan) or 400m of a local centre (again as identified in the local plan) are suitable locations in which to locate new development and higher densities. These distances are considered appropriate walking distances to the facilities available. Sites within 400m of the town centre were considered to be particularly sustainable.

5.30 In combining these approaches to sustainable locations, appropriate thresholds for locations with good and particularly good accessibility, in terms of the proposed policy, would be:

- Good: sites within 800m of a town or district centre, or 400m of a local centre and with the level of public transport provision as outlined above

- Particularly good: sites within 400m of a town or district centre and with the level of public transport provision as outlined above

If more detailed accessibility matrices are produced in the future these could replace the thresholds outlined in this report.

Approach to be taken prior to adoption of the Local Plan

5.31 If members resolve to agree to the new policy wording then it could be incorporated as an amendment to the Local Plan, for Development Control purposes. This policy will not have been subject of public consultation, but will have the same status as the Proposed Further Amendments of September 1999 and the Proposed Amendments to the Transport chapter. Public consultation on all these amendments will take place when the Proposed Modifications are put out for consultation, after receipt of the Inspectors' Report.

5.32 In the meantime paragraph 38 of PPG3 should provide the necessary support for refusing applications at unacceptably low densities, in relation to the requirements of PPG3 paragraphs 57 and 58. The policy could be formally introduced into the Local Plan at the Proposed Modifications stage of the plan, which will not be before mid-2001.

5.33 The introduction of a policy will not be sufficient on its own to address the issue. A review of the additional standards that are applied to new development will be required. The main ones are:

1) Parking standards,
2) Housing sizes and types.

5.34 The **parking standards** contained within the local plan do not meet the new requirements of PPG3. Paragraph 61 states that local authorities should revise their parking standards to allow for significantly lower levels of off-street parking. Paragraph 62 states that developments which provide '*more than 1.5 off-street car parking spaces per dwelling are unlikely to reflect the Government's emphasis on securing sustainable residential environments*'. It goes on to say that '*policies which would result in higher levels of off-street parking, especially in urban areas, should not be adopted*'. While the Local Plan accords with the guidance in that it sets maximum rather than minimum standards, the maximum standard should be reduced to 1.5. While it is recognised that the District has a high level of car ownership, changes in the design of layouts and provision of parking spaces could allow for a sufficient level of parking provision, and enable densities to be increased. For example, the use of twin length garages instead of the standard double garages while reducing the amount of drive space, would provide the same amount of garaged space but with a reduced plot width. Use of car ports would ensure that the space allocated for parking is used for such purposes, rather than storage, as often happens when garages are provided. Use of communal parking would also reduce the amount of space allocated to parking and thus allow for an increase the number of dwellings on site. Residential car parking standards, however, should ***not*** be reviewed independently but looked at as part of the forthcoming comprehensive review of parking standards in the District.

paras 61/62

5.35 With regard to **housing sizes and types**, it is suggested that the Council could formalise the approach taken to housing mix within developments, in connection

para 2
2nd bullet point

with Local Plan policy WH6. The Housing Needs Survey 1997 showed that there is an imbalance in housing mix across the District and therefore provides the justification for asking for the mix of dwelling types to reflect and address this. PPG3 does stress the need to ensure there is a choice of housing available, and this is currently not being achieved in Wokingham District. Although proportionate demand by dwelling size is currently included in the Local Plan, this is only in the supporting text; its inclusion in the policy would strengthen the position of the Council in negotiations. Further strength would be gained from being able to use a more up-to-date Housing Needs Survey as the basis for negotiation.

5.36 In order to show developers how changes in design can enable good quality, higher density schemes to be achieved, it would be helpful to produce some **Supplementary Design Guidance** with illustrations of good practice. If this is to include examples from other areas it would be necessary to choose areas that had similar built characteristics and socio-economic characteristics (i.e. level of car ownership) to Wokingham.

Financial Implications

5.37 None specific to this report.

Environmental Implications

5.38 The PPG's emphasis on the re-use of land for development, increased densities and high standards of design, should assist in securing developments that reduce land take, are in sustainable locations, and improve the environment.

Equal Opportunities Implications

5.39 None specific to this report.

Community Safety Implications

5.40 None specific to this report.

Time Constraints

5.41 PPG3 was issued in March 2000. The Housing Round Table at the Local Plan Inquiry is due to take place on 3rd and 4th July.

Background Papers	Dept. Where held
Planning Policy Guidance Note 3 Housing	Environmental Services
Wokingham District Local Plan	Environmental Services
'Sustainable Residential Quality: new approach to urban living' and 'Sustainable Residential Quality in the South East', both by Llewelyn Davies, planning consultants.	Environmental Services

Author: Richard Ford, Jim Dunning and Liz Walker
Date: 31 May 2000
h/text/richard/PPG3resdensl.doc

WOKINGHAM DISTRICT COUNCIL

MEMORANDUM

PLANNING SERVICES | JT
CL | GLS
JPF | CS
12 JUN 2000
COPIES TO: | ACK | FILE:

From: Joanne Ellis, Environmental Health My Ref: JE/pond

To: Simon Lewis, Planning Your Ref: F2000/1513
F2000/1514

Date: 09 June 2000

PROPOSED DEMOLITION OF 3, 3A, 13 & 15 POND HEAD LANE AND ERECTION OF 23 DWELLINGS
LAND REAR OF 1-11, POND HEAD LANE, EARLEY

These proposals have been evaluated and I have the following comments:

The proposed site will be exposed to high noise levels due to its close proximity to the A329M and the railway line. I have concerns that the houses will experience excessive levels of noise from the road traffic and railway for which it may not be possible to adequately mitigate. Therefore, an acoustic assessment should be carried out and submitted prior to any consent being granted.

The report should contain predictions of the likely impact of the noise source on the development. It should set out: a large scale plan of the proposed development; noise sources and measurement/prediction points marked on a plan; a list of noise sources; a list of assumed noise emission levels; details of noise mitigation measures; description of noise calculation procedures; noise levels at a representative sample of noise sensitive locations; comparison of noise levels with appropriate criteria.

Where criteria are exceeded at any location the applicant should explain why that excess is immaterial or what further mitigation will be undertaken to ensure that criteria will be met. Any report shall include raw measurement data so that the conclusions may be thoroughly evaluated and calculations checked.

I would not recommend approval of this application until further information has been submitted and assessed. However, should planning consent be granted I recommend imposition of the following conditions: -

1. Development shall not begin until a scheme for protecting the proposed dwellings from road traffic noise adjacent to the proposed development has been submitted and approved by the Local Planning Authority. Any works, which form part of the scheme approved by the Authority, shall be completed before any permitted dwelling is occupied unless the Authority agrees an alternative period in writing.

The scheme shall include an assessment of road traffic noise in accordance with the Calculation of Road Traffic Noise and PPG 24. The results shall be contained in a report that includes: -

- a large scale plan of the proposed development, noise sources and measurement/prediction points marked on plan
- noise levels at a representative sample of noise sensitive locations
- a description of any noise calculation procedures and raw measurement data so that conclusions may be thoroughly evaluated and calculations checked
- comparison of noise levels with appropriate criteria and
- details of noise mitigation measures

2. Construction operations for which noise is audible at the site boundary shall only be carried out between 7.30 hours and 1800 hours Monday to Friday, 8.00 hours and 1300 hours on Saturdays and at no time on Sundays, Bank or Public Holidays without prior agreement in writing from the Local Planning Authority.

If any clarification on these comments is needed, please do not hesitate to contact me on extension 6361.



Joanne Ellis

PLANNING SERVICES	EP
POL	LS
DC	SDP
APP	
CS 6955	SV
03	
COPIES TO:	ACK: ✓
	FILE:

Mr S Lewis
Planning Officer

Mill Cottage
8 Pond Head Lane
Earley, Reading
Berks. RG6 7ET.
29-6-00

Dear Sir,

With reference to the Building Plan F2000 15/3/1514 & which I am sure that you are aware of, of which an application is being put forward, in the near future.

I am forwarding this letter to you, so that you can get a clear picture direct, instead of perhaps second hand.

I myself have been a resident and a motorist in this road for the past forty years, and the traffic situation has always been very light although the traffic on the main Wokingham Road is now very heavy and growing so are the two roads, both Mill Lane and Meadow Road, which both lead out onto Wokingham Road opposite Pond Head Lane, Earley.

I myself, carried out a Survey, between the hours of 7.30 AM - 9 AM. on five occasions, and it showed that about 500 vehicles entered into Wokingham Rd.

Now with the new estate planned which shows 23 Dwellings this sounds quite small, but when I say 2 cars to a dwelling, plus those which already in Pond Head Lane, plus the many tradesmen, and then a lot of those when an adjoining estate (NORTH SIDE OF LONDON HILL DWELLINGS) at rear there will be about another 200 vehicles to come onto Wokingham Rd, all coming out of this one road. So now that you have a picture of what may come I hope you will give much thought and careful consideration to this situation where traffic is already at saturation point.

Yours Faithfully
Mr A Hill

Shock for Prescott as scheme for new homes is rejected

By **Steve Doughty**
Social Affairs Correspondent

JOHN PRESCOTT'S scheme to build 43,000 new houses every year in the most crowded region of England ran into a brick wall yesterday.

The plan was voted down by local councillors who said it would mean overcrowding, the disappearance of the countryside and choked public transport.

Instead they backed a Tory-inspired alternative that would limit house-building in the South East to 33,000 homes annually for the next five years.

The rejection is a severe setback for the Deputy Prime Minister and the long-cherished plans of his Department of Environment, Transport and the Regions for a large-scale increase in house-building in the South.

Mr Prescott wants 860,000 new homes between 1996 and 2016 to cater for expansion of the population as more people move to the wealthy South, and as demand grows for homes for single people fuelled by divorce and family break-up

Now he will wait until the autumn before making a decision on whether to order local authorities to allow the new houses to be built – a move fraught with political risk in the conservative South East.

The vote to reject Mr Prescott's scheme came at Serplan, the South East Regional Planning Authority made up of local council chiefs.



Prescott's plan was criticised by Archie Norman, right

Despite the protests of Housing Minister Nick Raynsford that their opposition was 'stupid', members voted by 38 to 30 to declare 33,400 houses a year was the most the South could take. The move means that after four years of wrangling Whitehall is no nearer to achieving its target – originally 1.1 million homes before 2016.

Ministers say without enough homes, prices will soar, millions will be unable to buy, and the South will suffer shortages of essential workers like firemen, policemen and teachers.

But Sandy Bruce-Lockhart, Tory leader of Kent council, said after the vote: 'The Government's total is far too high and we are delighted by this result.'

Lord Hanningfield, Tory group leader at the Local Government Association, said: 'Housebuilding on the scale proposed by the Government would mean vast tracts of green land being lost forever as an army of bulldozers swept across the South East.'

'We need houses for key workers'

Ministers want as many as six out of ten of the new homes to be built on 'brownfield' land used in the past for factories, railways and industry. But Tories believe most of it will inevitably go into green fields

Shadow Environment Secretary Archie Norman said local councillors were standing up for their residents.

'The Government is committed to building the wrong homes in the wrong places – more than half will be built on green fields, countryside will be concreted over for ever, and the vicious cycle of migration from the inner cities will continue,' he said.

Labour councillors at the meeting accused Tories of 'blatant political opportunism'.

Richard Stainthorp said: 'You are flying in the face of reality if you settle for the lower figures. I would be delighted if we could have that but we need houses for key workers like firemen and policemen and teachers.'

Government analysts say about half of first-time buyers cannot afford to buy even the cheapest housing in the region.

Nick Raynsford said: 'I am sad that Serplan has split on party lines following Archie Norman's involvement. This goes against a long tradition of seeking cross-party consensus on these matters.'

He said Mr Prescott would consider the views of the 30 Labour council chiefs who backed the Government line and 200 other organisations that have taken a position on the building plans when he makes a decision on whether or not to overrule Serplan.

s.doughty@dailymail.co.uk

Comment – Page 12

PLUS. X THIS IS ALREADY BEING THOUGHT ABOUT.
RE GARDENS AT 7 — 11 POND HEAD LANE

Neighbours divided over development

Not in my backyard say some, but others disagree

by Joan Beamish
Caversham reporter

CAVERSHAM neighbours are divided over plans for a new housing development which they fear could lead to a massive estate linking Amersham Road to Henley Road.

Reading Borough Council is already considering an application which includes demolishing five homes and buying up back gardens in the Lower Henley and Henley roads to make way for 109 new flats and houses.

Proposals include an access road and adjacent four-storey block of flats, opposite the Henley Road-All Hallows Road junction, with about 30 housing association homes.

Developers are believed to be offering payments in excess of £100,000 for slices of back garden and, despite reservations about loss of privacy and the effect on wildlife, many neighbours are ready to sell.

One elderly resident said: "When we heard everyone else was doing it we thought there was no point in us not. It'd be nice to keep it but they're offering a lot of money and the garden is too big to look after anyway."

But neighbours on the other side of the road object to the proposals and accuse the council of inadequate consultation.

Henley Road resident David Follant said: "I'm not very happy. It's going to cause a lot more traffic and the roads are already congested." Neighbour Roger Hutchinson said: "The block of flats are out of place and they're proposing to put a playground where a car has already gone through the hedge.

He added: "I think there's a hidden agenda – I think someone's planning a much larger development by stealth."

The land between the Amersham Road estate and Henley Road is earmarked for housing in the council's Local Plan.

A spokesman said: "We have been approached by several developers, they haven't put an application in but they have talked to council officers."

PLANNING SERVICES	DPT
POL	TLS
DC	ENF
HP	
CS 6255	

09 JUN 2000

COPIES TO: Dear Sir | NOT: / | FILE:

21 Pondhead Lane.
Earley.
Reading RG6 7BT

SL 8.6.00

I am writing to object to the proposals NO F 2000 1513 1514 which relates to the granting of planning permission to build 23 dwellings on the land near of Pondhead Lane.

This development would cause horror for traffic as I estimate an extra forty cars would be using it, have to gain access to Wokingham Road which itself is very busy. At present time this lane has an Ice Cream Depot which houses seven vans and they are a problem at times

also this lane is used by people and children to gain access to Woodley for school and shopping purposes. If the application is approved & severe traffic problems will arise and where the New Road is to be made this could well become an accident black spot with the amount of traffic due to use it.

The next concern is our Environment problems which can be caused by this development. This area consists of older style 3 bed Semis and Detached properties where residents have chosen to live because of the location and are now being threatened by these proposals.

I have inspected the plans for

this proposed site and although I'm not an expert on the subject my thoughts are that the builders idea is to erect 2" houses for the low cost housing market with no regard to the present character of the area. I notice also no garages are on the plan only 39 parking spaces, also the houses are all terraced except for 4 which will be BEDSEMIS.

I sincerely believe these proposals are rejected as not in the public interest and be advised to submit a plan for less houses and a more freindly Environment, why not like the development at Appleyard in Reading Road. P.S. do you know if Bryants own any land here.

Yours Faithfully
D. G. Botell

PLANNING SERVICES | HPT
POL | TLS
DC | ENF
APP |
CS 0055 | SL
05 JUN 2000
COPIES TO: | ACK:
FILE:

21, PONDHEAD LANE
FARLEY
READING R.G.6.4.ET

1.6.00

Dear Sir

I am writing in regard to planning application No F2000/1513-1514 concerning Pondhead Lane. I in my opinion this application should be very carefully vetted as the traffic problems this will cause are frightening. Pondhead Lane is nothing more than a lane and with the building of another 23 dwellings this could mean another 40 plus cars using this road which would cause severe traffic problems. I understand that housing is a problem

in the district but I do not agree that houses should ~~should~~ be built in a area where it would damage the Environment of the present community. I have attempted to give a view of what I believe would happen if this application for 23 houses is approved and I sincerely hope that you and the planning commitee resolve this to the residents consideration

Yours Faithfully

A. J. Bodell

PLANNING SERVICES	HPT 402
OL	TLS
DC	ENF
APP	
CS	
12 JUN 2000	
COPIES TO:	BACK F 2000/1513/1514.
	FILE:

c. Wokingham Rd.
Earley. Reading.

Dear Sir, June 7. 2000.

Application No F 2000/1513/1514.

After seeing the plans referred to above we have the following comments to make.

1. Over development 4 semi-detached and 19 terraced in an area which is mainly detached houses.

2. Parking A very sore point to Pond Head Lane residents. As I write there are 4 cars parked in the turning head of the cul-de-sac. This prevents residents and service vehicles from turning and precludes us from unpacking the car at our gate. 39 parking spaces and 4 garages appear inadequate and we dread further overspill parking. The Ice-Cream devices are now more cooperative but all day commuter parking is still an inconvenient problem.

3 Safety We thought the public footpath down Pond Head Lane and under the subway towards Woodley was sacrosanct. Surely this will be crossed by the new road. Children attending South Lake Infant & Junior (designated) schools and Bulmarshe will be more at risk.

4. Traffic Early traffic from 8-20 - 9.30 is very heavy and turning right into Reading can be a dangerous and lengthy business. Any increase in drivers will be detrimental to an already overloaded Wokingham Rd. This situation is of course worsened by the close proximity of Meadow Road & Mill Lane - the latter is often gridlocked in the morning.

5. Future Development.

We understand further future development is very probable. This will exacerbate the above points

Entry from this site will obviously need to come through Pond Head Lane as admission into the Wokingham Road any nearer the lights has already been turned down.

In view of an comments you will realise that we are totally opposed to any development off Pond Head Lane.

Yours faithfully,

George & Daphne M Edwards.

PLANNING SERVICES	HPT
POL	TLS
DC	ENF
APP	
CS 0055	SC
06 JUN 2000	
COPIES TO:	ACK:

405 WOKINGHAM ROAD
EARLEY
BERKS RG6 7EL
07-06-00

Dear Sir

I refer to planning application Nos. F/2000/1513/4
When this applicant is considered I think local people should be considered, for the following reasons.

1/A development of this size is going to completley upset the balance of development in the area by increasing the densitty so greatly.

2/ The planning committee would do well to experience the traffic situation at peak periods with cars at the juntion of Pond Head Lane and Wokingham Road.

3/ Another 46 or so cars could not be tolerated in this area.

4/ Children in Pond Head Lane would be in greater danger than ever.

5/ The envirpnment of Pond Head Lane area would be completly spoilt to the detroment of many long standing local residents.

6/ Finaly this development is obviosly for pure financial gain and is of benifit only to a minor few people who will then leave the area

Yours Faithfully

Please see Page 2

Reference application F/2000/1514-1513

Having today 07-06-20 inspected the plans for the above application I would make the following observations.

1/ Why have only 4 bed houses built in garages? which means that up to 4 cars or more will be parked in bays or front drives each day & night, this is an environmental problem & should be rejected.

2/ Public right of way, see item 18 on application form.
No where is this shown on the site layout or a proposed alternative.

3/ What now happens to the existing access lane to 3 & 3A.

4/ Where are the drainage ditches for both foul & s/w, these are not available for inspection. to establish whether or not the existing mains are able to cope with the extra discharge.

5/ What is the expected use of the site at end of the new proposed carriageway

M H Smith

Rgnd 5/1/00

LENNON PLANNING LTD

13 Hermitage Parade, High Street, Ascot SL5 7HE

Telephone: (01344) 873887
Fax: (01344) 874744
E-mail: consultancy@lennon-planning.co.uk

www.lennon-planning.co.uk

Our Ref : MGRP/1148/rac
5th January 2001

Miss Denise Gumbrell
Appeals Assistant
Wokingham District Council
Environmental Services Department
Planning Services
P O Box 157
Shute End
Wokingham RG40 1WR

Dear Miss Gumbrell,

Appeal by Bancroft Developments in respect of land at 3, 3a, 13 and 15 Pond Head Lane, Earley -Your Reference : F/2000/1513

Please find enclosed a copy of our Statement on behalf of the Appellant in respect of the appeal referred to above.

Yours sincerely,

Matthew Pardoe

Matthew Pardoe

enc.

Directors: C A Lennon BA, DipTP, MRTPI; M D V Lennon BA; R J Huntley BSc, DipTP, MRTPI; D S Dunlop BA(Hons), MRTPI
Registered in England No. 3943349 • Registered Office: 71 Bell Street, Henley-on-Thames RG9 2BD • VAT No: 745 0717 35

The Planning Inspectorate

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

Direct Line 0117-9876079
Switchboard 0117-9878000
Fax No 0117-9878443
GTN 1374-6079

PLANNING SERVICES | PT
POL
DC
APP
CS
21 AUG 2000
COPIES TO: | ACK: | FILE:

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

Your Ref: F/2000/1513

Our Ref: APP/X0360/A/00/1046488

Date: 17 August 2000

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY BANCROFT DEVELOPMENTS
SITE AT 3,3A,13 & 15 POND HEAD LANE, EARLEY, BERKSHIRE

I enclose copies of correspondence from interested parties.

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

Yours faithfully

Miss A Bibi

211AL

14. Pondhead Lane
Earley.
Reading.
Berks.
RG6. 7ET.
14.8.00

RECEIVED IN PINS AB
16 AUG 2000

Miss A. Bibi,
The planning Inspectorate,
Room 1004,
Tolbgate House,
Houlton St.,
Bristol.
BS2 9DJ.

Ref APP/X0360/A/00/1046488.

Dear Miss Bibi,

Further to our comments on this proposed development, we would like to make the following points.

Amenities and infrastructure in this area are already overstreched. The bus services are of a poor standard. The train service is overcrowded, and the roads are at standstill during peak times.

The developer is negotiating to purchase even more back gardens, so it could be an even larger development.

We can see no purpose in such a large number of homes crammed into this site, except the purpose of profit.

Yours faithfully

Mr R. Reyland

7 Northam Close
Lower Earley
Reading
Berkshire
RG6 3AJ

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

1 AUG 2000

Dear Miss A Bibi

Ref. No. APP/X0306/A/00/1046488

I am writing concerning the appeal by Bancroft Developments on the site 3 3a 13 & 15 Pond Head Lane, Earley, to register the following comments about this planning application.

The development leads onto an already busy main road..

Even with good bus and train routes most families have two or more cars adding to the already congested roads.

The junction onto the Wokingham Road from the development, is opposite two junctions and on one corner of these junctions is a local newsagent.

The footpaths are used regularly by the local children to get to and from school.

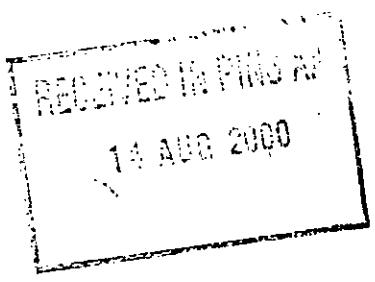
The local resources are already stretched and this development is exacerbating the problem

The type of housing is inappropriate to the area and the site is over developed with insufficient parking for the amount of houses.

Yours sincerely
Cllr. Mrs. C. A. Smith

0118-9264257

403 Wokingham Road
Earley . READING
RG6 7EH



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

12th August 2000

Dear Miss Bibi Ref: APP/X0360/A/00/1046488

In accordance with instructions from Wokingham Planning Services, we wish to inform you of our strong objections to the proposed development at Pond Head Lane, Earley, our property being almost directly opposite the outlet of the planned estate.

A total of 23 dwellings would be far too many for such a limited site and such limited access, and would greatly reduce the value of existing properties in this pleasant area. While we appreciate the need for new dwellings in suitable situations, this would be an environmental disaster.

Several of these dwellings would have more than one car each, causing far too much traffic in a hitherto quiet area, and increased traffic problems at the Pond Head Lane/Meadow Road crossover on the extremely busy Wokingham Road, right outside our house. This would be seriously increased by all the inevitable service vehicles that would need to visit all these dwellings, and there is a great need for any such developments to be rigorously controlled. We would not object to half-a-dozen nice houses being built on this site, but TWENTY-EIGHT would be appalling! Whoever will be responsible for the official decision should definitely come and see for him/herself.

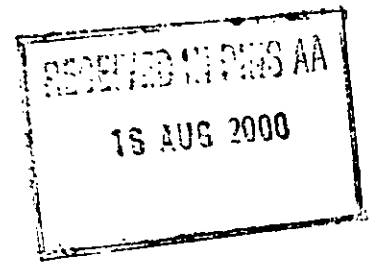
We shall certainly wish to be informed in writing of the outcome.

Yours faithfully

K.M. Spriggs F Gordon Spriggs

(Mr and Mrs F Gordon Spriggs)

19 Pond Head Lane Earley
Reading RG6 7ET
Berks
Date 11 August, 2000



Mrs. Bibi,
The Planning Inspectorate,
Room 1004,
Houlton St.,
BS2 9DJ Bristol,

Your Ref: APP X0360 A 00 1046488.

Concerning: The Estate to be built in Pond Head Lane Earley..

Dear Mrs. Bibi,

As the oldest inhabitant of Pond Head Lane I claim the moral right to be able to register my most vehement protest against the proposed madness to extend the Lower Earley Estate any further than it has been so far. This mammoth estate is the largest in the British Isles. It is also in some parts one of the biggest trouble spots. Since its conception, the estate has nurtured for some local people nothing but regional trouble, social unrest, crime, drugs, and more social unrest. Even before its inception, it was considered by many to be an highly risk prone venture. It reality it turned out in some areas to be many times worse than the planners worst scenarios.

Yet please do not think that these are problems that Reading people alone create for themselves. This is not so. Any catastrophe is just a catastrophe that is waiting to happen where ever too many people are housed together in too small a living space. A simple survey of a random selection of similar estates scattered around the country show that it is not possible to avoid extreme problems, once an estate has become a *fait accompli*. If the planners and councillors responsible for the Earley Estate in the early planning days had performed basic survey research and tried to adopt an helicopter vision of cause and effect relationships, the sheer size of the estate should have prevented it from ever being developed in the first place.

That this could be considered unfair, I would probably to some extent agree, since in those days, it was not always considered necessary to worry or take into account all possible consequences of adopting a particular line of action. In trying to solve a housing problem in that way was, however, simply laying the foundations for the creation of other problems. That some of these have turned out to be logistically and economically unsolvable have now become clear. How much longer is our water going to be portable? How much longer are our sewers going to be able to effectively transport our effluence and faecalia away? And, what about our air do you require that 25 % of the population to suffer from pulmonary complaints before someone is prepared to say "enough". At the moment the air over Lower Earley is a lovely blue colour. Unfortunately, it due to motor exhaust fumes.

Because we have been able to solve problems in the past, history has channelled us into the way of thinking that we shall always be able to solve problems in the future. This is clearly crass stupidity on our part, because the type of problems that we see today are totally different from the relatively simple problems of the not so recent past. They are also of a completely different magnitude. Yet here we are presented with yet another possibility to be able to blunder headlong into one of our home dug canyons. It should have been so blatantly obvious to the responsible councillors concerned that an estate of such magnitude as Earley could do nothing but cause problems. So why was it allowed to happen in the first place. If we are to believe the statistics put out yearly by various local government bodies, then crime and vandalism alone, not to mention the cost of extra policing, has depleted the Earley and Wokingham District Councils' coffers of millions of pounds over the years. So can somebody please explain to me why it is, that we the residents of Pond Head Lane should now be presented with an extension of the Earley Estate orientated problems. At the moment there is one buffer only protecting us. It is the very unlikely, but nevertheless important road; the main Reading to Wokingham highway. Somehow this has become a sort of barrier By creating this new extension to the Earley Estate, the Wokingham District Council is bringing the problems to our side of the road. In fact right to our front doors. We live in a quiet lane. A small narrow lane. One with character and for the moment a great deal of charm It is a lane where our children can play safely without the threat of through going traffic. Without the noise, the fumes and the inconvenience of it all. How can anyone conceivably wish to make our lane into a slip road for the daily reading rat race commuters. The Wokingham to Reading road is one of Berkshire's biggest parking lots during the rush hour periods. The traffic crawls and stands still from the Three Tuns Public house all the way to the Lodden River and further. Yet some people would wish to confound the problem to a still greater degree. We have to some extent an highly desirable quality of life in our small community simply because it is small.

There is too much building taking place. There are too many houses too close together virtually every where. Every square meter that is taken away to make a motor way or what ever, is a square meter that is gone for ever.

Finally, both my wife and I have a very personal reason for not wanting any more traffic in our lane. My wife suffers badly from asthma. At the moment we have learnt to live with the relatively low level of pollution in our lives. As long as it does not get any worse than it is now, in our present state of health we can cope, but we are not getting any younger.

Madness and catastrophe is every where we look. It seems impossible for people to want to stop it, but perhaps it can be hindered.

Yours sincerely,

A. Wadham

A. Wadham M.Phil., M.Sc., B.Sc., M.D..

16 Pond Head Lane
Earley
Reading
Berkshire
RG6 7ET

15 August 2000

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

Ref: APP/X0360/A/00/1046488

Dear Miss Bibi

I enclose herewith our copies of the objections sent to Earley Town Council and Wokingham District Council, regarding the planning applications **F/2000/1513** and **7/2000/1514** for 23 dwellings at rear of Pond Head Lane, Earley.

Our objections to this application are as stated in our previous letters of 12 and 16 June, plus the additional following comments:

We have been informed that one of the points in favour of granting this application was that there were adequate amenities in this neighbourhood. I would respectfully point out that this is not quite true.

1. Our public bus service is far from adequate. I use this service daily and find it very unreliable. Only this morning I was 1 hour 15 minutes late in getting to work in Reading.

2. The children going to senior school around here have great difficulties in getting in to the local school, Maiden Erleigh, less than 1 mile away. Instead they have to get to Bulmersh (2 miles) or Wangel Copse (3 miles).

3. We have been informed that further land has been acquired from the end of the semi-detached gardens. This will mean even more houses being put on this already over developed piece of land.

As I have stated before, this lovely quiet road I have lived in for 30 years will soon not be so lovely any more.

Yours sincerely

June Withers (Mrs)

16 Pond Head Lane,
Earley,
Reading
RG6 7ET

12th June 2000

Planning Department,
Earley Town Council,
Radstock Lane,
Earley,
READING,
Berkshire.

Dear Sirs,

Re: Application Nos. F/2000/1513, 7/2000/1514
Site address - Lane at rear of 1 - 11 Pond Head Lane
Proposal - Demolition of 3, 3A, 13 & 15 Pond Head Lane and erection of 23 dwellings.

We wish to object to the above proposal on the following grounds:-

1. The traffic build up when getting out of Pond Head Lane will be unacceptable.

2. The parking spaces allocated to the proposed dwellings is inadequate. We personally have three cars on our drive plus one parked on the road. We already have London/Reading commuters leaving their cars so if there are not enough spaces for the proposed dwellings then they will also want to park in our road.

3. We are also concerned about our drainage system. It is an old system which was obviously made only for the twenty one houses in our road and may not be able to cope with the extra dwellings.

Yours faithfully,

June Withers J Withers

Michael Withers M J Withers

Lisa Withers L Withers

Lee Powis L Powis

16 Pond Head Lane
Earley
Reading
RG6 7ET

16 June 2000

Environmental Services Department
Planning Services
Wokingham District Council
PO Box 157
Shute End
Wokingham
RG40 1WR

Dear Sirs

Re: Application Nos. F/2000/1513, 7/2000/1514
Site address – Lane at rear of 1-11 Pond Head Lane
Proposal – Demolition of 3, 3A, 13 & 15 Pond Head Lane and erection of 23 dwellings.

We wish to object to the above proposal on the following grounds:-

1. We are concerned about the number of vehicles that will be using Pond Head Lane entrance. At certain times of the day it can take up to 5 minutes to get into the Wokingham Road. Obviously if there is an increased number of cars waiting this will make my journey to work in the mornings considerably longer in time terms.

2. The parking spaces allocated to the dwellings is inadequate. We personally have three cars on our drive plus one parked on the road. We already have London/Reading commuters leaving their cars in the lane during the day and if there are not enough spaces for the proposed dwellings then they will also want to park in our road. The Ice-cream van company which is located in the lane will surely be affected by this parking problem.

3. Plus the road may need to be widened to accommodate the higher volume of use or atleast maintained more regularly, which means more inconvenience.

4. We brought this house 30 years ago as it was a nice quiet area. The nearest park can only be reached by crossing the main road. However with the number of vehicles currently entering our road it was safe to allow our children to play in the road or ride their bikes without any harm. If the volume of residents vehicles doubles we feel our children will no longer be safe.

5. This is an urban road. Building so many houses on such a small piece of land is not in keeping with this area. The number of residents will almost double for this road, making more demand on the already over stretched local schools, doctors, local amenities, etc

6. With a higher density of vehicles in one road, we are very anxious that this may increase the temptation of car crime.

7. We are also concerned about our drainage system. It is an old system which was obviously made for the twenty one houses in our road and may not be able to cope with the extra dwellings.

Yours faithfully

Mrs June Withers
Mr Michael Withers
Miss Lisa Withers
Mr Lee Powles

Tel. (0118) 974 6448 (Direct Line)
Date: September 19, 2000
My ref: F/2000/1513
Your ref: APP/X0360/A/00/1046488

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

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

Dear Miss Bibi

APPEAL BY: Bancroft Developments
SITE: 3, 3a,13 & 15 Pond Head Lane, Earley

With reference to this appeal, I have been asked to request a further short abeyance.

The duplicate application cannot be considered by the planning sub- committee before 18th October 2000.

Delays have been caused because this department has recently lost several members of staff, including two senior planners, one of whom was dealing with this case.

Therefore, in these exceptional circumstances, I am hoping you and the appellant will be prepared to wait a little longer.

Yours sincerely

Denise Gumbrell (Mrs)
Appeals Assistant

cc Lennon Planning Ltd

* * * COMMUNICATION RESULT REPORT (19.SEP.2000 12:21) * * *

TTI WDC PLAN&TRANSPORT

FILE	MODE	OPTION	ADDRESS (GROUP)	RESULT	PAGE
470	MEMORY TX		901179878443	OK	P. 2/2

REASON FOR ERROR
E-1) HANG UP OR LINE FAIL
E-2) BUSY
E-3) NO ANSWER
E-4) NO FACSIMILE CONNECTION

* * * COMMUNICATION RESULT REPORT (19.SEP.2000 11:02) * * *

TTI WDC PLAN&TRANSPORT

FILE	MODE	OPTION	ADDRESS (GROUP)	RESULT	PAGE
461	MEMORY TX		901179878443	OK	P. 2/2

REASON FOR ERROR
E-1) HANG UP OR LINE FAIL
E-2) BUSY
E-3) NO ANSWER
E-4) NO FACSIMILE CONNECTION

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Our Ref: RJH/caf

19th May 2000

C Wood Esq
Head of Planning & Transportation
Wokingham District Council
Council Offices
Shute End
Wokingham
Berks RG40 1WR

Simon –
I thought Mike said you had this one?
Nettie
I don't think I have!!

PLANNING SERVICES	HPT
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CS	29699
23 MAY 2000	
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	FILE:

Dear Mr Wood,

Proposed residential development on land at 3, 3a, 13 and 15 Pond Head Lane, Earley

I refer to an application for planning permission (and a duplicate) recently submitted to you by Messrs Edwards Irish on behalf of Bancroft Developments.

In relation to the two applications I enclose 8 copies (four for each application) of a supporting statement drawing attention to the locational and other characteristics of the site, the nature of the development proposed and the relevant policy context.

It is intended, as the letter dated the 8th May from the Edwards Irish Partnership indicates, that a further report dealing with noise aspects will be submitted to you shortly.

The agents acting on behalf of the applicants in this case are the Edwards Irish Partnership and you should communicate with them as appropriate. However, if there is any matter arising out of the enclosed statement which you wish to have clarified please do not hesitate to contact me directly.

Yours sincerely,

Rob Huntley

Encs:

Directors: C A Lennon BA, DipTP, MRTPI; M D V Lennon BA; R J Huntley, BSc, DipTP, MRTPI • Registered in England No. 3943349 • Registered Office: 71 Bell Street, Henley-on-Thames, RG9 2BD

TOWN AND COUNTRY PLANNING ACT 1990

SECTION 78 APPEAL

APPELLANT :	Bancroft Developments
APPEAL SITE :	Land to the rear of 1-11 Pond Head Lane, Earley.
REASON FOR APPEAL :	Non-determination of planning permission for the demolition of 3, 3a, 13, & 15 Pond Head Lane and erection of 23 dwellings.

LOCAL PLANNING AUTHORITY REFERENCE : F/2000/1513.

DEPARTMENT OF THE ENVIRONMENT
TRANSPORT & THE REGIONS REFERENCE : APP/X0360/A/00/1046488.

1.00 LOCATION AND SITE DESCRIPTION

1.01 The site is located to the rear of the frontage dwellings to the north side of Pond Head Lane. Pond Head Lane take the shape of an inverted 'Y'. This shape is created by two road leading from the Wokingham Road (A329), to a central point and then continuing on in a northerly direction. The eastern spur road which fronts dwellings 1a through to 11, has been closed off from Wokingham Road.

1.02 The dwellings which front onto Pond Head Lane are mainly detached houses, of varying size and design, a number of which have been extended in recent years. There are two business currently located within Pond Head Lane, the main business is an ice-cream van company which is located on the site within the fork in the road. The other business is a private clinic which is located in number 2 Pond Head Lane, which is on the junction with Wokingham Road (A329). However, the area is predominantly residential in character.

1.03 The only vehicle access onto Pond Head Lane is via the western access from Wokingham Road in the south. There is a pedestrian link in the northern end of the road. To the north of the road is a railway line and the A329(M).

1.04 The land to the rear is currently occupies by two detached four-bed dwellings, which were originally granted planning permission in 1974. These dwellings are accessed via a shared driveway which runs between number 1 and 5 Pond Head Lane.

1.05 The site is designated within the Loddon Area Local Plan and the Wokingham District Local Plan (Deposit Draft) as modified, as being within the identified settlement.

2.00 RELEVANT PLANNING HISTORY.

2.01 There have been a number of application for minor domestic extensions to existing dwellings. However the application which is the subject of this appeal, was submitted together with a duplicate

application which was refused planning permission by the Development Control Committee on the 29 November 2000.

3.00 RELEVANT PLANNING POLICY.

3.01 The appeal needs to be considered in the context of Policy LBE1 and LBE2 – 'Inappropriate Design' of the Loddon Area Local Plan, which was adopted on the 5 May 1995.

3.02 Material Consideration must also be given to the emerging Wokingham District Local Plan (Deposit Draft October 1997) and as amended in April 1999. The Public Inquiry for which commenced on the 6 October 1998 and was closed on the 29 November 2000. The Inspector's statement is currently expected towards the end of 2001. However, this document has formed the basis of Development Control decisions since 21 October 1997. Policies WOS3 – 'Development control Principles', and WBE1 – 'Development in its Context' are relevant.

4.00 THE APPLICATION.

4.01 The application which is the subject of this appeal was registered by the council on the 10 May 2000.

4.02 During the consultation period 28 letters of objection were received from local residents. The application was refused planning permission at the Development Control Committee of the 29 November 2000. The reason for refusal was stated as follows:

The proposed development has unacceptable relationships within the development between houses, gardens and parking areas as a result of too high a density of development, leading to adverse living conditions for future occupiers of the development. Therefore, the proposed development is contrary to policies LBE1 and LBE2 of the Loddon Area Local Plan and policies WOS3 and WBE1 of the Wokingham District Local Plan.

5.00 THE CASE FOR THE LOCAL PLANNING AUTHORITY.

5.01 The proposed development is for the demolition of houses 3, 3a, 13 and 15 and the erection of 23 new dwellings. A new access way to the land at the rear would be created in the centre of the land that currently houses dwellings number 13 and 15. The proposed development would provide a mix of dwellings with 4 four-beds, 9 three-beds and 8 two-beds and a block of 2 two-beds maisonettes. In total the development would provide 4 replacement dwelling and 19 additional dwellings, at a density of approximately 40 dwellings per hectare.

5.02 The proposed development would create 5 dwellings on the existing plots of numbers 13 and 15, together with the access way. This would take the form of 2 replacement four-bed dwellings to the front of the site, one either side of the access way. The access way would then curves in a south east direction to create room for a terrace of 3 additional dwellings. These dwellings would back onto the rear of the dwelling on plot1 and would facing in a north easterly direction.

5.03 The remaining area of the appeal site, existing dwelling 3 and 3a and the rear end of 411 Wokingham Road, would be used for the siting of the additional 18 dwellings. These take the form of 3 terrace blocks of 4 houses, a pair of semi-detached four-bed houses and a terrace of 2 three-beds houses and the block of two maisonettes.

5.04 It is the view of the Local Planning Authority that the main issue in the consideration of this appeal is the impact of the development's design and layout upon the residential amenity of the future occupiers of the proposed houses, caused by too high a density of development.

5.05 It is the dwellings to the northern side of the proposed access roads on the land to the rear of the site, which are of particular concern. Plots 3-5 make a terrace of 2 three-beds and 1 central two-bed dwellings. The dwellings would be positioned parallel to the boundaries of the site and as such would face in a north easterly direction, with the proposed access road curving up behind plot 3 and along is southern side. This means that while plot five has an acceptable garden area and would lookout over a grassed frontage and towards the existing copse of

trees, plot 3 would have an irregular shaped garden with the access road on two of its three rear boundaries and would have a parking area for 8 cars directly to its front. The private amenity value of this dwelling would be severely impaired. This situation would be further exacerbated, by the narrowness of the rear garden area of plot 4. This would mean that what private amenity value that would remain to the rear garden area of plot 3 would be further eroded by the close presence and activities of the occupiers of plot 4.

5.06. There would be a similar lack of amenity value to the dwellings which would occupy plots 6, 9 and 10. The terrace block of dwellings 6-9 are situated such that they would back onto the northern boundary of the site. This boundary is flanked by the existing railway line and the A329(M). Environmental Health staff have examined the site and believe that while the current scheme would not provide adequate protection from the railway and road noise, with the imposition of conditions the necessary improvements in mitigation of noise could be achieved. However, these measures would require the erection of an appropriately sized acoustic barrier to the rear boundary of dwellings 6-10, to bring about an acceptable noise level to the gardens of below 55dB(A). The exact height that would be require is not know at present and further tests would be required, but the barrier is likely to be over 2m and closer to 3m. While the higher barrier, the greater the quality of the sound insulation, the great the detrimental visual impact of the barrier upon the quality of residential amenity of the rear garden areas of these dwellings.

5.06 This would mean that while the dwellings would be protected from the noise of the motorway and the railway, via the acoustic barrier and the other methods secured by the conditions, they would not be protected from noise and disturbance from the rest of the development site. Plot 6 would have the protection of the barrier along its rear boundary, but the rear garden area narrows at its furthest point and while copse of trees to the west would provide some screening this would be unlikely to be to the quality of the acoustic barrier. The dwelling would also have four parking spaces running along the side of the dwelling, which would further reduce the quality of the rear private amenity space.

5.07 While it would be possible to continue the acoustic barrier along the rest of the north boundary of the site, the situation with the on-site noise and disturbance would be further exacerbated for the dwelling on plot 9. This property would have 6 car parking spaces along its eastern side boundary. Three of the spaces would be along the side of the dwelling as with plot 6, however, three more would be along the rear/side boundary fence of the garden area. A further 6 space would also be located on the other side of the driveway, to the front of dwellings 10-13. The noise from cars coming, going and manoeuvring, together with the fumes and the slamming of doors, from these twelve spaces would mean that the quality of the private amenity space to plot 9 would be significantly reduced. Again this situation would be further increased by the narrowness of plot 8's rear garden area, which would bring the activities and use of this area into conflict with the amenity of the rear garden area of plot 9.

5.08 Therefore the proposed development by reason of its design and layout would result in poor inter-rationships between the houses, gardens and parking areas resulting in poor quality amenity areas for the future occupiers of the dwellings. As such the proposal is contrary to the policies of the District's development plans.

5.09 These problems could be overcome in part or reduced to an acceptable level by decreasing the proposed density of development. This would result in a development which would have more available space to create larger garden areas, with better amenity value; with fewer parking spaces, which could have a better inter-relationship with the dwelling that they served; could allow more room for semi and mature landscaping, which would soften the development and improve the quality of the amenity areas. A reduction in the proposed level of density on the site would result in a development more in keeping with its surroundings.

5.10 By way of illustration, the surrounding area has an approximate net density of 18-20 dwellings per hectares, while the proposed development has a density of around 40 dwellings per hectares. Hence, the proposed development would be clearly out of character with its surroundings. PPG 3 states that 'Council's should promote

good design in new housing developments in order to create attractive, high quality living environments', it continues on to state that Local Planning Authorities should 'focus on the quality of the places and living environments being created'. This proposal would create a residential development with an unacceptably poor level of quality of environment and would be contrary to the policies of the authority's development plans and the national planning guidance.

6.0 CONCLUSION.

6.01 The proposed development raises one fundamental issue, the impact of the development's design and layout upon the residential amenity of the future occupiers of the proposed houses, caused by excessive density of development.

6.02 The development would result in a number of dwelling have amenity space with poor quality levels due to the location of parking spaces, the requirement of an acoustic barrier and the narrowness of adjoining properties. The unacceptable quality of these amenity areas would lead to adverse living conditions of dwellings upon the site.

6.03 Therefore it is respectfully requested that the present appeal be DISMISSED.

PROPOSED CONDITIONS IN THE EVENT OF THE APPEAL BEING ALLOWED, WITHOUT PREJUDICE TO THE COUNCIL'S CASE.

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

2. Before the building operations hereby permitted are commenced, samples and details of the proposed external materials shall be submitted to and approved in writing by the Local Planning Authority and no external materials shall be used other than those approved.

3. The development shall not commence until details of all boundary treatments have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to the first occupation of the development or phased as agreed in writing by the Local Planning Authority. The approved scheme shall be maintained in perpetuity.

4. Immediately following the implementation of this permission, notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that order with or without modification) no buildings, extensions or alterations permitted by Classes A, B, C, D and E of Part 1 of the Second Schedule of the 1995 Order shall be carried out without the prior written permission of the Local Planning Authority on the dwellings on plots 3-13 and 16-23 of the hereby approved development.

5. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification) no fences, gates, walls or other means of enclosure shall be erected within the curtilage of any dwellinghouse the subject of this permission, forward of any wall of that dwellinghouse which fronts onto any highway. This condition shall not be construed as prohibiting the erection of any means of enclosure shown on the approved drawings, or its replacement in the same location to the same or lower height as originally approved.

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

7. Works related to the demolition and construction of the development hereby granted, including works of demolition or preparation prior to building operations, shall not take place other than between the hours of 8

am and 7 pm Monday to Friday and 8 am to 1.30 pm Saturdays and at no time on Sundays or Bank or National Holidays

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

9. No part of any building(s) hereby permitted shall be occupied or used until the vehicle parking and turning space herein approved has been provided. The vehicle parking and turning space shall be permanently maintained and used for no other purposes.

10. No restrictions shall be made at any time on the use of the car parking spaces shown on the approved plan(s) by occupiers of, or visitors to, any of the buildings hereby permitted.

11. Provision shall be made for services, including cable TV pre-ducting, to be placed underground. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development Order 1995 (or any Order revoking and re-enacting that Order with or without modification) no overhead wire cables or other form of overhead servicing shall be placed over or used in the development of the application site or subsequently.

12. Prior to commencing work on site, provision shall be made to accommodate all site operatives' visitors and construction vehicles loading, off-loading, parking and turning within the site during the construction period, in accordance with details to be submitted to and agreed in writing by the Local Planning Authority. The provision should be maintained and used at all times.

13 Precautions shall be taken for the duration of the construction period to prevent the deposit of mud and similar debris (including blown litter) on the adjacent public highways, in accordance with details to be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development.

14. No other development of the site shall take place until the access has been constructed in accordance with the approved plans.

15. The existing vehicular access to the site shall be stopped up and abandoned, to the satisfaction of the Local Planning Authority within one month of the completion of the new access.

16. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 5 years from the completion of the landscaping die, are

removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

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

18. Prior to the occupation of the dwellings on Plots 20 and 21 a gate shall be erected at the start on the access/alley way.

19. Development shall not begin until a scheme for protecting the proposed dwellings from railway and road traffic noise adjacent to the proposed development has been submitted and approved by the Local Planning Authority. Any works, which form part of the scheme approved by the Authority, shall be completed before any permitted dwelling is occupied and shall thereafter be maintained.

20. Each dwelling shall be provided with a garden area which has a predicted noise level of less than or equal to L_{Aeq} 55dB (measured over any 1 hour period) within the first 5 metres from at least one building façade.

21. A gap of at least 24cm shall be left between the existing railtrack fence and any acoustic fence that is erected along the boundary of the site with the railway line.

Reasons.

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

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

3. To safeguard the visual amenities of neighbouring properties and the locality.

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

5. To safeguard the visual amenities of neighbouring residents and the locality.

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

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

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

9. To ensure a satisfactory form of development and to avoid adverse impact on the public highway in the interests of highway safety.

10. To reduce the likelihood of roadside parking, and to maintain the Local Planning Authority's car parking standards in the interests of highway safety and amenity.

11. To safeguard visual amenities.

12. To prevent queuing and parking off site, in the interests of highway safety and convenience.

13, 14 & 15. In the interests of highway safety and convenience.

16. In the interests of visual amenity.

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

18. To improve the security to the rear of these dwellings.

19 & 20. To safeguard the residential amenities of the occupiers of neighbouring properties.

21. To allow for the easy and safe maintenance of the fence.

APPENDICES.

1. Location plans 1:1250 and 1:2500.

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

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

APPENDIX 1





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Development Control Section, Environmental Services, Wokingham District Council.

11 December 2000 Scale: 1 : 1250

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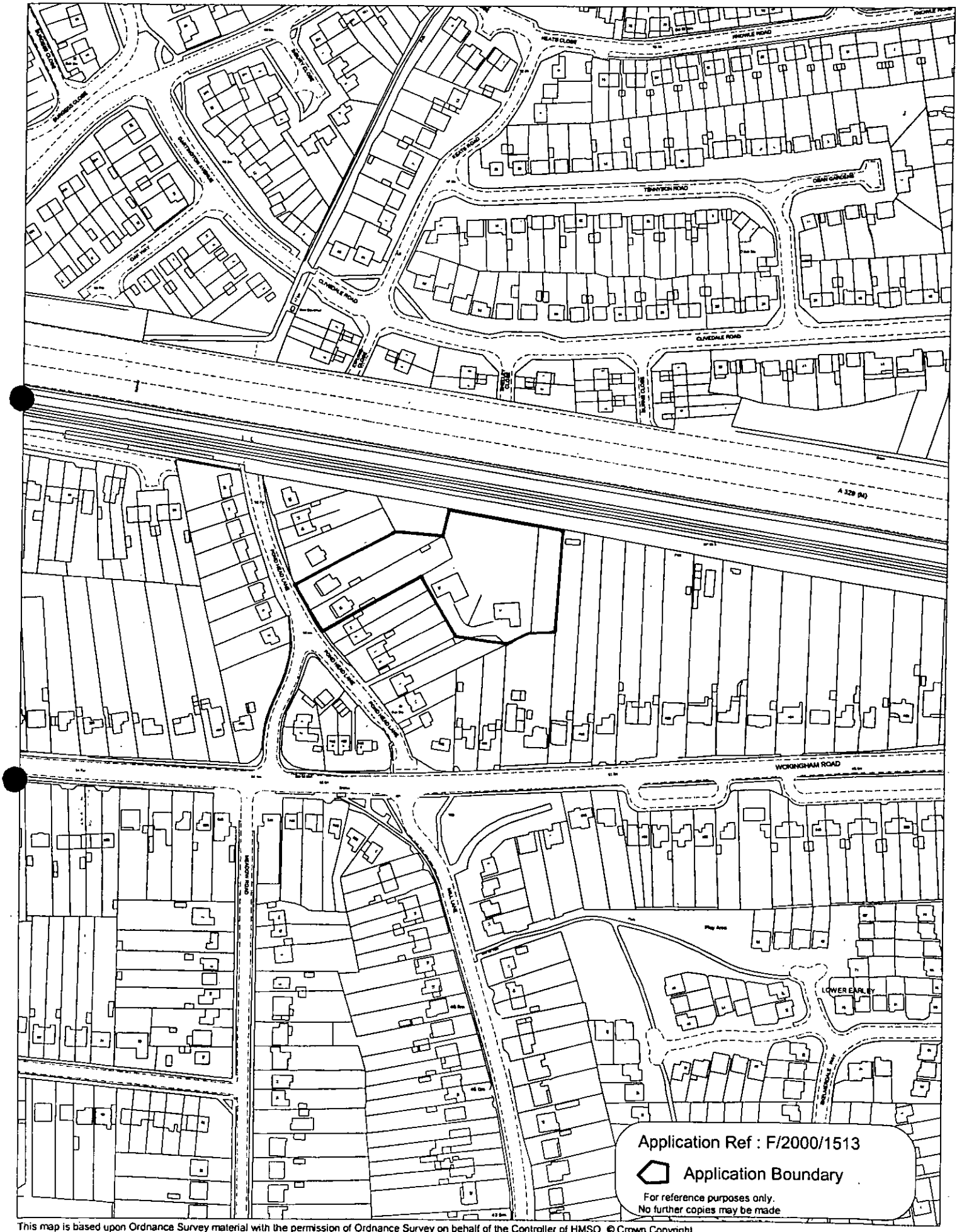

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Development Control Section, Environmental Services, Wokingham District Council.

14 December 2000

Scale: 1 : 2500

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APPENDIX 2



LODDON AREA LOCAL PLAN

Adopted 5 May 1995

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

1.4 QUALITY AND CONSERVATION OF THE BUILT ENVIRONMENT



NEW DEVELOPMENT, REDEVELOPMENT AND REFURBISHMENT

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

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

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

❖ LBE1 DESIGN OF NEW DEVELOPMENT

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

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

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

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

❖ LBE2 INAPPROPRIATE DESIGN

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

ENVIRONMENTAL IMPROVEMENT

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

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

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

❖ LBE3 REFURBISHMENT AND REDEVELOPMENT

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

❖ LBE4 ENVIRONMENTAL ENHANCEMENT SCHEMES

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

SUNLIGHT, DAYLIGHT AND NOISE

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

❖ LBE5 SUNLIGHT AND DAYLIGHT

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

APPENDIX 3





Wokingham District Local Plan
Deposit Draft

With Proposed Amendments Highlighted

February 2000

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

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

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

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

POLICY WOS2: GENERAL DEVELOPMENT PRINCIPLES

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

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

Implementation: Through the development control process.

Monitoring: Planning applications determined.

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

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

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

POLICY WOS3: DEVELOPMENT CONTROL PRINCIPLES

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

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

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

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

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

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

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

Implementation: Through the development control process.

Monitoring: Planning applications determined.

Services, Amenities and Infrastructure

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

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

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

Cont.

POLICY FRAMEWORK

National Policy

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

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

Strategic Policy

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

Supplementary Planning Guidance

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

THE BUILT ENVIRONMENT

DESIGN PRINCIPLES

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

POLICY WBE1: DEVELOPMENT IN ITS LOCAL CONTEXT

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

a) ITS ENVIRONMENTAL IMPACT

b) ITS VISUAL IMPACT

c) ACCESSIBILITY

Cont.

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

e) THE LOCAL TOWNSCAPE

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

g) SAFETY AND SECURITY

h) THE PRIVACY AND AMENITY OF THE EXISTING ENVIRONMENT

i) SUPPLEMENTARY PLANNING DESIGN GUIDANCE ADOPTED BY THE COUNCIL.

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

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

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

POLICY WBE2: IMPROVING ON THE LOCAL CONTEXT

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

Implementation: Through the development control process.

Monitoring: Check quality of development on the ground.

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

POLICY WBE3: CHARACTER OF LARGE SCALE DEVELOPMENT

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

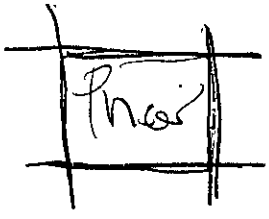
Cont.

PROPOSED AMENDMENT TO STANDARD CONDITION C129 – CONSRUCTION VEHICLES

The Development Control Committee has requested that we "beef-up" the following condition, presumably with a view to enforcing compliance. The following tracks the changes I suggest. Before introducing any changes, please may I have your observations on this amended condition.

Prior to any other work commencing ~~work~~ on site, provision shall be made to accommodate ~~all~~ site operatives' visitors and construction vehicles loading, off-loading, parking and turning within the site during the construction period, in accordance with details which have been ~~to be~~ submitted to and agreed in writing by the Local Planning Authority. The provision should be maintained and used at all times until the construction and associated works have been completed. No deliveries shall be accepted on site other than from vehicles parked within the site~~,~~ and ~~nobody shall be employed~~ directly on the site or as contractors ~~if they park their vehicle on street within 800 metres of the site~~.

R129 To prevent queuing and parking off site, in the interests of highway safety and convenience.



Mary Severin
From: Colin Lawley
Sent: 21 June 2001 10:01
To: Mary Severin
Subject: FW: Pond Head Lane - Earley F/2000/1513

-----Original Message-----
From: Lisa Jarvis
Sent: 21 June 2001 09:07
To: Colin Lawley
Cc: Jim Dunning
Subject: FW: Pond Head Lane - Earley F/2000/1513

Colin,

Are you able to respond on the queries below, Earley Town Council are chasing Jim Dunning for a reply.

Lisa

-----Original Message-----
From: Lisa Jarvis
Sent: 04 May 2001 12:05
To: Colin Lawley
Subject: Pond Head Lane - Earley F/2000/1513

Colin,

Earley Town Council has approached the District Council requesting that part of the funding to be provided by developers at the above site be transferred to themselves for refurbishment of their sites.

The District Council had requested a contribution of £5,000 to enhance a nearby play area, the nearest one to the development is Skelsmerdale West, which is owned by the District Council, and this is the site we requested the funding for.

I understand that the application was approved at appeal and that this would include the agreed obligations.

Does the agreement specify the site? Has the agreement been signed yet?

Earley Town Council have 2 sites that close by that they would like the funding to be directed to, either Meadow Park, or Sol Joel Park.

Meadow Park is closer to the development site itself, and therefore more directly related. Education and Cultural Services Chairman is also keen to see this funding redirected to the Town Council.

Therefore is it possible to amend the agreement to allow the funding to be spent in other local areas?

Lisa

Allowed at appeal

DATED 5th January 2000

BANCROFT DEVELOPMENTS LIMITED (1)

and

PAUL LEWIS KEILTY & KIM KEILTY (2)

GRACE SYLVESTER

MAURICE LOUIE MOYNIHAN & SUSAN MARY MOYNIHAN

DANIEL EMILE TONG

TO

WOKINGHAM DISTRICT COUNCIL (3)

UNILATERAL

PLANNING OBLIGATION

under Section 106 of

the Town and Country Planning Act 1990

relating to

land at 1, 3, 3A, 13 and 15 Pond Head Lane and 411 Wokingham Road

Earley, Berkshire

THIS UNILATERAL UNDERTAKING is given

this ...5th..... day of January. 2008

BY

1 **Bancroft Developments Limited** whose registered office is situated at Stratfield House, 265 High Street, Crowthorne, Berkshire RG45 7AH ("The Company")

2 **Paul Lewis Keilty** & **Kim Keilty** both of 1 Pond Head Lane, Earley, Berkshire

Grace Sylvester of 13 Pond Head Lane, Earley, Berkshire

Maurice Louie Moynihan and **Susan Mary Moynihan** of 15 Pond Head Lane, Earley, Berkshire

Daniel Emile Tong of 411 Wokingham Road, Reading, Berkshire ("The Owners")

TO

3 **Wokingham District Council** of The Council Offices, Shute End, Wokingham, Berkshire ("The Council")

WHEREAS

1 The Council is the Local Planning Authority for the purposes of the Town and Country Planning Act 1990 and the Highway Authority for the purposes of the Highways Act 1980 in respect of the land hereinafter referred to

2 The Company is the owner in fee simple in possession free from encumbrances of 3 and 3A Pond Head Lane, Earley, Berkshire, the Owners are the owners in fee simple in possession free from encumbrances of the remainder of the land comprising The Application Site

3 The Company has the benefit of an Option agreement with The Owners to purchase land in respect of which The Planning Application is made subject to Planning Permission being granted for The Development.

4 The Company submitted to the Council an application for planning permission for the development of land at 1, 3, 3A, 13 and 15 Pond Head Lane, Earley and 411 Wokingham Road, Earley, Berkshire

5 The Company is willing to give this Unilateral Undertaking to the Council to make provision of –
£20,000 towards the cost of providing a pedestrian /cycle crossing on the A329;
£5,000 towards off-site leisure provision towards the cost of an additional piece of equipment for the Skelmerdale West play Area;
£1,242 towards Library provision;
£13,480 towards secondary school education

6 The provisions of this Unilateral Undertaking are conditional upon the Council granting planning permission pursuant to the said application and development being begun as hereinafter provided.

NOW THIS DEED WITNESSETH as follows

WORDS AND EXPRESSIONS

1 In this Obligation the following words and expressions shall where the context so requires or admits have the following meanings :

"The Council" and "The Company" and "The Owners" respectively include their successors in title and assigns

"The Planning Application" means the application for planning permission submitted to The Council for the construction of 23 houses on The Application Site dated 8 May 2000 and allocated the reference number F/2000/1514 by the Council

"The Application Site" means land at 1, 3, 3A, 13 and 15 Pond Head Lane, Earley and land at 411 Wokingham Road, Earley shown for the purpose of identification edged red on the Application Plan

"The Planning Permission" means planning permission granted by the Council pursuant to The Planning Application

"The Development" means the development authorised by the Planning Permission

"The Contribution Notice " means the notice referred to in Clause 4(1) hereof

"The Unconditional Date" means the date ascertained in accordance with Clause 3 hereof.

"The Contribution" means any financial contributions which fall due under the terms of this Agreement

STATUTORY PROVISIONS

2. This Unilateral Undertaking

(1) is given by The Company and The Owners to The Council

(2) is given pursuant to the provisions of Section 106 of the Town and Country Planning Act 1990

(3) is a planning obligation for the purposes of Section 106 of the Town and Country Planning Act 1990

(4) is given with intent to bind The Owners' freehold interest and The Company's interest in the Application Site

(5) shall be enforceable by The Council as Local Planning Authority

(6) is executed by The Company and by The Owners as a Deed

CONDITIONS PRECEDENT AND NOTICE

3

(1) Clauses 4 and 5 of this Unilateral Undertaking are conditional and shall only have effect upon

(a) the date upon which The Council grants the Planning Permission; and

(b) the date upon which The Company shall begin The Development by the carrying out of a material operation in accordance with the provisions of Section 106 of the Town and Country Planning Act 1990

whichever shall be the later ("The Unconditional Date")

(2) No person shall be liable for breach of a covenant contained in this Deed after he shall have parted with all interest in The Application Site or the part in respect of which such breach occurs but without prejudice to liability for any subsisting breach of covenant prior to parting with such interest

(3) If The Planning Permission granted pursuant to The Planning Application shall expire before The Development is begun as defined above or shall at any time be revoked this Deed shall forthwith determine and cease to have effect

(4) Nothing in this Deed shall prohibit or limit the right to develop any part of the Application Site in accordance with a planning permission (other than one relating to The Development as specified in The Planning Application) granted (whether or not on appeal) after the date of this Deed.

THE CONTRIBUTIONS

4

(1) If after the Unconditional Date the Company receives from the Council a written notice pursuant to which the Council

(a) requests the Company to pay to the Council the Contribution, and

(b) undertakes to the Company to apply and appropriate the Contribution towards their cost

then the Company hereby undertakes to the Council that within 1 month of the receipt of the notice, the Company shall pay to the council the Contribution.

(2) If the Council shall not have served the Contribution Notice on the Company within five years of the Unconditional Date then the Company's Undertaking contained in sub-clause (1) hereof shall absolutely determine and become null and void.

INDEMNITY

5. The Company agrees to fully and effectively indemnify and keep indemnified the Owners against all financial obligations that may fall due under the terms of this Agreement and all costs actions proceedings claims and demands arising therefrom or in connection therewith.

REGISTRATION OF THIS UNILATERAL UNDERTAKING

6 The Company and The Owners recognise that this Unilateral Undertaking shall be registered as a local land charge in the Register of Local Land Charges maintained by the Council.

HEADINGS

7 The headings in this Unilateral Undertaking are for convenience only and shall not be taken into account in the construction and interpretation thereof.

IN WITNESS thereof

The Company and the Owners execute this Deed the day and year first before written

The Common Seal of
BANCROFT DEVELOPMENTS LIMITED
Was affixed in the presence of:

(V C BOWEN)

Signed as a Deed by the said
PAUL LEWIS KEILTY
In the presence of

MRS ANN STONE
26 WHITE PADDOCKS
WOODLANDS PARK
MAIDENHEAD
BERKS
SL6 3NF 01628 822905

Signed as a Deed by the said
KIM KEILTY
In the presence of

Kim Keilty

(A. L. HOLLEN)

Signed as a Deed by the said
GRACE SYLVESTER
In the presence of

G Sylvester

Solicitor
Grafton House Grafton Road Reading Berks

Signed as a Deed by the said
MAURICE LOUIE MOYNIHAN
In the presence of

W. E. MILLARD
SOLICITOR
R. F. HUGGINS & CO.
126-128 CROCKHAMWELL ROAD
WOODLEY, BERKSHIRE
RG5 3JH

Maurice M Moynihan.

Signed as a Deed by the said
SUSAN MARY MOYNIHAN
In the presence of

W. E. MILLARD
SOLICITOR
R. F. HUGGINS & CO.
126-128 CROCKHAMWELL ROAD
WOODLEY, BERKSHIRE

S M Moynihan.

Signed as a Deed by the said
DANIEL EMILE TONG
In the presence of

D E Tong

JOANNE ARMSMITH
BOYES TURNER
SOLICITORS
10 DUKE STREET
READING.
SOLICITOR.

LENNON
PLANNING LTD

13 Hermitage Parade, High Street, Ascot SL5 7HE
Telephone: (01344) 873887
Fax: (01344) 874744
E-mail: consultancy@lennon-planning.co.uk
www.lennon-planning.co.uk

Our Ref : MRGP/ads

6th October 2000

Mrs Denise Gumbrell
Appeals Assistant
Wokingham District Council
Environmental Services Department
Planning Services
PO Box 157 Shootend
Wokingham, Berkshire RG40 1WR

PLANNING SERVICES | HPT
POL | TLS
DC NL | ENF 35121
APP
CS
10 OCT 2000
COPIES TO: | ACK:
FILE:

Dear Mrs Gumbrell

Application and Appeal by Bancroft Development
in respect of 3, 3a, 13 and 15 Pond Head Lane, Earley

With reference to our telephone conversation earlier today, please find enclosed four copies of a draft unilateral planning obligation dealing with proposed contributions towards a pedestrian/cycle crossing on the A329.

Could you please distribute copies to the relevant planning officer, Steve Auton of your Highways Department, and the Council's solicitor for their comments.

Thank you very much for your assistance with this matter.

Yours sincerely

Matthew Pardoe

Directors: C A Lennon BA, DipTP, MRTPI; M D V Lennon BA; R J Huntley, BSc, DipTP, MRTPI • Registered in England No. 3943349 • Registered Office: 71 Bell Street, Henley-on-Thames, RG9 2BD

The Planning Inspectorate

Room 1202W
Tollgate House
Houlton Street
Bristol BS2 9DJ
http://www.planning-inspectorate.gov.uk

PLANNING SERVICES	HPT
PODirect Line	0117-9878881
DCSwitchboard	0117-9878000
APFax No	0117-9878804
CSGTN	1374-8881

17 JAN 2001

COPIES TO: ACK:

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

Your Ref: F/2000/1513/E

Our Ref: APP/X0360/A/00/1046488

Date: 16 January 2001

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY BANCROFT DEVELOPMENTS
SITE AT 3,3A,13 & 15 POND HEAD LANE, EARLEY, BERKSHIRE

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

Miss B A Whitbread DipTP MSocS MRTPI

With reference to the above appeal the Secretary of State has arranged for the inspector to visit the appeal site at 11:45 on Tuesday 6/2/2001 and you are requested to arrange for the inspector to be met at the site at 11:45 to enable the inspection to be made.

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

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

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

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

Yours faithfully

Miss T Mannikko

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

209D

38463

The Planning Inspectorate

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

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PLANNING SERVICES	HPT
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09 JAN 2001

COPIES TO:	ACK:
	FILE:

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

Your Ref: F/2000/1513

Our Ref: APP/X0360/A/00/1046488

Date: 8 January 2001

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY BANCROFT DEVELOPMENTS
SITE AT 3,3A,13 & 15 POND HEAD LANE, EARLEY, BERKSHIRE

I have received correspondence dated 5th January 2000 from the appellant's agent. If this has not been copied to you already, please contact the appellant's agent and ask for a copy.

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

Yours faithfully

Miss A Groves

211AL

DATED 2000

BANCROFT DEVELOPMENTS LIMITED (1)

and

MR & MRS P KEILTY (2)

MRS G SYLVESTER

MR & MRS M MOYNIHAN

MRS & MRS D E TONG

TO

WOKINGHAM DISTRICT COUNCIL (3)

UNILATERAL

PLANNING OBLIGATION

under Section 106 of

the Town and Country Planning Act 1990

relating to

land at 3, 3A, 13 and 15 Pond Head Lane

Earley, Berkshire

THIS UNILATERAL UNDERTAKING is given

this ..... day of 2000

BY

1 **Bancroft Developments Limited** whose registered office is situate at Stratfield House, 265 High Street, Browthorne, Berkshire RG45 7AH ("The Company")

2 Mr & Mrs P Keilty of 1 Pond Head Lane, Earley, Berkshire

Mrs G Sylvester of 13 Pond Head Lane, Earley, Berkshire

Mr & Mrs M Moynihan of 15 Pond Head Lane, Earley, Berkshire

Mrs & Mrs E D Tong of 411 Wokingham Road, Reading, Berkshire ("The Owners")

TO

3 **Wokingham District Council** of The Council Offices, Shute End, Wokingham, Berkshire ("The Council")

WHEREAS

1 The Council is the Local Planning Authority for the purposes of the Town and Country Planning Act 1990 and the Highway Authority for the purposes of the Highways Act 1980 in respect of the land hereinafter referred to

2 The Owners are the owners in fee simple in possession free from encumbrances of the land comprising The Application Site

3 The Company has the benefit of an Option agreement with The Owners to purchase land in respect of which The Planning Application is made subject to Planning Permission being granted for The Development

4 The Company submitted to the Council an application for planning permission for the development of land at 3, 3A, 13 and 15 Pond Head Lane, Earley

5 The Company is willing to give this Unilateral Undertaking to The Council to make provision of £20,000 towards the cost of providing a pedestrian / cycle crossing on the A329 in the vicinity of the said land in the event of the Council granting planning permission pursuant to the said application

6 The provisions of this Unilateral Undertaking are conditional upon the Council granting planning permission pursuant to the said application and development being begun as hereinafter provided.

NOW THIS DEED WITNESSETH as follows

NOW THIS DEED WITNESSETH as follows

WORDS AND EXPRESSIONS

1 In this Obligation the following words and expressions shall where the context so requires or admits have the following meanings:

"The Council" and "The Company" and "The Owners" respectively include their successors in title and assigns

"The Planning Application" means the application for planning permission submitted to The Council for the construction of 23 houses on The Application Site dated 8 May 2000 and allocated the reference number F/2000/1514 by the Council

"The Application Site" means land at 3, 3A, 13 and 15 Pond Head Lane, Earley shown for the purpose of identification edged red on the Application Plan

"The Planning Permission" means planning permission granted by the Council pursuant to The Planning Application

"The Development" means the development authorised by the Planning Permission

"The Pedestrian / Cycle Crossing Contribution" means the notice referred to in Clause 5(1) hereof

"The Unconditional Date" means the date ascertained in accordance with Clause 3 hereof.

STATUTORY PROVISIONS

2 This Unilateral Undertaking

(1) is given by The Company and The Owners to the Council

(2) is given pursuant to the provisions of Section 106 of the Town and Country Planning Act 1990

(3) is a planning obligation for the purposes of Section 106 of the Town and Country Planning Act 1990

(4) is given with intent to bind The Owners' freehold interest and The Company's interest in the Application Site

(5) shall be enforceable by the Council as Local Planning Authority

(6) is executed by The Company and by The Owners as a Deed.

CONDITIONS PRECEDENT AND NOTICE

3

(1) Clauses 4 and 5 of this Unilateral Undertaking are conditional and shall only have effect upon

(a) the date upon which the Council grants the Planning Permission; and

(b) the date upon which the Company shall begin The Development by the carrying out of a material operation in accordance with the provisions of Section 56 of the Town and Country Planning Act 1990 whichever shall be the later ("The Unconditional Date")

(2) No person shall be liable for breach of a covenant contained in this Deed after he shall have parted with all interest in The Application Site or the part in respect of which such breach occurs but without prejudice to liability for any subsisting breach of covenant prior to parting with such interest

(3) If The Planning Permission granted pursuant to The Planning Application shall expire before The Development is begun as defined above or shall at any time be revoked this Deed shall forthwith determine and cease to have effect

(4) Nothing in this Deed shall prohibit or limit the right to develop any part of the Application Site in accordance with a planning permission (other than one relating to The Development as specified in the Planning Application) granted (whether or not on appeal) after the date of this Deed.

PEDESTRIAN / CYCLE CROSSING CONTRIBUTION

4

(1) If after the Unconditional Date the Company receives from the Council a written notice pursuant to which the Council

(a) requests the Company to pay to the Council the Pedestrian / Cycle Crossing Contribution and

(b) undertakes to the Company to apply and appropriate the Pedestrian / Cycle Crossing Contribution towards the cost of carrying out the Pedestrian / Cycle Crossing Works

(2) If the Council shall not have served the Pedestrian / Cycle Crossing Notice on the Company within five ears of the Unconditional Date then the Company's Undertaking contained in sub-clause (1) hereof shall absolutely determine and become null and void.

REGISTRATION OF THIS UNILATERAL UNDERTAKING

5 The Company and The Owners recognise that this Unilateral Undertaking shall be registered as a local land charge in the Register of Local Land Charges maintained by the Council.

HEADINGS

6 The headings in this Unilateral Undertaking are for convenience only and shall not be taken into account in the construction and interpretation thereof.

IN WITNESS whereof

The Company has caused its Common Seal to be affixed to this Deed the day and year first before written

LENNON
PLANNING LTD

13 Hermitage Parade, High Street, Ascot SL5 7HE

Telephone: (01344) 873887
Fax: (01344) 874744
E-mail: consultancy@lennon-planning.co.uk

www.lennon-planning.co.uk

Our Ref : RJH/1148/rac

5th December 2000

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

For the attention of Miss A Bibi

Dear Miss Bibi,

Appeal by Bancroft Developments – 3, 3a, 13 and 15 Pond Head Lane, Earley, Berks
Your Reference – APP/X0360/A/001046488

I write to confirm that the above appeal that remains before Wokingham District Council was recently refused planning permission.

At the Committee Meeting, a minor alteration was tabled in order to address concerns expressed by committee members that the layout would allow development of the land to the East of the Appeal site. In order to overcome member concerns in respect of this point, a double garage was proposed at the eastern end of the cul-de-sac. I enclose for your attention a copy of the plan presented to Committee 1351/101SK.

Yours sincerely,

Rob Huntley

cc. Wokingham District Council

Directors: C A Lennon BA, DipTP MRTPI; M D V Lennon BA; R J Huntley BSc(Dip)TP MRTPI; D S Dunlop BA(Hons) MRTPI
Registered in England No. 3943349 • Registered Office: 7 Bell Street, Henley-on-Thames RG9 2BD • VAT No: 745 0717 35

PROPOSED DEVELOPMENT AT POND HEAD LANE, EARLEY

TRAFFIC CONSIDERATIONS

peter brett associates
CONSULTING ENGINEERS

PROPOSED DEVELOPMENT AT POND HEAD LANE, EARLEY

TRAFFIC CONSIDERATIONS

CLIENT: BANCROFT DEVELOPMENTS
STRATFIELD HOUSE
265 HIGH STREET
CROWTHORNE
RG11 7AH

PETER BRETT ASSOCIATES
CONSULTING ENGINEERS
16 WESTCOTE ROAD
READING
BERKSHIRE
RG30 2DE
TEL: 0118 950 8777
FAX: 0118 950 8198
E-MAIL: snook@pba.co.uk

JOB NO: 11037
DATE 23 May 2000

This report has been prepared by Peter Brett Associates with reasonable skill, care and diligence within the terms of the Contract with the Client and generally in accordance with ACE Conditions of Engagement (Agreement D) and taking account of the manpower, resources, investigations and testing devoted to it by agreement with the Client.

Peter Brett Associates disclaims any responsibility to the Client and others in respect of any matters outside the scope of the above.
This report is confidential to the Client and Peter Brett Associates accepts no responsibility of whatsoever nature to third parties to whom this report, or any part thereof is made known. Any such party relies upon the report at their own risk.

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1.0 INTRODUCTION 1

2.0 APPRAISAL OF JUNCTION LAYOUT 2

3.0 SAFETY RECORD 2

4.0 CONCLUSION 2

Figure 1 - Location Plan

Figure 2 - Extracts of the DETR Design Manual for Roads & Bridges Volume 6 Section 2 part 6 TD42/95

Appendices

1. Correspondence
   - WDC letter of 11 April 00
   - PBA letter of 3 May 00
   - WDC letter of 9 May 00 (inc accident records)

2. Accident Analysis A329 Wokingham Road

1.0 INTRODUCTION

1.1 This report addresses the issues of traffic access to the proposed site for 23 residential units at Pond Head Lane, Earley.

1.2 The issues to be addressed are:-

A. Pond Head Lane/Wokingham Road issue of visibility at junction

B. Width of Pond Head Lane

C. Access Road into site

D. Wokingham Road Junction

1.3 Issues A - C were dealt with at a site meeting on 2 May 00 and confirmed in subsequent correspondence from the District Council (Appendix 1).

1.4 This report addresses issue D, the Wokingham Road junction as the highways officer of Wokingham District Council has expressed reservations about the suitability of this junction.

1.5 We have therefore reviewed the form of junction layout and the safety record.

2.0 APPRAISAL OF JUNCTION LAYOUT

2.1 The junction of Pond Head Lane and Wokingham Road forms a staggered crossroads layout with Mill Lane. See Figure 1.

2.2 This double junction has 'ghost island' markings almost identical to those set out in the recommended layout in the DETR Design Manual for Roads & Bridges Volume 6 Section 2 part 6 TD42/95 Figure 8/2 (see Figure 2).

2.3 This standard sets out a minimum stagger distance of 50m which is not present here, the stagger is approximately 12m.

2.4 However, the standard explains that the minimum distance of 50m is set for the geometry of a vehicle with a 18.35m drawbar trailer making the move between the two side roads. This sort of vehicle is unlikely ever to execute that manoeuvre in this location and the junction can therefore be considered a satisfactory layout.

3.0 SAFETY RECORD

3.1 The enclosed accident analysis (Appendix 2) shows that no accidents have occurred at the Pond Head Lane/Wokingham Road junction in the last 3 years on record.

3.2 The accident record for this section of Wokingham Road is below the average for built up 'A roads (Ref: Road Accidents for Great Britain 1998: HMSO).

3.3 There is therefore no evidence of an adverse safety record that should preclude increased use of this junction.

4.0 CONCLUSION

4.1 We therefore conclude that the layout is of a suitable standard for the use to which it is put and the incidence of accidents is below the national average in the vicinity.

4.2 We further conclude that the junction is suitable to accommodate the traffic generation from a further 23 residential units, say less than 100 extra vehicle moves per day in each direction.

4.3 It is our view that the minor intensification of use of this existing junction which has no adverse safety record is preferable to introducing a new junction on to the Wokingham Road further to the east to serve potential new development. Any new access would be nearer to the Loddon Bridge junction where eastbound traffic forms two lanes and an additional junction would be undesirable.

4.4 Our overall conclusion is therefore that there should be no highway objection to the use of Pond Head lane and its junction with the Wokingham Road for an additional 23 residential units as proposed by our client.

Prepared and submitted on behalf
of Peter Brett Associates

David Hunter
Senior Associate

BANCROFT DEVELOPMENTS LIMITED
Stratfield House, 265 High Street, Crowthorne, Berkshire RG45 7AH
01344 780100

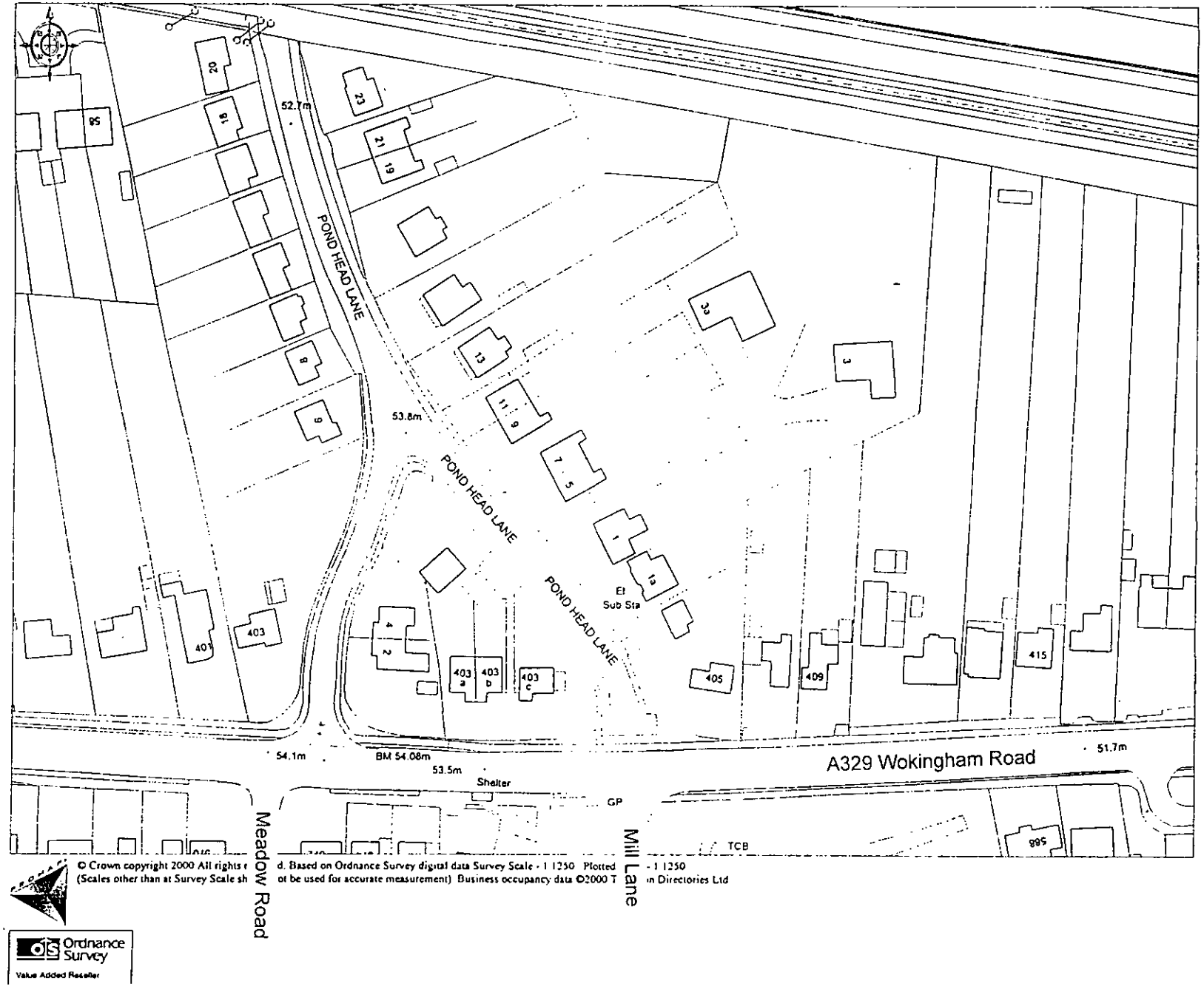
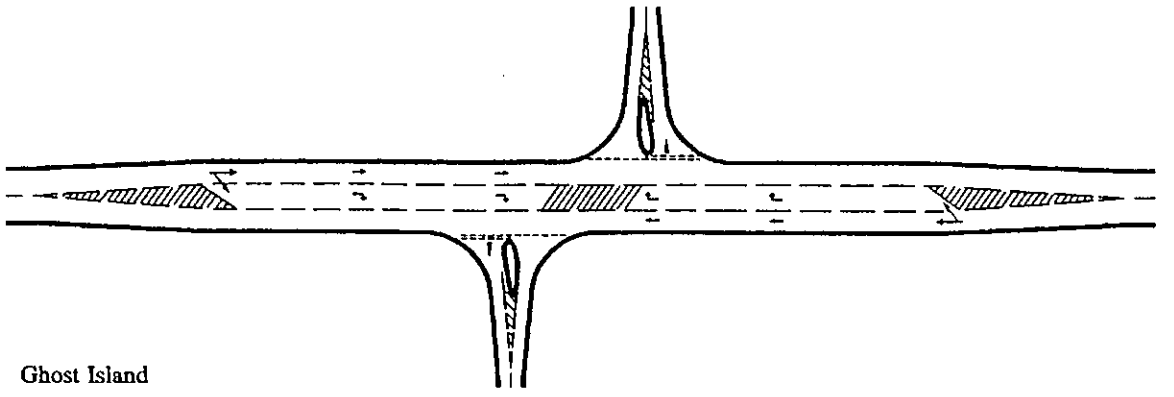
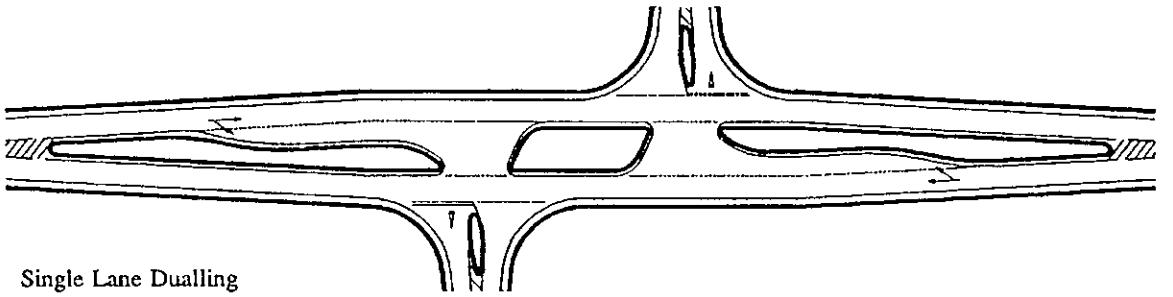


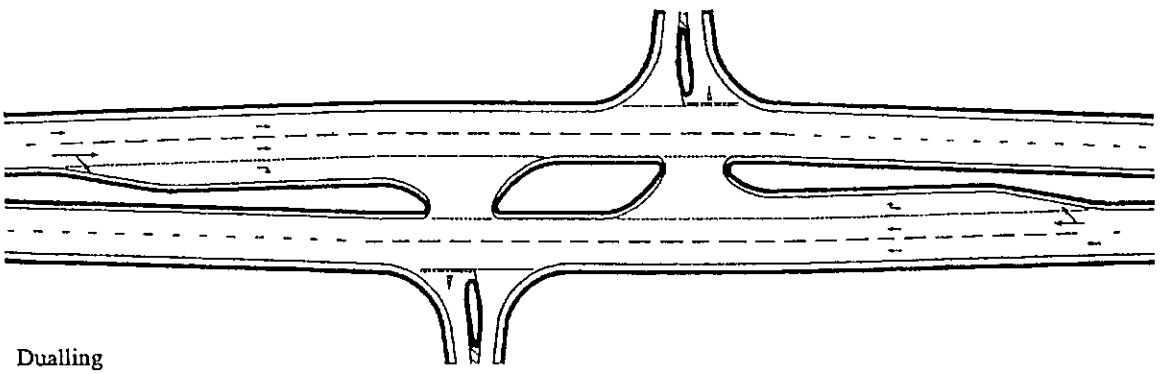
Figure 1 Site Location Plan



Ghost Island



Single Lane Dualling



Dualling

Figure 8/2: Alternative Right/Left Staggered Junctions

Figure 2

Extracts of the DETR Design Manual for Roads & Bridges Volume 6 Section 2 part 6 TD42/95 Figure 8/2

Stagger Distances

7.63 The stagger distance of a junction is the distance along the major road between the centrelines of the two minor roads.

7.64 For simple major/minor priority junctions with a right/left stagger, the minimum stagger distance shall be 50m. For a ghost island junction it shall also be 50m. For a junction with single lane dualling it shall be 40m, and for dual carriageways the distance shall be 60m. These are based on the distance required for manoeuvring the 18.35m drawbar trailer combination design vehicle between the two minor roads, and shall be provided on all new staggered junctions, including the upgrading of rural crossroads.

7.65 For simple left/right staggers, the minimum stagger distance shall be 50m. The minimum values for the other types of staggered major/minor priority junction are given in Table 7/7. For higher design speeds, this distance is based on the sum of the two deceleration lengths lying side by side plus the turning lengths (and queuing lengths, if appropriate) at each end, as indicated in the Table, otherwise it is based on the manoeuvring requirements of the design vehicle.

Skew Junctions

7.66 The design parameters where the minor road approaches at an angle other than 90°, for both left hand and right hand splay junctions, are shown in Fig 7/15. The parameters are set out in paras 7.20 - 7.48. For those locations where the major road is on a curve at the junction, the relevant design parameters are indicated in Fig 7/16.

Junctions on Climbing Lanes

7.67 For major/minor priority T-junctions located on a climbing lane, the key dimensions are shown in Fig 7/17.

7.68 Simple major/minor priority junctions and single lane dualling shall not be used within climbing lane sections, since problems of safety may arise.

7.69 Staggered junctions of other types shall be avoided on climbing lane sections. Both staggered junctions and climbing lanes on their own are situations requiring special driver concentration, and if provided in combination, the decisions required may be too confusing for some drivers.

Design Speed (kph)	Stagger Distance (m)		
	Ghost Island	Single Lane Dualling	Dual Carriageway
50	50 (manoeuvring)	--	60 (manoeuvring)
60	50 (manoeuvring)	--	60 (manoeuvring)
70	60 (10 + 40 + 10)	--	60 (manoeuvring)
85	75 (10 + 55 + 10)	75 (10 + 55 + 10)	75 (10 + 55 + 10)
100	100 (10 + 80 + 10)	100 (10 + 80 + 10)	100 (10 + 80 + 10)
120	--	--	130 (10 + 110 + 10)

Table 7/7: Minimum Stagger Distances for Left/Right Staggered Junctions

opyright by the DOT, Thu May 25 12:00:44 2000

APPENDIX 1

CORRESPONDENCE WITH WOKINGHAM DISTRICT COUNCIL

WDC letter of 11 April 00

PBA letter of 3 May 00

WDC letter of 9 May 00 (inc accident records)

Tel. No. 0118 974 6322 (Direct Line) Fax. 0118 974 6313

Date: 11th April 2000.

Your ref. RJH/mja

My ref. SNA/NK/P4 [18621]

RECEIVED
14 APR 2000

Environmental Services Department
Engineering Services
P.O. Box 153
Shute End, Wokingham
Berkshire RG40 1WL
Main Switchboard (0118) 974 6000
Minicom No: (0118) 974 6991
DX 33506 - Wokingham

C. A. Lennon Associates,
Oxford House,
2a Oxford Road East,
Windsor, Berkshire.
SL4 1EF

Dear Sirs,

PROPOSED RESIDENTIAL DEVELOPMENT AT LAND REAR OF 407-413 READING ROAD AND 1-19 POND HEAD LANE, EARLEY

I refer to your letter and enclosures dated 9th March regarding the above proposals.

At present Pond Head Lane serves less than 30 no. properties; your existing proposals would approximately double the vehicular use.

Pond Head Lane from your proposed access to Reading Road is sub-standard in width, being only 5m, and visibility onto Reading Road from a 4.5m setback is severely restricted to the east.

The Highway Authority would not look favourably on the proposals at present as I have concerns over the intensification in use of a sub-standard road and junction.

Further to our telephone conversation, I believe the possible development you referred to would be accessed from Reading Road.

Yours faithfully,

S. N. AUTON
Senior Assistant Engineer

11037/SNK/DMH/DA/RA

03 May 2000

S N Auton Esq
Senior Assistant Engineer
Wokingham District Council
Environmental Services Dept
PO Box 153
Shute End
Wokingham
Berks RG40 1WL

Dear Mr Auton

RE: DEVELOPMENT OFF POND HEAD LANE, EARLEY

Following our site visit on Tuesday 2 May, I record the following as agreed on site.

1. **Visibility at junction of Pond Head Lane and Wokingham Road**

   This is satisfactory for the type of junction. Visibility is in excess of the 70kph requirement (120m) to the right at 4.5m 'x' distance. To the left allowing for trimming the bushes fronting the highway the visibility is approximately 110m to the centre line (traffic stream constrained to left hand lane by traffic island) from an 'X' distance just marginally less than 4.5m. This is considered satisfactory.

2. **Pond Head Lane Width**

   The width of Pond Head Lane at 4.9m is considered adequate for the junction including an additional 23 units, as the road has double yellow lines both sides for a distance of 70 metres.

3. **Access Road into Site**

   The access road into the proposed housing site should be a 4.8m shared surface (or 4.8m + footway) for up to 25 dwellings. Over this number of dwellings a 5.5m carriageway + footway is required.

\cont.....

4. Wokingham Road Junction

You have reservations about the general format of the junction, particularly the proximity of the junction opposite, and feel at this stage you have to raise a highway objection to the development on this ground. However, accident statistics for the junction were not available at the time of the site inspection but you undertook to obtain them from the Council's consultants.

I trust that you will agree the forgoing as a true record of our discussions.

I look forward to discussing the accident records with you, when they are available to ascertain whether a safety problem exists at the junction and consequently either whether your recommendation can be modified, or remedial measures considered.

I look forward to hearing from you.

Yours sincerely,

David Hunter
Senior Associate
PETER BRETT ASSOCIATES

cc. Patrick Bancroft - Bancroft Developments
Paul Edwards - Edwards Irish

Tel. No. 0118 974 6322 (Direct Line) Fax. 0118 974 6313

Date: 9th May 2000.

Your ref. 11037/SNK/DMH/DA/RA

My ref. SNA/NK/P4 [19837]

Environmental Services Department
Engineering Services
P.O. Box 153
Shute End, Wokingham
Berkshire RG40 1WL
Main Switchboard (0118) 974 6000
Minicom No: (0118) 974 6991
DX: 33506 – Wokingham

Peter Brett Associates,
16 Westcote Road,
Reading, Berkshire.
RG30 2DE

11037
DA
Dhunte

Dear Sirs,

PROPOSED DEVELOPMENT AT POND HEAD LANE, EARLEY

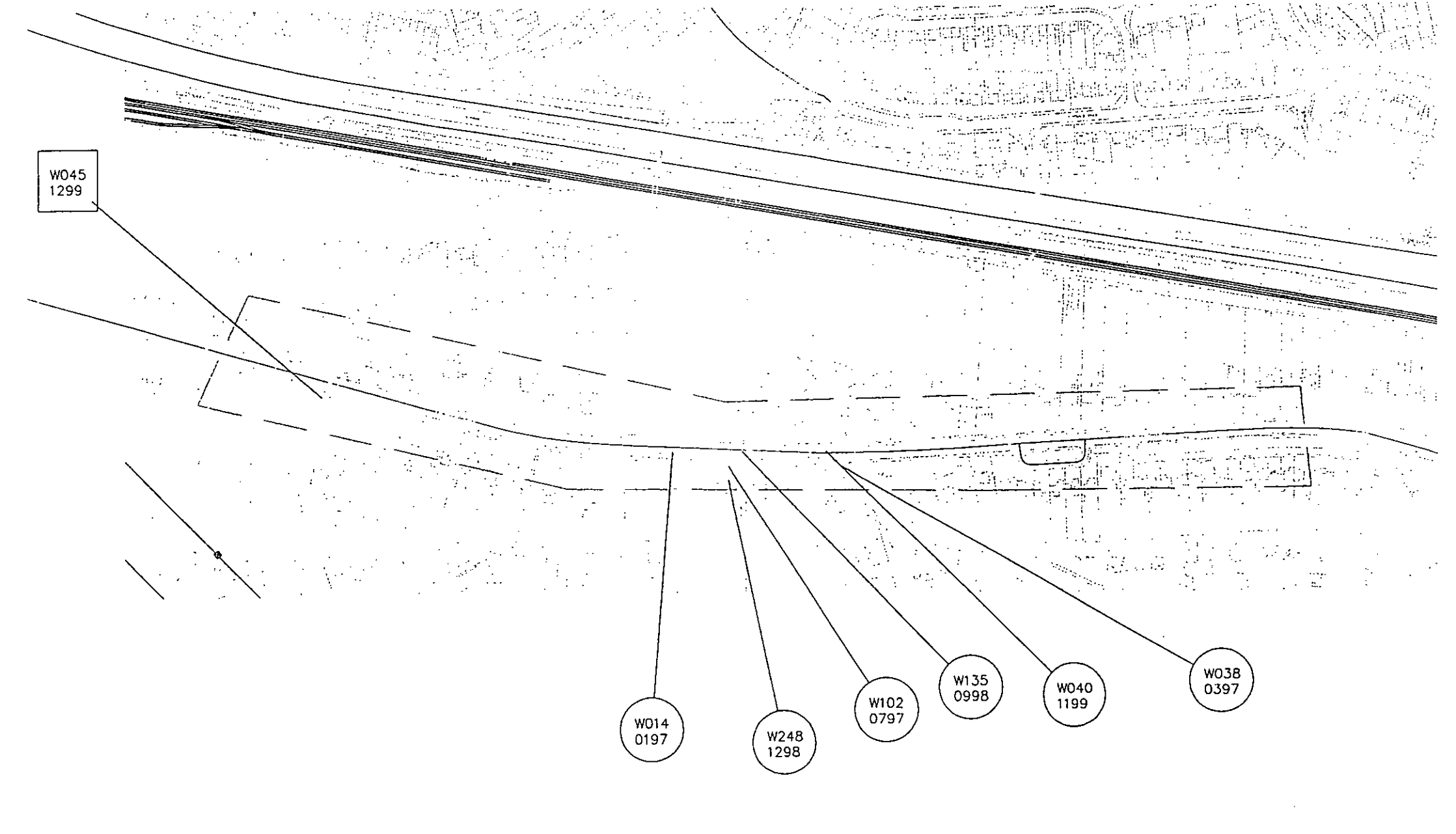
I refer to your letter dated 3rd May and to our previous meeting at the above location. The notes confirmed in your letter are a true reflection of the meeting.

I now enclose as requested copies of the reports of accidents in the vicinity of Pond Head Lane junction with the A329, in the last 3 years involving personal injury.

If I can b e of further assistance please contact me on the above number.

Yours faithfully,

S. N. AUTON
Senior Assistant Engineer


W045
1299
W014
0197
W248
1298
W102
0797
W135
0998
W040
1199
W038
0397

See attached

Area	L/A	Number	Severity	Day	Date	Time	Link/Node	Grid Ref.	Street
--		W0451299	Unknown	*BA	/ /		0/	0/	

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

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

User Information: C/Factors:

-- 475 W0140197 Slight TUE 07/01/1997 1810 0 475890/171600 090/

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

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

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

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

User Information: ID C/Factors:

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

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

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

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

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

User Information: PL C/Factors: 03 41

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

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

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

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

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

User Information: RD C/Factors: 21

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

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

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

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

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

User Information: EB C/Factors: 41 21

Area	L/A	Number	Severity	Day	Date	Time	Link/Node	Grid Ref.	Street
--		W0401199	Unknown	*BA	/ /		0/	0/	

See attached.

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

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

User Information: C/Factors:

- 475 W0380397 Slight TUE 18/03/1997 1145 0 476010/171590 090/

WOKINGHAM RD JNC MILL LN WOKINGHAM 1st Rd: A329 2nd Rd: N35
peed C'way Jct Det'l/Ctrl Light Weather Rdsurf PedXHuman PedXPhy Spec'l Hazard
0mph Single2L T/Stag Give . . Dry . .

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

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

User Information: RD C/Factors:

Accident Report: W04512999 *Tuesday 02 May 2000 16:49:59*

Local/A	Severity	Date	Day	Time	Link/Node	Area: Grid Reference
475	Serious	03 December 1999	Fri	1940		475640 - 171640

Speed	C'way	Junction/Control		Light	Weather	R/Surf.	Ped'n X'	Special	Hazard
40	Single2L	T/Stag	Give	Dark+L	.	Dry		.	.

Location: A329 WOKINGHAM RD JW SUTCLIFFE AVE EARLEY, READING.

Descrip'n: C2 TRNG RT FRM NW TO S HIT MP1 TRAV NW

Vehicle						Casualty			
No. Veh	Man'	Dir	Loc'n	Juct'n	L/C Hit Obj's	Drv B't	No. In Cl	S/A/S	Pass	Ped'n	Pupil
1	Mop	AhedSENW	On Main	OnMainApp		M17.	1V 1 Dr	M17X			
2	Car	R-t NWS	Leaving	OnMainMid		M46.					

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

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

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

Location: A329 WOKINGHAM ROAD JW MILL LANE, EARLEY.

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

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

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

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

APPENDIX 2

Accident Analysis

APPENDIX 2

ACCIDENT ANALYSIS A329 WOKINGHAM ROAD

1. Personal injury Road Traffic Accident Statistics

Last 3 years on record in vicinity of site supplied by Wokingham District Council on 9 May 2000.
(See Appendix 1)
WO140197 – 7/1/97 Involved private drive
W2481298 – 18/12/98 – Car turned off shop frontage at Meadow Road junction
W1020797 – 26/7/97 – Car turned right out of Meadow Road
W1350998 – 5/9/98 – Car turned right into Meadow Road
W0380397 – 18/3/97 – Mill Lane junction
W0451229 – 3/12/99 – Sutcliffe Avenue junction
W04011999 – 5/11/99 – Mill Lane junction

2. Summary of Statistics

7 accidents in 3 years of which:-

0 at Pond Head Lane junction (proposed access)
1 at Sutcliffe Avenue junction
1 at private drive
1 at shop frontage adjacent to Meadow Road
2 at Mill Lane junction
2 at Meadow Road junction

3. Accident Rate

Annual AADT = approximately 20000 vpd (source 1993 Figure BCC, 1800vpd, + low NRTF growth)
Length of road considered = 400m

Accident rate per 100million veh km

$= (^{7}/_{3}) \times 10^{8} / (20{,}000 \times 365 \times 0.4)$

$= 80$

National average rate for 1998 for built up 'A' roads = 94 (source "Road Accidents Great Britain 1998"

HMSO.)

Therefore over the length of road for which the statistics have been quoted there is a personal injury accident rate below the national average.

4. Conclusions on Safety

There were no accidents recorded at the proposed access junction, Pond Head Lane, in the last 3 years on record.

There were 2 accidents recorded at each of the two junctions either side of Pond Head Lane (Mill Lane & Meadow Lane). Additionally, there was one accident recorded involving a vehicle manoeuvring off the forecourt of the shop at Meadow Road.

The accident rate for length of Wokingham Road between Mill Lane and Sutcliffe Avenue is below the national average.

The Planning Inspectorate

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

Direct Line 0117-9876079
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GTN 1374-6079

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

Your Ref: F/2000/1513

Our Ref: APP/X0360/A/00/1046488

Date: 19 January 2001

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY BANCROFT DEVELOPMENTS
SITE AT 3,3A,13 & 15 POND HEAD LANE, EARLEY, BERKSHIRE

I enclose third party correspondence relating to the above appeal.

If you have any comments on the points raised, please send 2 copies to me no later than 9 weeks from the starting date. Comments submitted after that deadline may not be seen by the Inspector.

Yours faithfully

Miss A Groves

211AL(BPR)

Miss A Groves
Room 1004,
Tollgate House,
Houlton St,
Bristol,
BS2 9DJ,

Mr A hill.
Owner & Occupier
8 Pond Head Lane,
Earley,
Reading,
Berkshire.
RG6 7ET.
15/01/2001

Re development plan:-
APP/X0360/A/00/1046488
Application No. F/2000/1513/1514

Dear Miss A Groves

With reference to the above building plan at Pond Head Lane, Early. I understand that the builder Bancroft is appealing as his first application was rejected by the council I do understand that you have or will have the letters of protest from the local residents also to be considered. However in view of this I am sending a further letter with information and photographs of the area so that you get a full picture.
First plot 1513/1514 owned by bancroft is also adjacent to a further larger plot owned by the builders Bryant. Five years ago Bryant was refused a road access onto the A329 Wokingham to Reading road, so he has had to wait until now for access although Bryants have made no application yet.
At the moment two resident house owners are holding Bryants at bay because they will not sell part of their gardens, but now both sets of builders are working together to try and get this land, so when they do Bryant will get access via Bancroft which means this will be made into one large estate, with about another 150 vehicles coming out onto small Pond Head Lane and then onto the cross-road at the end of Pond Head Lane.To cover themselves, the builders are only making one application at a time,so as it looks a small situation at the time.The builders do not care about the community only making money.As have explained in my previous letters to the council,having dealt with traffic through my work, I've carried out a survey of traffic coming out onto the A329 from Meadow road and Mill lane 30 yards east from 07.30 – 09.15 and I checked out approximately 500 vehicles onto the A329 which is already over crowded as the police agree.

Flooding of Loddon During this period I carried out another survey, and this check resulted in a further 1000 vehicles. As vehicles come from a ten mile radius to go too employment at Early, Winnersh, Wokingham, Bracknell, Slough and when the Loddon River Flooded, the only way out is via Meadow Road, Mill lane and then the only road out is via Loddon Bridge Road.

Flooding Having been a resident in Pond Head Lane for forty years, It is the first ever year where my garden and my Neighbours have flooded resulting in the need of sandbags questioned this with the Water Board and what has happened is that the builders have been allowed to build on the flood plain which now causes the whole of Loddon Bridge area to become impassable clearing heavy rain as the Loddon River runs off the river Thames which causes the flooding.

The the one and only road it does not affect at the moment is the Loddon Bridge Road. Although water still comes from the houses situated between this proposed building land and the A329, and as the A329 slopes about one to six foot it will not take long to flood Loddon Bridge Road if houses are allowed to be built on the Bancroft plot and Bryant plot because the land will not allow it and the drain's cannot take it.

If Loddon Bridge Road becomes flooded and I wanted to go from my house to Winnersh, which is one and a half miles away, I would have to travel six to seven miles via Wokingham, so I am sure you can see the situation, which is going to be come more frequent which both Tony Blair and John Prescott are concerned about, notes attached, so with respect I know you will give full concentration to the application.

Yours Sincerely

Mr A Hill
On behalf of the residents.

Please advise the final decision.

With reference to the flooding, Show Case Cinema, Park & Ride and Mod House Hotel all on Flood Plain, were flooded again on 11.12.13th Dec 2000 and on High Flood alert on 17th Dec

Whoever gives permission for this building should be made accountable in the future chaos to come, with respect.

Price cuts were cash down the drain, says water chief

By **Brian O'Connor**

FLOOD-HIT water companies need to spend more on drains, and are disappointed that watchdog Ofwat imposed deep price cuts instead.

Brian Duckworth, head of Severn Trent Water, said: 'Short-term thinking in a long-term industry.

'Nineteenth century sewers cannot cope with 21st century rainfall.

'The country needs to spend much more replacing these Victorian assets.'

An 11.8pc price cut slashed Severn's water profits £40m in the half to September and, with marginal profit growth from the rest of the business, pre-tax profits fell one-third to £112.8m.

Dividends were held at 17p. Chief executive Robert Walker says dividend policy remains 'progressive'.

After paying £380m for UK Waste two months ago, Walker sees an integrated 'environmental services' group spanning water, waste and scientific testing. The UK market alone is worth £8bn.



Flood misery: Victorian sewers 'cannot cope with 21st century rainfall', says Duckworth

In the US, Severn has built a network of testing laboratories.

After their bounce from March's low of 467p, the shares fell 2p to 786p. They yield 5.7pc and look about right, says Angelos Anastasiou at Williams de Broe.

● Diversification is further advanced at South Staffordshire Group, which now makes 48pc of its profits from its nationwide plumbing and outsourcing, and can think about a move to the higher-rated support services sector soon.

Half-year pre-tax profits rose 3pc to £13m with dividends up 8pc to 4.5p, lifting the shares 12p to 425p.

Price of protection

Premium on new homes to fund flood barriers

By **Christian Gysin**

TOUGH new rules on house-building in flood-risk areas were unveiled by John Prescott yesterday.

They could send the price of rural housing soaring, but are essential if we are to face the 'reality of climate change', the Deputy Prime Minister warned.

Developers will have their plans for new homes thrown out if they do not incorporate sufficient protection against bursting river banks, he said.

At present, the Environment Agency can only advise councils about areas at risk. Under the new regime, to be introduced next month, it will be empowered to insist that they ensure building firms include substantial flood defences.

Mr Prescott is determined to avoid placing more families in the path of the deluge which descended on thousands of homeowners during the recent flooding.

Speaking on Panorama last night, he explained: 'What we're now saying is we want you to review your plans on housing, particularly if it is in flood plain areas, and we're going to prevent the building in some cases unless you include sufficient and adequate flood defences.

'Government at the end of the day has an overall responsibility to provide for the security and the safety of its people.'

Warning that torrential rain is likely to become a more common feature of the weather, he added: 'My wake-up call is to say to people, these are going to be more frequent, we should do more about it.'

The new rules are certain to increase the cost of many new rural homes.

But Ministers feel that tough action is vital to avoid millions of pounds of damage to homes and businesses.

Mr Prescott warned that the Government, the public, house builders and insurance companies must prepare for an unstable climate.

He also voiced concerns about insurance companies who 'blacklist' flood victims.

'The insurance companies are part of the equation and the problem. We are talking to them, and I am concerned when we get frequent floods they are now beginning to say to some, so I'm told, "You can't have insurance".'

Four of the five warmest years in three centuries have occurred in the past decade and meteorologists warn that by the 2050s, temperatures in the South East could be an average of more than 2c warmer than they are now. Thirty years later, they may be 3c higher than now.

The Climate Research Unit at the University of East Anglia predicts global sea level rises of between 12cm and 67cm by 2050.

The worst affected regions are likely to be the low-lying areas of Bangladesh and Pakistan, but there will be serious consequences for many parts of the UK.

Parts of East Anglia and areas in the South of the England could end up under water, experts suggest, with an inevitability that some low-lying coastal areas will have to be abandoned.

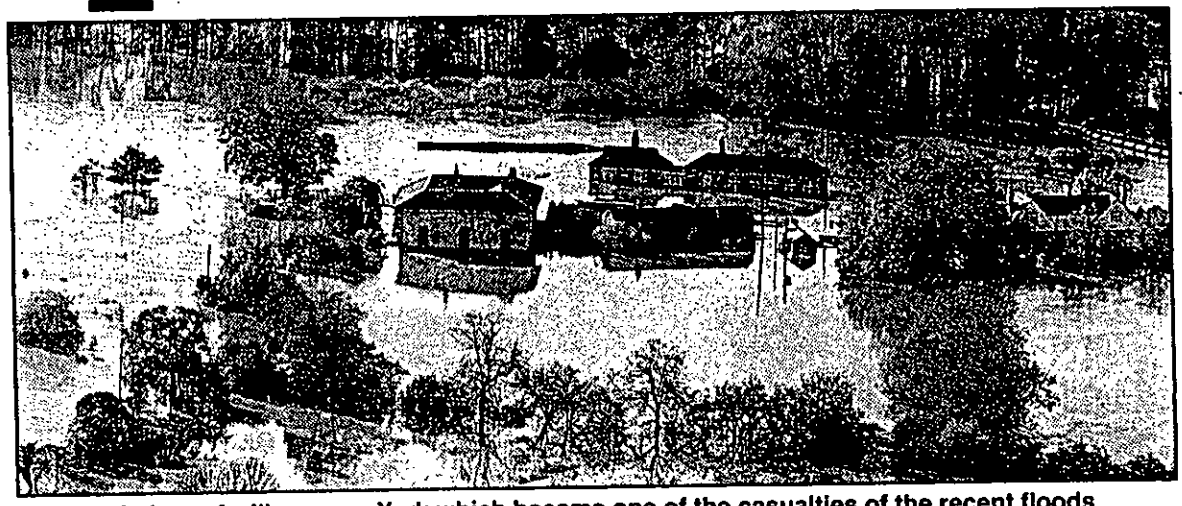
Mr Prescott was confronting the climate change crisis on a more global level last night as environment ministers from at least 150 countries met for a summit in the Hague.

A deal on carbon emissions is threatened by accusations that the U.S. is trying to wriggle out of commitments hammered out at a 1997 summit in Kyoto, Japan.

Europe is committed to cutting emissions by 8 per cent, Japan by 6 per cent and the U.S. by 7 per cent.

'The Americans are not very happy at setting ceilings,' said Mr Prescott. 'But I do think we can get an agreement. There are signs of some give.'

● The Government is giving £7million to the Swindon-based Natural Environment Research Council to develop complex computer programmes to collate the huge volume of research and information on climate change and publish it in an understandable format.



Deluge victims : A village near York which became one of the casualties of the recent floods

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Council criticises developers over plans for more homes

by Sarah-Jane Russell

COUNCILLORS look set to fight a bid by developers to cram 23 houses into a quiet Earley road.

The proposal by Bancroft Development is to demolish two existing buildings in Pond Head Lane and develop both large gardens.

But Earley Town Council's planning committee criticised the plans for being an overdevelopment and encroaching into 'back land'.

Acting chairman Cllr Richard Medlycott said: "It's difficult because there are already two houses there, so it's not classified as green space. But clearly it will have a major effect on the amount of traffic in this small road. It will be a huge infringement that the area cannot cope with."

Most of the houses in Earley's Wokingham Road were built in the 1930s with very large gardens and sometimes orchards.

It makes them prime targets for developers who replace that space with extra houses.

Residents fought Wokingham District Council over a similar proposed development for the picturesque House in the Trees in Maiden Erlegh Drive this year.

Cllr David Chopping said: "We have serious reservations about these type of applications and this one in particular.

"Back land development is eating away at Earley's character and it's the other people living in those areas who are most affected.

"Turning this part of Earley into high density housing puts additional pressure on the roads and already oversubscribed schools.

"More over it's a shame to ruin the character of the area."

The town council is asking Wokingham district planners to reject the application when the development control committee meets next week.

TRAFFIC HELL: mor

More h weath

BY DAVID MILLWARD

MOTORISTS were faced with another horrendous journey around Reading this morning as the rain made driving conditions treacherous and commuters gave up hope with the trains and took to the roads.

AA Roadwatch warned sections of the A329 Reading Road in Winnersh was still closed due to flooding. Drivers were advised to use the A329 (M).

Loddon Bridge roundabout in Winnersh was open this morning but emergency planners were closely monitoring the area due to fears that the River Loddon could burst its banks again today.

Traffic was very heavy on the A33 Relief Road coming into Reading with a queue going back beyond junction 11 of the M4.

The Inner Distribution Road around Reading was moving slowly and the M4 was very congested particularly at junctions eight, nine and 12.

Emergency planners in Wokingham and Reading said they were expecting

Downpour warning brings flood alert

Dec 7th THURSDAY 2000

BY TAMSIN SNOW

FLOOD watches have been put on rivers in the Reading area as weather forecasters warned of a repeat of October's storms and further flooding with 80mph winds.

The river Thames, river Loddon and the Emm Brook, between Wokingham and Winnersh, have been placed on "flood watch", the first stage in the flood code system. It means that if there is further rain there is a possibility of flooding.

Forty-one flood warnings, the second stage in the system, have been issued for 25 rivers across England and Wales.

Environment Agency spokeswoman Sarah Wallace said: "With the weekend weather forecast of heavy rains, we would ask people to remain vigilant.

"They should keep an eye on the river levels and stay tuned to the radio and TV for updates.

"We are measuring river levels to see if the situation changes.

"But flood watches have been placed on the River Lodden and River Thames."

Storm force winds and heavy rain could hit Britain by tonight and the Met Office has issued a severe weather warning in the run-up to the weekend.

A "vigorous depression" is forming in the Atlantic off the coast of Portugal and is forecast to strike south western England and Wales tonight, meteorologists said.

By 10.30 this morning, Portugal was already being battered by the severe storms.

The low will then move north over the Irish Sea and Northern Ireland through Friday before hitting western Scotland early on Saturday morning.

Storm force winds of more than 80mph are expected in some areas as the depression moves north, "with some structural damage possible", a Met Office spokesman said.

"This weekend's storms will be on a similar scale to the last one on October 30.

"Some parts of western Britain will get around two and a half inches of rain which will cause problems for many rivers already on alert."

People in areas covered by severe flood warnings are advised by the Agency to call the Floodline on 0845 9881188.

The line provides up-to-date information and warns people to be prepared to evacuate their homes.

Information on flood plain areas across the UK is now available on the web at www.environment-agency.gov.uk

However, this morning visitors were finding it difficult to connect to the site because of the volume of traffic trying to log on.

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SHUKLAY

READING EVENING POST THURSDAY NOVEMBER 22000

Plain to see why floods hit home

Extreme weather conditions are causing chaos in the Reading area but nobody can explain why rainy Britain is unable to cope with a sudden downpour. Reporter **DAVID MILLWARD** asks the experts and looks at the problems that building on flood plains can bring



THE pressures on local authorities to find land for house building means more flood-plains could be developed.

This has raised concerns that not only will the occupants be put at risk of flooding but surrounding communities will face a greater threat as well.

One area that suffered the most severe flooding this week was the area around the Loddon Bridge region when the River Loddon burst its banks.

At the time the planning application to build the Showcase Cinema was being discussed by Wokingham District Council, councillors were told there was a possibility that a section of the car park nearest the river could at times become flooded.

On Monday, the whole car park was under three feet of water and the Loddon Bridge roundabout had also become impassable.

Winnersh councillor and villager Liz Siggery said she has experienced the problems of flooding in the area many years before.

She said: "I was at school in Reading when there were floods in 1962/63 and I couldn't get through to get to school.

"When I went to one of the preliminary public meetings where they were considering the application for the cinema complex, I raised the issue of flooding. I was told that rivers like this would only overflow once every 50 years maximum and once every 100 years was most likely. When the Moat House was built I made the same comments."

She said the two 1990s developments have suffered flooding three or four times since.

Mrs Siggery, who lives in Reading Road, Winnersh, said her home also suffers from flooding and fears it will get worse as more building takes place.

She said: "The whole of Winnersh was built on water meadows. I have an underground stream and my own front drive has been flooded this week.

"Other houses in Reading Road have had

BRAKES • SHOCK ABSORBERS

Floods 'could last months'

THE misery brought by the worst floods to hit Britain for decades could continue until next spring, experts warned last night.

The Environment Agency said some southern parts of the country could see repeated flooding right up until April and cautioned householders in danger areas not to drop their guard.

As water levels began to fall and weather forecasts improved, they said floods could still return in some places every time there is a heavy downpour.

'Springs which have been dormant for more than 100 years are coming back to life,' said spokesman Ray Kemp.

'Unless we have an exceptionally dry winter, every time there is rain of any considerable quantity people can expect flooding, until growing vegetation in the spring soaks the water up.' Despite heavy rain in the South East on Saturday night, the number of rivers on severe flood warning dropped to just five yesterday.

Chichester, which was bracing itself for a deluge, avoided flooding after a massive pumping operation diverted water into a pit.

In Devon a woman canoeist in her early 20s drowned on Saturday on the swollen River Tavy.

Forget global warming, it's getting cooler - Page 12

Labour's quiet revolution in the countryside

TONY Blair wants to return peace and calm to the countryside by tackling noise pollution and intrusive road lighting.

The long-awaited rural White Paper will concentrate on action to curb the impact of traffic. A draft of the document, being prepared by senior ministers, places the emphasis on restoring the 'tranquillity' associated with the traditional rural environment.

It suggests that checks will be introduced to ensure that the calm of village communities is not further eroded by modern development. This indicates the Government's determination to extend 'quiet' surfacing techniques to more rural roads, check noise levels in quarries and other work sites and introduce so-called 'cut-off' lighting to rural roads.

The special illumination ensures that road lighting focuses downwards and does not light up the night sky.

Eight miles of the M62, which crosses Saddleworth Moor and the Pennines between Manchester and Leeds, has been fitted with the lights.

Approach roads to the Humber Bridge are being similarly equipped.

Environment Agency told to get tough on flood plain building

by Graham Bond

CRITICISM rained down on the Environment Agency at Wokingham District Council this week as the weather once again played havoc with people's lives.

Liberal Democrat and Conservative members spoke with a unified voice at a full council meeting on Monday. They accused the Environment Agency (EA) of using 'outdated information' and failing to be tough enough on planning applications that councillors feel are unacceptable.

Winnersh councillor Liz Siggery demanded that the EA adopts a more 'robust' approach, especially in light of the district's recent problems with flooding.

Charvil councillor Colin Pierce told the committee that the EA's reasons for giving a development in his ward the all-clear had raised bewildered amusement.

He said: "The EA insist that, though the car park may well flood, cars could still be reached along a raised footpath.

"As long as you've got your wellies on you're OK then?

"We need to consider flood plains in the same way we consider the green belt. That way we can protect our people, their homes and our environmental heritage."

Wargrave councillor Simon Etheridge says the EA does not use up-to-date information to determine whether a site is on a flood plain.

He said: "It uses historical data that needs to take into effect things like global warming.

And Liberal Democrat Stephen Conway said: "We are forced to take advice from the experts, but our experience as members casts doubt on the local knowledge of the Agency."

Many councillors say that developments are often deemed acceptable because developers have made superficial concessions to deal with flood risks.

But an EA spokesman says the Agency gives impartial and expert advice.

He added: "Our approach to planning applications is delivered to national standards that are not changed on an ad-hoc basis for any individual authority.

"Our definition of a flood plain is used nationally but we would hope that as time passes our knowledge will continue to improve."



● Reading West MP Martin Salter helps campaigners spell out their message at Kennet Meadows

'We must save the Meadows'

ENVIRONMENTAL campaigners have called for the continued conservation of Kennet Meadows to protect Reading town centre from flooding.

Reading West MP Martin Salter raised the matter in the Commons last week and won the backing of Deputy Prime Minister John Prescott.

Campaigners say the recent stormy weather proves that building on the flood plain between Reading and the M4 would be a disaster for the rest of the town.

Mr Salter said: "There are literally thousands of tons of water piled up in Kennet Meadows waiting for river levels to drop before flowing off the land and through Reading town centre and on down to the Thames.

"I shudder to think what would happen if these ancient water meadows were to be covered in concrete by the developers.

"Reading, I fear, would become a disaster zone, which is why flood plain development must be resisted at all costs."

During the Commons debate last week, Mr Prescott agreed with Mr Salter's comments that the current situation "wholly justifies" Reading Borough Council's decision to consistently oppose development on the meadows.

There have been six planning inquiries into applications to develop the meadows over the last 20 years, including plans to build 4,000 homes, a hotel, commercial area and retail park.

Local people and the planning authority have successfully opposed each application but campaigners fear the meadows will always be vulnerable until 'green belt style' protection can be brought in.

Southcote councillor Pete Ruhemann said: "We need housing but it should not be at the expense of people already living in our town.

"Reading people have the right to a good quality of life, and for many of them that is through access to areas like Kennet Meadows.

"We will fight to protect it for that reason, and also because, we think Kennet Meadows provides Reading with vital protection against flooding."

Brian Hughes, a customer services manager for the Environment Agency, said: "The agency's policy when it's consulted by local authorities is to object to any application for development in the flood plain.

Reader TRAVELSHOP

›pping

FLOODS TOLL SET TO SOAR

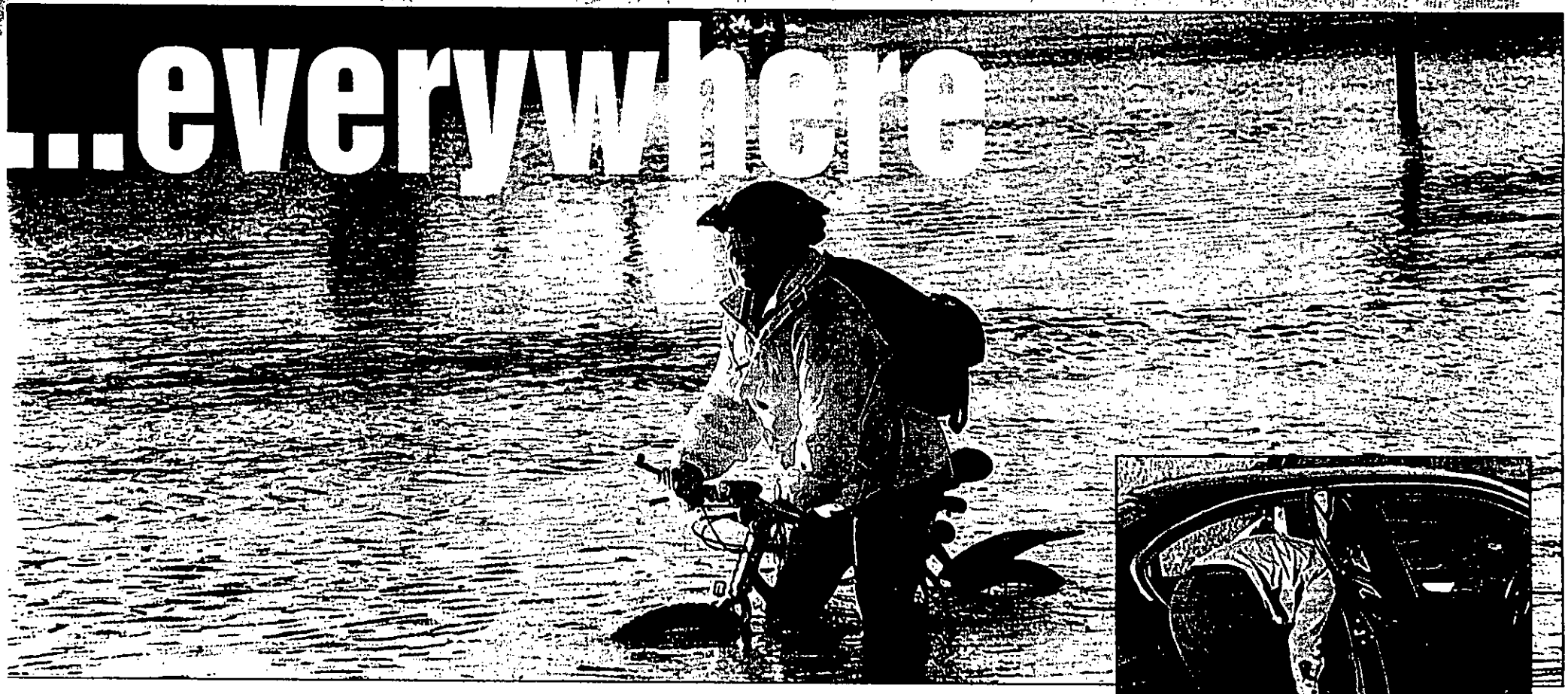
UP to 342,000 more homes could be at risk from flooding by the year 2021 if house building on flood plains continues, the Government was warned yesterday.

Applications for development on flood plains, where excess water collects, have risen steadily in the past five years, said the Environment Agency.

If the trend continues, homes at risk in England and Wales will rise from the

e com

...everywhere



And trouble on the roads

AA spokeswoman Rebecca Rees said the roads across the whole of the Reading area have been a problem and there has been a knock-on effect for all the local roads.

Thames Valley Police said they had been called to 80 road accidents, 33 with injuries, across the region on Sunday and Monday.

In one incident, Whitley Wood fire station rescued a woman driver with three beagle dogs from a Range Rover which became stuck in floodwater in Park Lane, Swallowfield. The water was up to the car's headlights. Rail passengers continued to face rail misery with emergency timetables in place for First Great Western through Reading.

A Railtrack spokesman said the debris including an oak tree at Tilehurst had been cleared off the track.

But he warned train services wouldn't return to normal for two weeks because there are still speed restrictions.

Railtrack recommends passengers should check on timetables before travelling.

For up-to-date information, call National Rail Enquiries on (08457) 484950 or visit www.nationalrail.co.uk.

● Bale me out – above, a Reading motorist bales out water from his flooded BMW and, top, a schoolboy cyclist battles through the floods at the Loddon Bridge roundabout

MOAT House

Village roads closed

From page on

He said: "They have been our life-ıe down here in stopping further ıoding. Our home flooded last week ıd since then we have had a humid-ır and drying out equipment in the ıuse. To vandalise these pumps – it's st beyond comprehension.

"We are not going to be straight this le of Christmas. We have people ming this morning to sanitise the ıuse."

Environment Agency area manager elen Phillips said: "We were ıpalled that vandals should do such thing. Houses could have been ıoded as a result. Due to the gilance of our staff who have been eping a close eye on the site we erted the problem. The police have en called in to investigate."

The agency has moved the pumps to nearby safe location.

In Sindlesham, guests at the Moat ouse Hotel were last night being ken to reception on a tractor – ecause all the approaches were ıder deep floods. The hotel has ıffered severely for the past fort-ght after the nearby river Loddon peatedly burst it banks.

Keith Turnbull, manager of the ur-star hotel, said the 70 guests ere working with staff to make the st of the situation.

He said: "Those who wish to venture out are being transported across the flooded car park by a tractor to their taxis and vehicles. Parts of the hotel, such as entrance foyers and the Poachers pub, have suffered, but no-one has asked to do any fishing in the bar yet. Because of the design of the building, none of the public areas or bedrooms are affected.

"The guests are quite happy, all is calm inside. In fact, some of them booked in this week because they felt they missed out last week.

Other roads in the villages surrounding Reading remain closed – Lands End Ford, Charvil; Mill Lane, Sindlesham; Lower Earley Way, Earley; Park Lane, Finchampstead; Croft Road, Shinfield, between Hyde End Road and Ryeish Green; Sandford Lane, Woodley; and Cross Lane, Grazeley.

Last night, Nut Bean Lane in Swallowfield was closed, as was Thatchers Ford, Finchampstead; New Mill, Finchampstead.

The A327 Arborfield Road is now open with traffic being controlled by temporary traffic lights while debris is cleared from the road.

Loddon Bridge roundabout is now back to normal, as is the A329 between the roundabout and Winnersh has now re-opened, as is Rushey Way, Lower Earley, The Street in Swallowfield, and Milly Lane in Hare Hatch. Broad Hinton in Twyford is passable with care.





HIGH WATER – Shops and homes are flooded near Maidenhead bridge, and right, a TVR floats in Sindlesham

Flood warnings are still in force on the river Loddon from Wokingham to the river Thames. The Environment gency reports that levels on the river Loddon have peaked at Twyford and are slowly receding in the lower reaches towards the Thames. Levels are slowly rising at Shiplake and Henley where the Loddon joins the Thames but are expected to start decreasing today.

The only school closed today is Hawkedon Primary, Hawkedon Way, Lower Earley, which has drainage problems. Wokingham District Council hopes to reopen the school tomorrow. While the villages are still suffering, Reading is getting back to normal.

Water levels on the Thames in Caversham are falling, as are levels on the river Kennet, which dropped about 8ins overnight.

The performance area on The Oracle's riverside was underwater yesterday. This morning there is just a covering of water.

Severe flood warnings were issued by the Environment Agency on the river Thames at Maidenhead yesterday. One hundreds homes were expected to flood between Ray Mead Road and Ray Mill Road.

Animal Hospital presenter Rolf Harris, who lives in nearby Maidenhead, was also told his home could be at risk.

Chat show host Michael Parkinson and his wife Mary have also been sandbagging and have moved furniture upstairs in their house in nearby Bray.

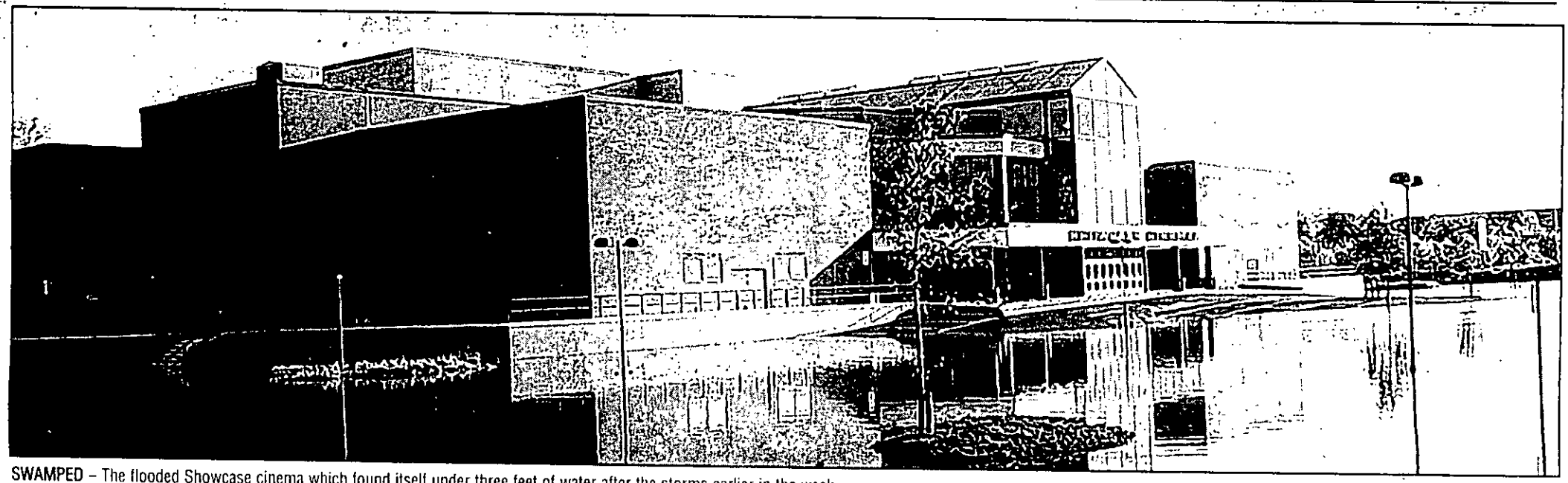
Reading's Kate Winslet and her husband Jim Threapleton have barricaded their £800,000 home in Walton-on-Thames, Surrey, with makeshift sandbags to keep out possible flooding from the river Thames.

The weather forecast for the region is patchy, light rain or showers. A band of rain is expected to cross the region overnight on Friday/Saturday bringing a further spell of wet and windy weather.

■ Environment Agency Floodline (0845) 988 1188.

In brief

DRIVER'S PROTEST: 'fourth emergency service' failed in flood



SWAMPED – The flooded Showcase cinema which found itself under three feet of water after the storms earlier in the week

pumps put in to deal with problems. Any further development increases the problems of rising water in the area which have already been developed.

"I am extremely concerned about the drainage system. We are already having problems with sewers overflowing because of the displacement.

"You can't go on excavating land for development and expect nothing to happen. Nature will always find a way of reclaiming what is hers."

Tina Heaford has used the same argument in the campaign to defend Coley Meadows from development.

She said: "We have always stated that if you build on the flood plains, it will get flooding in

had water in it.

"Without flood plains, the nice new Oracle and a lot of companies in Reading and in Caversham would be flooded because the flood plains relieve the pressures of the rivers.

"Of course, if you take away that relief, its going to go somewhere else because it's a natural force which will find a way and we are seeing that throughout the country this week."

However, planning minister Nick Raynsford said yesterday that any developers would be made to pay for flood defences if alternative sites could not be found.

He said: "If you try to take the extreme position and say there must never

it is necessary to build in an area where there might be a risk of flooding."

Families who do live in areas prone to flooding face a double blow as their insurance premiums look set to soar.

Mike Biggs, CGNU's executive director of general insurance, said insurers make provision for adverse weather conditions in their financial forecasting.

But he added: "This does mean that people who live in certain areas, on flood plains or in the river valleys, are likely to have to pay some more.

"Underwriting is about underwriting the likelihood of an event happening on a property.

"It seems not unreasonable [illegible]



Cllr Siggery: Nature will always reclaim

OFFICES
BUILT ON FLOOD PLAIN

A329

WHOLE AREA INC ROUNDABOUT GETS FLOODED

FLOOD LAND

ROUNDABOUT

ROAD NORTH TO M.A329

ROAD SOUTH

LARGE CINEMA
BUILT ON FLOODLAND

FLOOD LAND

RIVER

LODDON

ROAD BRIDGE

PUBLIC HOUSE

LODDON BRIDGE ROAD

LARGE PETROL STATION

BRYANTS BUILT ON FLOOD LAND

HOUSES

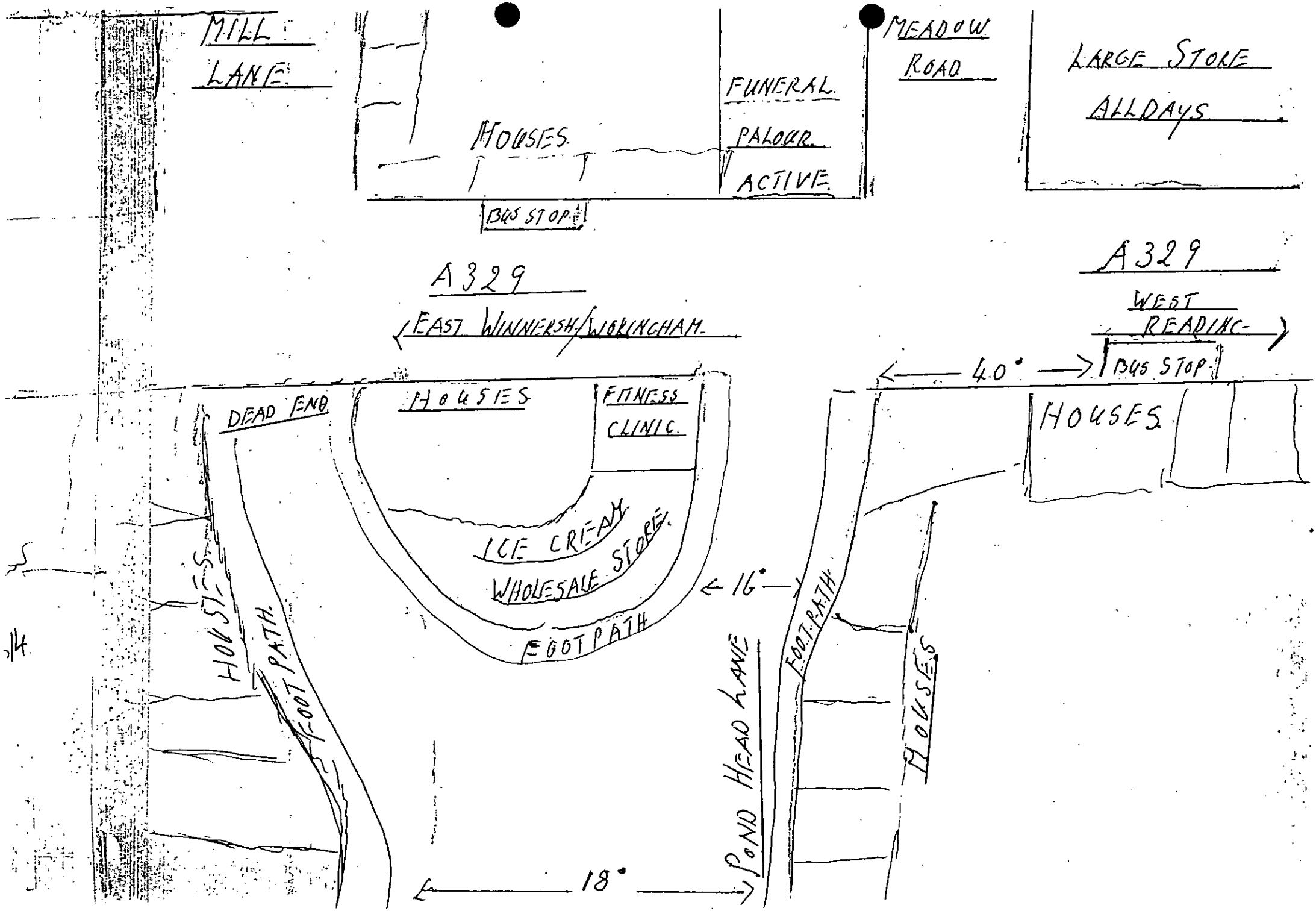
BRYANTS BUILDING LAND
WAITING OPENING

HOUSES

SLOPES APP 1 - 91

A329

BANCROFT
PLAN 15/B/1514
F 2000


MILL LANE
HOUSES
FUNERAL PALOUR
ACTIVE
MEADOW ROAD
LARGE STONE
ALLDAYS
BUS STOP
A329
EAST WINNERSH/WOKINGHAM
A329
WEST READING
40'
BUS STOP
HOUSES
DEAD END
HOUSES
FITNESS CLINIC
ICE CREAM
WHOLESALE STORE
FOOTPATH
16'
HOUSES
FOOT PATH
POND HEAD LANE
FOOTPATH
HOUSES
18'

Tel. (0118) 974 6448 (Direct Line)
Date: December 14, 2000
My ref: F/2000/1513
Your ref: APP/X0360/A/00/1046488

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

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

Dear Miss Groves

APPEAL BY: Bancroft Developments
SITE: 3,3a,13 & 15 Pond Head Lane, Earley

With reference to this appeal, I enclose 2 copies of the Council's statement of the case as faxed to you today.

Yours sincerely

Denise Gumbrell (Mrs)
Appeals Assistant

Enc

Tel. (0118) 974 6448 (Direct Line)
Date: December 14, 2000
My ref: F/2000/1513
Your ref: APP/X0360/A/00/1046488

Environmental Services Department
Planning Services
P.O. Box 157
Shute End, Wokingham
Berkshire RG40 1WR
Tel: (0118) 974 6000
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DX: 33506 – Wokingham

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

Dear Miss Groves

APPEAL BY: Bancroft Developments
SITE: 3,3a,13 & 15 Pond Head Lane, Earley
With reference to this appeal, I am faxing a copy of the Council's statement.

I confirm that two copies are in the post to you today.

Yours sincerely

Denise Gumbrell (Mrs)
Appeals Assistant

Wokingham District Council Environmental Services Department, PO Box 157, Shute End, Wokingham
Berks, RG40 1WR

FAX

Date: 14.12.00

Number of pages including cover sheet: 27

To:
Miss A Groves

Phone:

Fax phone: 0117 987 8443

CC:

From:
Dan Gumbrell

Phone: 0118 974 6448

Fax phone: 0118 9746484

REMARKS: ☐ Urgent ☐ For your review ☐ Reply ASAP ☐ Please comment

* * * TRANSMISSION RESULT REPORT (14.DEC.2000 14:53) * * *

TTI WDC PLAN&TRANSPORT

DATE	TIME	ADDRESS	MODE	TIME	PAGE	RESULT	FILE
14.DEC.	14:44	0117 987 8624	ES	8'53"	P.27	OK	513

: STANDARD
M : MEMORY
D : DETAIL
P : POLLING
F : FINE
L : SEND LATER
E : ECM
* : PC

LENNON
PLANNING LTD

13 Hermitage Parade, High Street, Ascot SL5 7HE
Telephone: (01344) 873887
Fax: (01344) 874744
E-mail: consultancy@lennon-planning.co.uk
www.lennon-planning.co.uk

Our Ref: MP/ads
19th September 2000

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

For the attention of Miss A Bibi

Dear Miss Bibi

Appeal by Bancroft Developments - 3, 3a, 13 & 15 Pond Head Lane, Earley, Berks
Your Ref: APP/X0360/A/00/1046488

With reference to our telephone conversation yesterday, I am writing to confirm that we agree with the Council's request to hold the current appeal in abeyance and the postponement of the site visit due to be held on Monday 25th September.

In light of the fact that the application is unlikely to be presented to Committee until the 8th November, we propose that the appeal should be held in abeyance until the 15th of that month. After the 15th November we will be in a position to advise whether the appeal should be withdrawn or proceed.

I look forward to receiving your confirmation that the site visit will not proceed as scheduled and that the appeal will be held in abeyance.

Yours sincerely

Matthew Pardoe

Matthew Pardoe

Lennon Planning Ltd
13 Hermitage Parade
High Strect, Ascot, SL5 7HE

LENNON PLANNING LTD

Fax cover sheet

DATE:	September 20, 2000	**TIME:**	09:57
TO:	Denise Appeals Assistant	**PHONE:** **FAX:**	 0118 974 6484
FROM:	Matthew Pardoe	**PHONE:** **FAX:**	01344 873887 01344 874744

RE: Bancroft Developments – Pond Head Lane, Earley

CC:

Number of pages including cover sheet: 2

Message

The Planning Inspectorate

Room 1202E
Tollgate House
Houlton Street
Bristol BS2 9DJ
http://www.planning-inspectorate.gov.uk

Direct Line 0117-9876253
Switchboard 0117-9878000
Fax No 0117-9878804
GTN 1374-6253

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APP	
CS	
29 AUG 2000	
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	FILE:

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

Your Ref: F/2000/1513

Our Ref: APP/X0360/A/00/1046488

Date: 25 August 2000

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY BANCROFT DEVELOPMENTS
SITE AT 3,3A,13 & 15 POND HEAD LANE, EARLEY, BERKSHIRE

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

Mr R H Town CEng MIStructE MIHT

With reference to the above appeal the Secretary of State has arranged for the inspector to visit the appeal site at 12:00 on Monday 25/9/2000 and you are requested to arrange for the inspector to be met at the site at 12:00 to enable the inspection to be made.

abeyance?

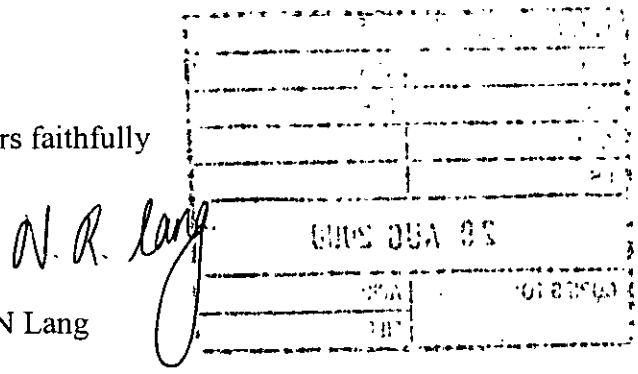
The inspector will expect to be accompanied by representatives of both parties. If one of the parties fails to arrive, the inspector will determine the most suitable course of action, which could mean that he will conduct the visit unaccompanied. In other circumstances, the visit might have to be aborted.

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

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

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

Yours faithfully



Mr N Lang

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

209D

Tel. (0118) 974 6448 (Direct Line)
Date: October 5, 2000
My ref: F/2000/1513
Your ref: APP/X0360/A/00/1046488

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

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

Dear Miss Bibi

APPEAL BY: **Bancroft Developments**
SITE: **3, 3a, 13 & 15 Pond Head Lane, Earley.**

With reference to this appeal, which is currently in abeyance, I enclose a copy of correspondence from a third party.

Yours sincerely

Denise Gumbrell (Mrs)
Appeals Assistant

Enc
cc Lennon Planning Ltd

The Planning Inspectorate

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

Direct Line 0117-9876079
Switchboard 0117-9878000
Fax No 0117-9878443
GTN 1374-6079

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22 SEP 2000
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Ms D Gumbrell (Planning Department)
Wokingham District Council
Po Box 157
Wokingham
Berkshire
RG41 1BN

Your Ref: F/2000/1513

Our Ref: APP/X0360/A/00/1046488

Date: 21 September 2000

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY BANCROFT DEVELOPMENTS
SITE AT 3,3A,13 & 15 POND HEAD LANE, EARLEY, BERKSHIRE

Thank you for your letter asking for this appeal to be held in abeyance. I agree to stop all action for 2 months from the date of this letter. At the end of this period, I will review the progress made.

A copy of your letter and this reply have been sent to the appellant.

The site visit has been cancelled.

Yours faithfully

Azmat Bibi

Miss A Bibi

208CL

The Planning Inspectorate

Room 1202E
Tollgate House
Houlton Street
Bristol BS2 9DJ
http://www.planning-inspectorate.gov.uk

Direct Line 0117-9876253
Switchboard 0117-9878000
Fax No 0117-9878804
GTN 1374-6253

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

Your Ref: F/2000/1513

Our Ref: APP/X0360/A/00/1046488

Date: 21 September 2000

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY BANCROFT DEVELOPMENTS
SITE AT 3,3A,13 & 15 POND HEAD LANE, EARLEY, BERKSHIRE

I am writing to confirm that the site inspection which was scheduled to take place at 12:00 on Monday 25/9/2000 has been cancelled, because the appeal is in abeyance.

A fresh date for the site visit will be arranged as soon as possible.

Yours faithfully

CVicary

Miss C Vicary

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

209H

Tel. (0118) 974 6448 (Direct Line)
Date: August 25, 2000
My ref: F/2000/1513
Your ref: APP/X0360/A/00/1046488

file copy

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

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

Dear Miss Bibi

APPEAL BY: Bancroft Developments
SITE: 3, 3a, 13 & 15 Pond Head Lane, Earley

I understand that the appellant's agent is writing to you to request an abeyance for this appeal.

This is to inform you that the Council is in agreement with this request as we hope to reach an agreement with the appellant within the next few weeks.

Yours sincerely

Denise Gumbrell (Mrs)
Appeals Assistant

cc Lennon Planning Ltd

Tel. (0118) 974 6448 (Direct Line)
Date: August 18, 2000
My ref: F/2000/1513
Your ref: APP/X0360/A/00/1046488

File Copy

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

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

Dear Miss Bibi

APPEAL BY: **Bancroft Developments**
SITE: **3 3a 13 & 15 Pond Head Lane**

With reference to this appeal, I have been informed by the Principal Development Control Officer, that because of the size of the development, he wants it discussed at a committee meeting. He is hoping that this will happen on 6th September.

Because of this, we will not be able to keep to the timetable.

Please, also find enclosed a copy of a letter from an interested party.

Yours sincerely

Denise Gumbrell (Mrs)
Appeals Assistant

Enc.
c.c. Lennon Planning Ltd

Tel. (0118) 974 6448 (Direct Line)
Date: July 19, 2000
My ref: F/2000/1513
Your ref: APP/X0360/A/00/1046488

file copy

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

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

Dear Miss Bibi

APPEAL BY: **Bancroft Developments**
SITE: **3,3a.13 & 15 Pond Head Lane, Earley**

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

Yours sincerely

Denise Gumbrell (Mrs)
Appeals Assistant

Enc

Tel. (0118) 974 6448 (Direct Line)
Date. July 19, 2000
My ref: F/2000/1513
Your ref:RH/1148

file copy.

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

Lennon Planning Ltd
13 Hermitage Parade
High Street
Ascot
Berks
SL5 7HE

Dear Sirs

APPEAL BY: **Bancroft Developments**
SITE: **3,3a,13 &15 Pond Head Lane, Earley**

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

I have also sent copies to The Planning Inspectorate.

Yours faithfully

Denise Gumbrell (Mrs)
Appeals Assistant

Enc

Tel. (0118) 974 6448 (Direct Line)
Date. July 19, 2000
My ref.: F/2000/1513
Your ref:

Example of notification letter

Mr & Mrs F G Spriggs
403 Wokingham Road
Earley
Reading
RG6 7EH

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

Dear Sir/Madam,

TOWN AND COUNTRY PLANNING ACT 1990
APPEAL BY: Bancroft Developments
SITE: 3 3a 13 & 15 Pond Head Lane, Earley

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

As your interests might be affected, you can give your views on the appeal in writing by sending them, within 28 days of this letter to Miss A Bibi, The Planning Inspectorate, Room 1004, Tollgate House, Houlton Street, Bristol, BS2 9DJ quoting reference APP/X0360/A/00/1046488.

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

The application, decision notice, and the appellant's grounds of appeal can be inspected in the Environmental Services Department (Planning) at the Civic Offices, Shute End, Wokingham, Berkshire during normal office hours (08.30 to 17.00 on Mondays to Thursdays, 4.00pm on Fridays).

The Planning Inspectorate will send the decision on this appeal only to those persons who ask to be notified in writing.

Yours faithfully

Denise Gumbrell
Appeals Assistant



Site Plan, Scale: 1 to 1250

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Date: 19 July 2000

N
W E
S

The Planning Inspectorate

Room 1004
Tollgate House
Houlton Street
Bristol BS2 9DJ

Direct Line 0117-9876079
Switchboard 0117-9878000
Fax No 0117-9878443
GTN 1374-6079

PLANNING SERVICES
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14 JUL 2000
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Ms D Gumbrell
Wokingham District Council
Planning Department
Po Box 157
Wokingham
Berkshire
RG41 1BN

Your Ref:
F/2000/1513

Our Ref:
APP/X0360/A/00/1046488

13 July 2000

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY BANCROFT DEVELOPMENTS
SITE AT 3,3A,13 & 15 POND HEAD LANE, EARLEY, BERKSHIRE

I have received an appeal form and accompanying documents for this site. I am the case officer. I am checking the papers and if I need further information, or if for legal reasons the appeal is not acceptable, I will write again.

The appellant has chosen the written procedure. The date of this letter is the starting date for the appeal. Unless you tell me otherwise, I will assume that you do not wish to exercise your right to be heard.

As you know, if you agree to the written procedure, you are required to:

- **Within 5 working days** - notify interested persons who were required to be consulted on the original planning application, and all those who made representations at application stage, that an appeal has been made. You should tell interested persons that any comments they have on the appeal should be made in writing and sent directly to me within the next 28 days. **Please also tell them that if they wish to receive a copy of the appeal decision letter, they must write to me asking for one.**

- **Within the next 14 days** - send the appellant and me, a completed appeal questionnaire together with all the necessary enclosures.

- **Within the next 28 days** - send the appellant and me, any further statement you wish to make, if the questionnaire and supporting documents do not comprise your case. Please keep the statement concise as recommended in Appendix 1 of DOE circular 15/96.

We will arrange for our inspector to visit the appeal site and will send you details.

You should keep to the timetable set out above. Inspectors will not accept representations at the site visit, nor will they wait for representations. Having drawn your attention to the timetable, I will not send reminders to you or the appellant.

Please send any further correspondence to me, giving the full appeal reference number. If you have any questions, please contact me.

Yours faithfully

G. Nall

PP Miss A Bibi
102

Planning obligations – section 106 agreements

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

If you intend to rely on an obligation made under section 106 and your appeal is being dealt with by written representations, we must receive a completed, signed and dated copy before the date of the site visit.

If your appeal is being dealt with by a hearing or inquiry, we must receive a final draft of the obligation 5 working days before the hearing or inquiry opens. Obligations should be completed by the close of the hearing or inquiry.

An Inspector will not normally delay the issue of a decision to wait for the completion of an obligation.

LENNON
PLANNING LTD

13 Hermitage Parade, High Street, Ascot SL5 7HE

Telephone: (01344) 873887
Fax: (01344) 874744
E-mail: consultancy@lennon-planning.co.uk

www.lennon-planning.co.uk

Our Ref: RH/mja
10 July 2000

Simon Lewis Esq
Wokingham District Council
Planning Department
PO Box 157
Council Offices
Shute End
Wokingham RG40 1WR

Dear Mr Lewis

Appeal by Bancroft Developments
3, 3A, 13 and 15 Pond Head Lane, Earley, Berkshire
Your Ref: F/2000/1513

With reference to the duplicate application submitted for the proposed redevelopment of this site, our client has asked me to submit an appeal against the Council's failure to issue a decision. For your information please find enclosed copies of my letters to both the Planning Inspectorate and the Head of Planning and Transport.

Despite this appeal, our client is anxious to pursue the duplicate application as speedily as possible. In light of the fact that there appear to be no policy objections to the proposed scheme, that it would provide an appropriate mix of housing and make a valuable contribution to the District's housing requirement, I hope that this application can be processed speedily.

Yours sincerely

Rob Huntley

Enc

LENNON
PLANNING LTD

13 Hermitage Parade, High Street, Ascot SL5 7HE
Telephone: (01344) 873887
Fax: (01344) 874744
E-mail: consultancy@lennon-planning.co.uk

www.lennon-planning.co.uk

Our Ref: RH/mja
10 July 2000

The Planning Inspectorate
Appeals Registry
Tollgate House
Houlton Street
Bristol
BS2 9DJ

Dear Sir / Madam

Appeal by Bancroft Developments
3, 3A, 13 and 15 Pond Head Lane, Earley, Berkshire

Please find enclosed an appeal in respect of Wokingham District Council's failure to give notice of its decision for an application relating to the above site.

I can confirm that I have sent a copy of the appeal form and grounds to the Council and I enclose a copy of my correspondence for your records.

Yours faithfully

R J Huntley

Enc

Directors: C A Lennon BA, DipTP, MRTPI; M D V Lennon BA; R J Huntley, BSc, DipTP, MRTPI • Registered in England No. 3943349 • Registered Office: 71 Bell Street, Henley-on-Thames, RG9 2BD

31724

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LENNON PLANNING LTD

13 Hermitage Parade, High Street, Ascot SL5 7HE
Telephone: (01344) 873887
Fax: (01344) 874744
E-mail: consultancy@lennon-planning.co.uk
www.lennon-planning.co.uk

Our Ref: RH/mja
10 July 2000

The Head of Planning and ~~Transport~~
Wokingham District Council
PO Box 157
Council Offices
Shute End
Wokingham
RG40 1WR

Dear Sir

Appeal by Bancroft Developments
3, 3A, 13 and 15 Pond Head Lane, Earley, Berkshire
Your Ref: F/2000/1513

Please find enclosed an appeal in respect of the Council's failure to determine this application. This is one of a pair of duplicate planning applications relating to the above site. I have also enclosed for your information a copy of my letter to Simon Lewis, the Planning Officer dealing with these applications.

I can confirm that the applicant remains willing to discuss any matters of detail you may wish to raise in respect of the outstanding application, with a view to narrowing any areas of contention. However, in view of the delay in progressing the application, my client feels he has no option but to proceed with this appeal.

Yours faithfully

Matthew Parker

pp **R J Huntley**

Enc

C. REASON FOR THE APPEAL

THIS APPEAL IS AGAINST the decision of the LPA:- **(*Delete as appropriate)** **(✔)**

1. to *refuse/grant subject to conditions, planning permission for the development described in Section B. ☐
2. to *refuse/grant subject to conditions, approval of the matters reserved under an outline planning permission. ☐
3. to refuse to approve any matter (other than those mentioned in 2 above) required by a condition on a planning permission. ☐

Or the failure of the LPA:-

4. to give notice of its decision within the appropriate period on an application for permission or approval. ☑

D. CHOICE OF PROCEDURE

CHOOSE ONE OF THE FOLLOWING TYPES OF PROCEDURES - Appeals decided by written representations are normally decided much quicker than by the hearing/inquiry method. For further information see the booklet "Making your planning appeal" which accompanied this form.

1. WRITTEN REPRESENTATIONS ☑

If you have chosen the written representations procedure, please tick if the whole site can clearly be seen from a road or other public land. (An unaccompanied site visit will be arranged if the Inspector can adequately view the site from public land.) ☐

2. LOCAL INQUIRY Please give reasons why an inquiry is necessary ..... ☐

.....

3. HEARING Although you may prefer a hearing, the Inspectorate must consider your appeal suitable. ☐

E. ESSENTIAL SUPPORTING DOCUMENTS

A copy of each of the following should be enclosed with this form.

1. The application submitted to the LPA; ☑
2. The site ownership details (Article 7 certificate) submitted to the LPA at application stage; ☑
3. Plans, drawings and documents forming part of the application submitted to the LPA: ☑
4. The LPA's decision notice (if any); N.A.
5. Other relevant correspondence with the LPA; please identify the correspondence by date or otherwise: ..... ☐
6. A plan showing the site in red, in relation to two named roads (preferably on an extract from the relevant 1:10.000 OS map). **(Failure to submit this can delay your appeal).** ☑

Copies of the following should also be enclosed, if appropriate:

7. If the appeal concerns reserved matters, the relevant outline application, plans submitted and the permission: ☐
8. Any plans, drawings and documents sent to LPA but which do not form part of the submitted application (eg drawings for illustrative purposes); ☐
9. Additional plans or drawings relating to the application but not previously seen by the LPA. Please number them clearly and list the numbers here: ..... ☐

F. APPEAL SITE OWNERSHIP DETAILS

IMPORTANT: THE ACCOMPANYING NOTES SHOULD BE READ BEFORE THE APPROPRIATE CERTIFICATE IS COMPLETED. CERTIFICATES A AND B ARE GIVEN BELOW. IF NEEDED, CERTIFICATES C AND D ARE ATTACHED TO THE GUIDANCE NOTES

SITE OWNERSHIP CERTIFICATES

PLEASE DELETE INAPPROPRIATE WORDING WHERE INDICATED (*) AND STRIKE OUT INAPPLICABLE CERTIFICATE

CERTIFICATE A

I certify that:

On the day 21 days before the date of this appeal nobody, except the appellant, was the owner (see Note (i) of the guidance notes) of any part of the land to which the appeal relates.

OR

CERTIFICATE B

I certify that:

I have/the appellant has *given the requisite notice to everyone else who, on the day 21 days before the date of this appeal, was the owner (see Note (i) of the guidance notes) of any part of the land to which the appeal relates, as listed below.

Owner's Name	Address at which notice was served	Date on which notice was served

I further certify that:

AGRICULTURAL HOLDINGS CERTIFICATE (TO BE COMPLETED IN ALL CASES WHERE A, B, C OR D OWNERSHIP CERTIFICATE HAS BEEN COMPLETED)

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

OR

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

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

*** Delete as appropriate. If the appellant is the sole agricultural tenant the first alternative should be deleted and "not applicable" should be inserted below the second alternative.**

Signed LENNON PLANNING LTD (on behalf of) BANCROFT DEVELOPMENTS

Name (in capitals) LENNON PLANNING LTD. Date 12 JULY 2000

G. GROUNDS OF APPEAL If the written procedure is requested, the appellant's FULL STATEMENT OF CASE **MUST** be made - otherwise the appeal may be invalid. If the written procedure has not been requested, a brief outline of the appellant's case should be made here.

PLEASE SEE ATTACHED SHEET.

PLEASE SIGN BELOW

I confirm that a copy of this appeal form and any supporting documents relating to the application not previously sent to the LPA has been sent to them. I undertake that any future documents submitted in connection with this appeal will also be copied to the local planning authority at the same time.

Signed ... LENNON PLANNING LTD ... (on behalf of) BANCROFT DEVELOPMENTS

Name (in capitals) LENNON PLANNING LTD. Date 12 JULY 2000

The Planning Inspectorate is registered under the Data Protection Act 1984, so that we may hold information supplied by you on our computer system for the purpose of processing this appeal.

CHECKLIST - Please check this list thoroughly to avoid delay in the processing of your appeal.

- This form signed and fully completed.
- Any relevant documents listed at Section E enclosed.
- Full grounds of appeal/outline of case set out at Section G.
- Relevant ownership certificate A, B, C or D completed and signed.
- Agricultural Holdings Certificate completed and signed.

♦ **1ST COPY: Send one copy of the appeal form** with all the supporting documents to

The Planning Inspectorate
Appeals Registry
Tollgate House
Houlton Street
BRISTOL
BS2 9DJ

♦ **2ND COPY: Send one copy to the LPA,** at the address from which the decision on the application (or any acknowledgments, etc) was received, enclosing any supporting documents not previously submitted to them as part of the application.

The Planning Inspectorate

FOR OFFICIAL USE ONLY
Date received

PLANNING APPEAL

The appeal must reach the Inspectorate within 6 months of the date of the notice of the Local Planning Authority's decision, or within 6 months of the date by which they should have decided the application.

A. INFORMATION ABOUT THE APPELLANT(S)

Full Name: BANCROFT DEVELOPMENTS

Address: STRATFIELD HOUSE, 265 HIGH STREET
CROWTHORNE, BERKSHIRE

Postcode: RG45 7AH Reference:
Failure to provide the postcode may cause delay in processing your appeal.

Daytime Telephone No: Fax No:

Agent's Name (if appropriate): LENNON PLANNING LTD.

Agent's Address: 13 HERMITAGE PARADE
HIGH STREET, ASCOT, BERKS.

Postcode: SL5 7HE Reference: RH/1148
Failure to provide the postcode may cause delay in processing your appeal.

Daytime Telephone No: 01344 873887 Fax No: 01344 874744

B. DETAILS OF THE APPEAL

Name of the Local Planning Authority (LPA): WOKINGHAM DISTRICT COUNCIL

Description of the Development:
DEMOLITION OF 3, 3a, 13 and 15 POND HEAD LANE AND CONSTRUCTION OF 23 NO. X 4 BED, 3 BED AND 2 BED TERRACE HOUSES.

Address of the Site:
3, 3a, 13 & 15 POND HEAD LANE
EARLEY, BERKSHIRE

Postcode: RG6 7ET
Failure to provide the postcode may cause delay in processing your appeal

National Grid Reference (see key on OS map for Instructions).
Grid Letters: Grid Numbers
eg TQ:298407

Date and LPA reference number of the application you made and which is now the subject of this appeal:
8 MAY 2000 - F/2000/1513

Date of LPA notice of decision (if any):
N.A.

Are there any outstanding appeals for this site eg Enforcement, Lawful Development Certificate etc? If so please give details and any Planning Inspectorate reference number here:
N.A.