APPLICATION NO:
F/2000/1514

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**

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WOKINGHAM DISTRICT COUNCIL

TOWN AND COUNTRY PLANNING ACTS

Notification of Refusal of Permission

Bancroft Developments
C/O The Edwards Irish Partnership
36 Langborough Road
Wokingham
Berkshire
RG40 2BT

Application Number: F/2000/1514

Parish:	**EARLEY**
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).**

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

Reason

1. 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.

Informative

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

Berkshire Structure Plan Policies H5 and H9.

Loddon Area Local Plan Policies LH1, LH8, LBE5, LBE1, LBE2, LBE9, LT5 and LT6.

Deposit Draft Wokingham District Local Plan Policies Housing Density, WH6, WOS3, WBE1, WBE11, WT6 and WT7.

John Mitchell
Development Control Manager
Date: 30/11/2000

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

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

PLANNING SERVICES	HPT 35614
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23 OCT 2000	
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WOKINGHAM DISTRICT COUNCIL

MEMORANDUM

From: Joanne Ellis, Environmental Health

My Ref: JPE/pond3

To: Nicola Lake, Planning

Your Ref: F/2000/1514

Date: 20 October 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

The current proposals do not provide adequate protection from road traffic and railway noise. If the application is granted consent the conditions detailed below should be imposed to ensure the necessary improvement in mitigation measures are achieved.

In order to comply with these conditions the following points will need to be addressed:-

- A scheme to ensure that garden areas below 55dB(A) are achieved should be submitted. The current proposals would result in many garden areas having a LAeq value greater than this, plots 6-10 would have noise levels of 62-63dB(A). This will involve increasing the length and height of the proposed noise barrier. Mitigation measures will also have to be implemented to protect the garden area of Plot 5. The acoustic consultant will need to provide details of predicted noise levels, showing that the proposed mitigation measures will achieve the required standard.

- In plots 7 and 8 the noise sensitive rooms (ie living room and main bedroom) are located at the rear of the house which is exposed to the highest noise levels. The layout should be reversed so that the rooms which are not as sensitive to high noise levels (ie kitchen and bathroom) are located at the rear of the property.

- Noise sensitive rooms will need to be fitted with double glazing and a mechanical acoustic ventilation system sufficient to replace the need to open windows.

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 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.

2. 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.

3. 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.

Should the proposal be refused wholly or partly on grounds given above, I would be grateful to be consulted on the wording of the decision notice relating to my comments.

Please forward these comments to the applicants for their information and should you or the applicant have any queries regarding these points please do not hesitate to contact me to discuss them.

Joanne Ellis

Application No	Received	Earley.
F/2000/1514	10.05.00	

Applicant: **Bancroft Developments.**
Location : **Land to the rear of 1-11 Pond Head Lane, Earley.**
Proposal : **Proposed demolition of 3, 3a, 13 and 15 Pond Head Lane and the erection of 23 dwellings. (Duplicate Application).**

1. This application was deferred from the Development Control Committee of the 8 November 2000, to allow members to carry out a site visit. The site visit was scheduled for the Friday 24 November 2000. Any issues raised as a result of the site visit will be reported verbally at committee.

2. Members are advised that the appeal on the duplicate application for this site, has been re-activated and the Council's statement of case is due by the 15 December 2000. Therefore, determination of this application is respectfully requested at this committee, to allow a statement to be prepare and sent to the inspectorate within the allotted period.

3. **Recommendation** – To GRANT planning permission, subject to a legal agreement for £20,000 towards off-site improvements to either safe routes to schools initiatives or to the improvement of local sustainable transport initiatives and local traffic management schemes; £5,000 towards off-site leisure provision, which would fund an additional piece of play equipment at a nearby play area; £1,242 towards library provision; £13,480 towards secondary education and the conditions as set out in the attached report.

Nicola Lake.

Application No **Received** **Earley.**
F/2000/1514 **10.05.00**

Applicant: **Bancroft Developments.**
Location : **Land to the rear of 1-11 Pond Head Lane, Earley.**
Proposal : **Proposed demolition of 3, 3a, 13 and 15 Pond Head Lane and erection of 23 dwellings. (Duplicate application).**

1. **Planning History** – The site is located on land to the rear of 1-11 Pond Head Lane. The dwellings which occupy number 3 and 3a were originally granted planning permission in 1974 and are located to the rear of the frontage dwellings. The frontage dwellings numbers 13 and 15, which are also proposed for removal pre-date the planning system. There have been no other relevant planning applications on this site.

2. **Proposal** – The proposed development is to demolish the existing dwellings on numbers 3 and 3a, and 13 and 15. The area of land that is currently 13 and 15, will be used to create a new access way to the land at the rear, with two frontage dwellings to either side of the new road. On the land to the rear of these two new four-bedroomed dwellings on the plot of 3 and 3a, there would be a further 21 dwellings erected. In total the proposed development is for 4 four-bedroomed dwellings, 9 three-bedroomed dwellings, 8 two-bedroomed dwellings and a block of 2 two-bedroomed maisonettes. The proposal would create in total 21 new dwelling and 4 replacement houses.

3. **Consultations** -
   - ***Earley Town council:*** Recommends refusal. (see attached comments).
   - ***Landscaping:*** No objection subject to conditions.
   - ***Crime Prevention Design Adviser:*** Has no major concerns regarding community safety and security. He does suggest a gate to the rear access lane to number 19 and 20.
   - ***Policy and Plans:*** No objection.
   - ***Environmental Health:*** No objection subject to conditions.
   - ***Railtrack:*** No objection subject to conditions.
   - ***Letters of Objection:*** There have been 24 letters of objection from local residents on the original plans and 3 additional letters of objection to the revised plans. A petition with 161 signatures has also been received The objections can be summarised as follows:
     - Increased on-street parking.
     - Increased traffic movements during rush hour, leading to congestion and a highway hazard.
     - Increased noise and disturbance during construction and after.
     - Overdevelopment of the site.
     - Loss of privacy from overlooking.
     - Out of keeping with the character and appearance of the surrounding area.
     - Would lead to further future development of a connecting site.
     - Loss of value of the existing dwellings.
     - Increased danger on a route to a school.
     - Existing companies on Pond Head Road have already increase traffic.
     - People currently use the junction to the front of the site for turning.

- The right turn filter lane on Wokingham Road is too small.
- Increased danger to children who play in the street.
- Increased pollution.
- Concern about impact upon the existing mains sewers.
- Loss of trees.
- Development would be forward of the building line.
- Proposal would clash with the existing driveways.
- Increased demand upon local services.
- Poor visibility on the new junction.

4. **Appraisal** – Main issues:

A. Principle of Development. (Policy H5 of the Berkshire Structure Plan; Policy LH1 of the Loddon Area Local Plan; Policy WH6 and Housing Density Policy of the Wokingham District Local Plan (Deposit Draft) as modified.
B. Housing Mix and Density. (Policies H5 and H9 of the Berkshire Structure Plan; Policies LH1, LH8 and LBE5 of the Loddon Area Local Plan; Policies WH6 and the Housing Density Policy of the Wokingham District Local Plan (Deposit Draft) as modified.
C. Impact upon the residential amenity of the neighbouring dwellings. (Policies LBE1, LBE2 and LBE5 of the Loddon Area Local Plan; Policies WOS3 and WBE1 of the Wokingham District Local Plan (Deposit Draft) as modified.
D. Impact upon the character and appearance of the surrounding area. (Policies LBE1, LBE2 and LBE5 of the Loddon Area Local Plan; Policies WOS3 and WBE1 of the Wokingham District Local Plan (Deposit Draft) as modified.
E. Impact upon the existing trees. (Policies LBE1, LBE2 and LBE9 of the Loddon Area Local Plan; Policies WOS3, WBE1 and WBE11 of the Wokingham District Local Plan (Deposit Draft) as modified.
F. Impact upon Highways Safety. (Policies LT5 and LT6 of the Loddon Area Local Plan; WT6 and WT7 of the Wokingham District Local Plan (Deposit Draft) as modified.
G. Services, Amenities and Infrastructure Provision.
H. Concerns of Residents and Earley Town Council.

A. Principle of Development.
The site is located within the identified settlement where development is usually acceptable in principle, subject to meeting the other policies within the District's development plans. The site would be designated as 'previously-used land' as it is currently existing dwelling and garden area. Therefore, the principle of development would be in accordance with the guidance as outline in PPG3 – Housing.

B. Housing Mix and Density.
The proposed development is to erect 4 four-bedroomed dwellings, 9 three-bedroomed dwellings, 8 two-bedroomed dwellings and a block of 2 two-bedroomed maisonettes on a site sized approximately 0.58 hectares. This would represent a net density of 39.7 dwellings per hectare.

Although the site is not within 400m of a local centre or 800m to a town or district centre, it does have particularly good access to alternative modes of

transport (bus corridor, park and ride and cycle routes), which allows travel to other retail facilities. Therefore the site is considered to be in a sustainable location, and development at a density of approximately 40 dwellings per hectares would be acceptable in principle. Hence, the proposed development would comply with the District's policy on housing density.

The proposed development would provide 44% of the dwellings as 2 bedroomed; 39% would be 3 bedroomed and only 17% of the dwellings would be 4 bedroomed. Therefore, the proposed housing mix is in accordance with the district's housing need and policy WH6 of the Wokingham District Local Plan (Deposit Draft) as modified.

C. Impact upon the residential amenity of the neighbouring dwellings.
The revised plans for the proposed development has resulted in the relocation of the access road, from running along the boundary of the site with number 11 Pond Head Lane, to be located between the two proposed 4 bedroomed dwellings. The road would at approximately 30m into the site start to curve towards the boundary with number 11. This is to allow the location of a block of three dwellings on the opposite side of the access road. Therefore the proposed road would be located such that there would be minimal detrimental noise or disturbance to the current and future occupiers of numbers 11 or 17.

The proposed development would be on land that both dwellings along Pond Head Lane and Wokingham Road would back onto. However the minimum distance from the rear of the closest dwelling, along Wokingham Road, would still be approximately 31m to the boundary of the application site. The closest residential dwellings to the boundary of the site and the dwellings, which front onto Pond Head Lane, are numbers 5 and 7. However the approximate distance from the main rear elevation of these dwellings to the rear boundary to the site is approximately 34m. Therefore there would be no overlooking, overbearing or overshadowing of the adjacent residential dwellings.

There are already two business located within Pond Head Lane. These together with the existing dwellings and the close proximity of the A329(M), the railway line and Wokingham Road (approx.60m), means that there is already a level of general noise and disturbance within the surrounding area of the development. It is therefore considered that the proposed development would not increase the level of noise and disturbance to a level which would have a significant detrimental impact upon the residential amenity of the adjacent dwellings.

D. Impact upon the character and appearance of the surrounding area.
The existing dwellings within Pond Head Lane are of a variety of sizes and styles. The two frontage dwellings, which are proposed to be demolished at number 13 and 15, are two-storey gable fronted, 3 bedroomed dwellings. The existing dwelling to the north, Number 17 Pond Head Lane, originally was of a similar design to that of Number 13 and 15, however it has in recent years been significantly extended, with a two storey side extension and a flat roofed side facing dormer window. The dwelling to the opposite side of the site is one of a semi-detached pair. The two 4-bedroomed dwellings which will replace numbers 13 and 15 , will have a central two storey section with a side cat-slide roof with a front facing dormer window. It would be similar in form to that of number 17.

The revised plans for the proposed development have pulled the replacement frontage dwellings slightly further back on their sites. This means that the plot 1 dwelling will stand 2m forward of number 17 and while the plot 2 dwelling would stand only 60cm forward of number 11. This would be a similar relationship as currently exists between the existing dwellings and the street pattern. Therefore, the proposed replacement frontage dwelling would not be out of keeping with the existing dwellings along Pond Head Lane.

The proposed dwellings would have adequate private amenity space. While the rear garden areas of the terraced dwelling would be only as wide as the houses themselves, the shortest garden area of the terrace house would be at least 12m long. While the adjacent dwellings have larger garden areas, there are dwellings only a short distance away with garden areas of a similar size to the proposed dwellings. Hence the proposed development would not be out of keeping with the character or appearance of the surrounding area.

E. Impact upon the existing trees.
The Landscape Architect is satisfied that the proposed development and replacement landscaping scheme would have no significant detrimental impact upon the quality of the existing landscape of this area.

F. Impact upon the highway safety.
The Highway Authority is satisfied that the visibility splays shown on the amended drawing and the relevant alterations to the southern corner of the proposed new junction into the development, to create greater definition to the existing spur road, would mean that motorists would be able to enter and leave the proposed site in a safe manner.

There is an existing right turn lane on Wokingham Road with enough room to allow two cars to wait out of the flow of traffic for a suitable opportunity to turn into Pond Head Lane. It is recommended that the developers would be required via a condition to increase the length of this bay to allow three cars room to wait when turning right. This will help to maintain the flow of traffic along Wokingham Road.

A financial contribution of £20,000 has been agreed by the developer in order to compensate for additional traffic created by the development. This will be used for all or part of either safe routes to schools initiatives or to improve local sustainable transport initiatives and local traffic management schemes in the vicinity of the application site, by way of providing a pedestrian crossing over Wokingham Road.

The site is located along an existing bus corridor, with regular services into Reading and Wokingham. The site is also very close to an existing cycle route and a further proposed cycle route will pass along Pond Head Lane itself. It is 900m to the 'Park and Ride' site at the Showcase Cinema and to the Earley Train Station. Therefore, due to the wide selection of alternative modes of transport within easy reach of the site, the highway authority are satisfied that the proposed number of parking spaces would not result in an increase in on-street parking along Pond Head Lane. Accordingly, the proposed development would have no significant detrimental impact upon the highway safety of the surrounding area.

G. Services, Amenities and Infrastructure Provision.
Policy WOS4 of the Wokingham District Local Plan (Deposit Draft) as modified requires that development proposals will be expected to have some regard to existing levels of infrastructure, services and amenities. This is expanded upon in Supplementary Planning Guidance. Provision of additional facilities or contributions need to meet the relevant test as laid down in Circular 1/97 'Planning Obligations'.

As stated above a contribution of £20,000 has been agreed for off-site highway improvements. There is also a requirement to provide open space or off-site financial contributions towards improving existing facilities. In this regard a financial contribution of £5,000 has been agreed to provide and install an additional piece of play equipment for the Skelmerdale West Play area. This play area, is the closest facility to the development and is within the 240m radius distance that is recommended by the NPFA and Council policy.

The proposed development would also impact upon the number of people wishing to use the local library facilities and a contribution of £1,242 has been agreed to improve the local library facilities. The proposed development would have a direct effect upon the upon education. The development would fall within the Bulmershe catchment area for secondary education. A financial contribution of £13,480 has also been agreed which would contribute toward the future expansion of the existing school.

H. Concerns of local residents and Earley Town Council.
The concerns of the Town Council and local residents have been noted. Some of these concerns have been addressed in the above appraisal. However the Town Council and some of the local residents have raised the possibility that the current application would set a precedent for further such development within the area. The site plan does state that the new roadway could give access to a future extension of the development. However the current application must be determined on the information which is currently submitted as part of this application. The possible future extension to the site would be likely to be on adjacent land which was designated as an identified housing site within the Loddon Area Local Plan.

Objections were also raised that the proposed development would reduce the value of the existing dwellings. However this is not a relevant planning consideration. There were also concerns that the proposed development would lead to an increase in the level of pollution. However, the development is located on previously-developed land and is located in close proximity to alternative sustainable modes of transport.

Another concern is the additional pressure which would be placed upon the existing main sewer system. This issue is controlled under separate legislation by Thames Water and should not form part of the consideration of this application.

5. **Conclusion** – The proposed development would have no significant detrimental impact upon the residential amenity of the existing dwelling or upon the character or appearance of the surrounding area. Similarly, the proposed new accessway and parking provision for the development would have no detrimental impact

upon the highway safety of Pond Head Lane and the surrounding area. Therefore, the proposed development would be in accordance with the policies of the District's Development Plan.

6. **Recommendation** – To GRANT planning permission, subject to a legal agreement for £20,000 towards off-site improvements to either safe routes to schools initiatives or to the improvement of local sustainable transport initiatives and local traffic management schemes; £5,000 towards off-site leisure provision, which would fund an additional piece of play equipment at Skelmerdale West Play Area; £1,242 towards library provision; £13,480 towards secondary education and the following conditions:

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.

Nicola Lake.

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.

SIGNED: _____ DATE: 22 JUN 2000

Clerk To Earley Parish/Town Council.

1461

1339

TOTAL P.02

TOWN COUNCIL OBSERVATION SHEET

APPLICATION NO: F/2000/1514 PLANNING OFFICER: Nicola Lake

PARISH: EARLEY

PROPOSAL: Revised Plans: showing plots 1 and 2 set back, car parking reduced from 39 spaces.

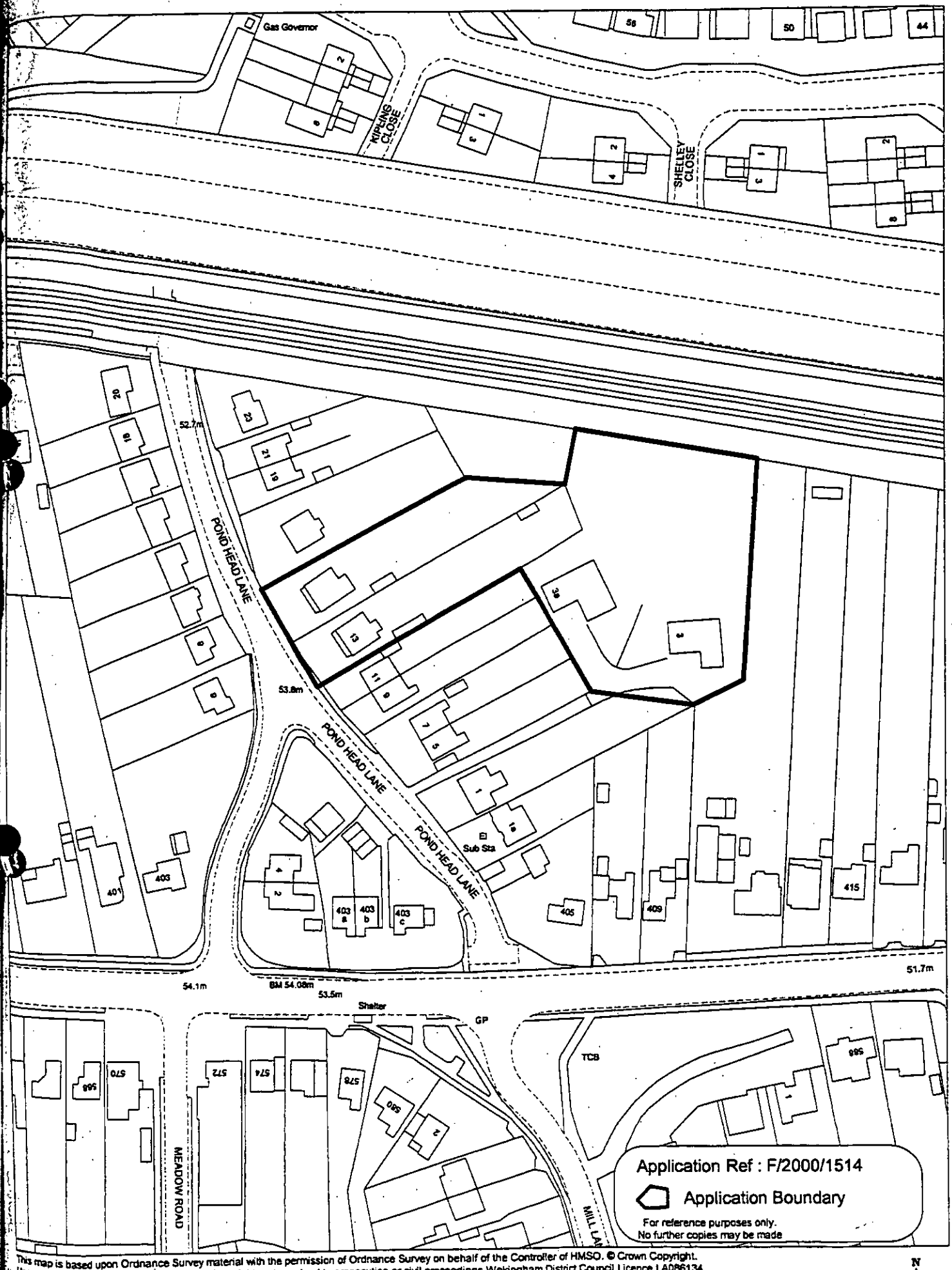
ADDRESS: 1 - 11 Pond Head Lane

APPLICANT: Bancroft Developments Ltd.

Councillors considered that these revisions did nothing to alleviate the concerns previously raised by the Town Council, and felt, therefore, that the observations already made should still be taken into account when considering this application.

SIGNED: _____ DATE: 19 OCT 2000

CLERK TO EARLEY TOWN COUNCIL



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Development Control Section, Environmental Services, Wokingham District Council.

8 November 2000

Scale: 1 : 1250

N W E S

1463 1391

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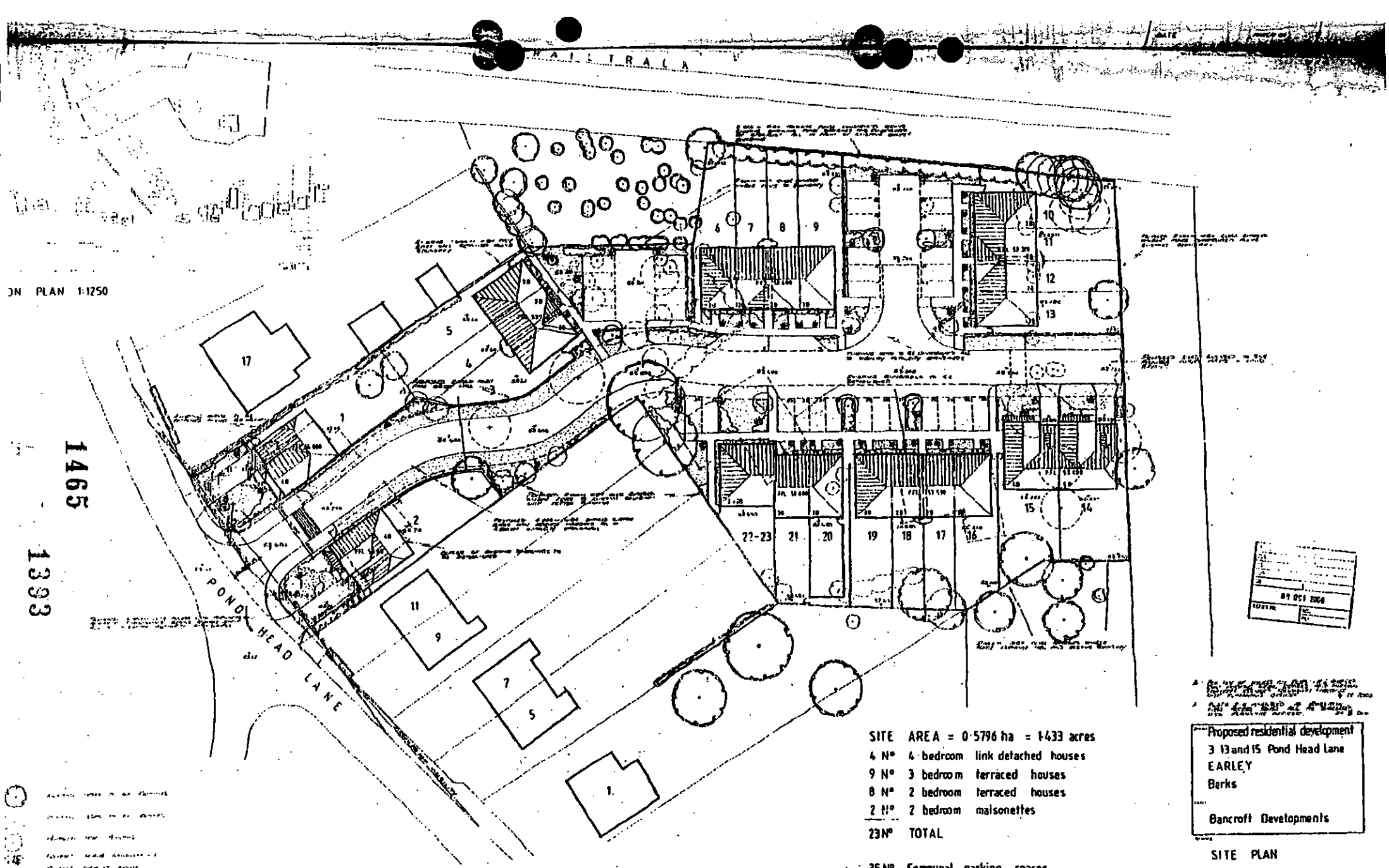


ON PLAN 1:1250

1495

13533

SITE AREA = 0·5796 ha = 1·433 acres
4 N° 4 bedroom link detached houses
9 N° 3 bedroom terraced houses
8 N° 2 bedroom terraced houses
2 N° 2 bedroom maisonettes
23 N° TOTAL

35 N° Communal parking spaces

Proposed residential development
3 13 and 15 Pond Head Lane
EARLEY
Berks

Bancroft Developments

SITE PLAN

1:250 May 2000

1514

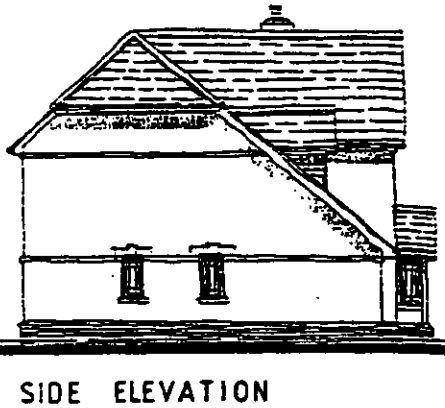
REVISED PLAN

The Edwards Irish Partnership
Architects & Surveyors

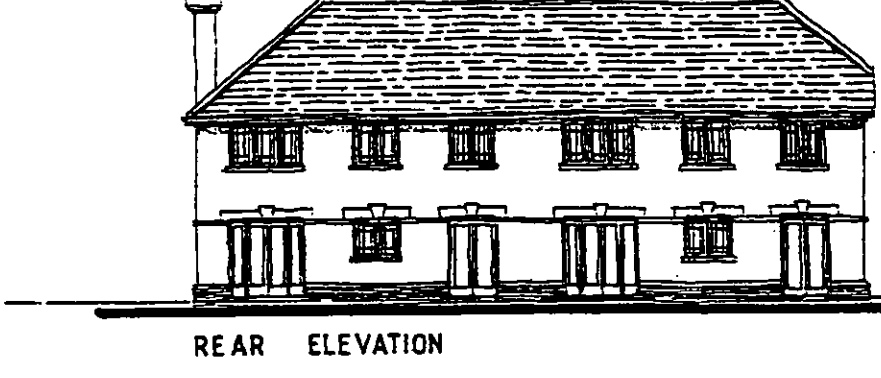
Notes



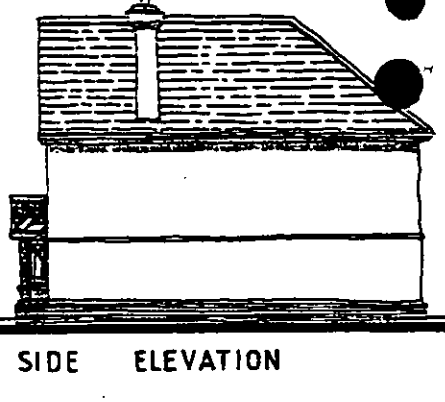
FRONT ELEVATION



SIDE ELEVATION



REAR ELEVATION



SIDE ELEVATION

MATERIALS

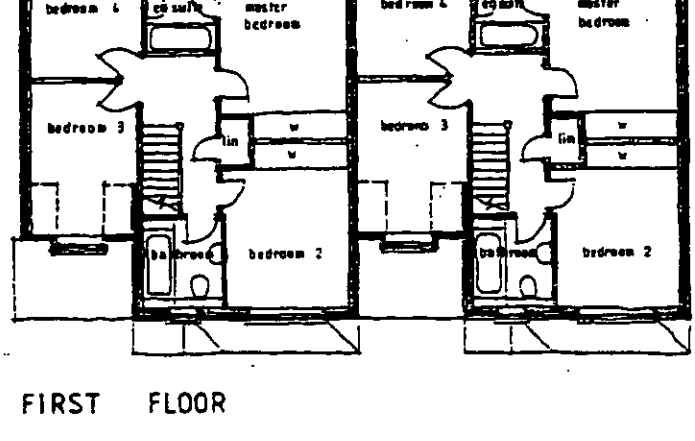
Roof : Redland Richmond roofing slates with ridge tiles.

WALLS : Multi stock facing brickwork with red brick and stone cills and lintels.

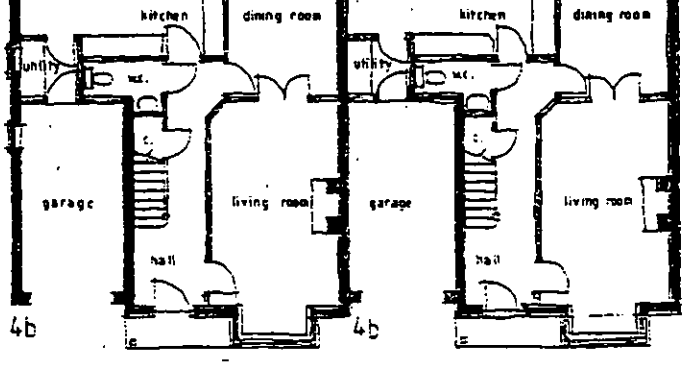
WINDOWS : White upvc top casement windows with glazing.

EAVES : White painted fascia and soffit.

GROSS INTERNAL FLOOR AREA = 125 m² = 1365 ft²



FIRST FLOOR



Proposed residential development
3, 13 and 15 Pond Head Lane
EARLEY
Berks

Client
Bancroft Developments

Drawing
4 bed house types
plots 1, 2, 14 and 15

Scale 1:100 Date April 2006

1466

1394

The Edwards Irish Partnership
Architects & Surveyors
35 Lansborough Road, Wokingham, Berks. RG40 1
Tel: 0118-989-4403 Fax: 0118-989-4383 E-mail:

Job 1351 Dwg 06

Notes

All dimensions and levels on site are to be checked prior to commencement of work

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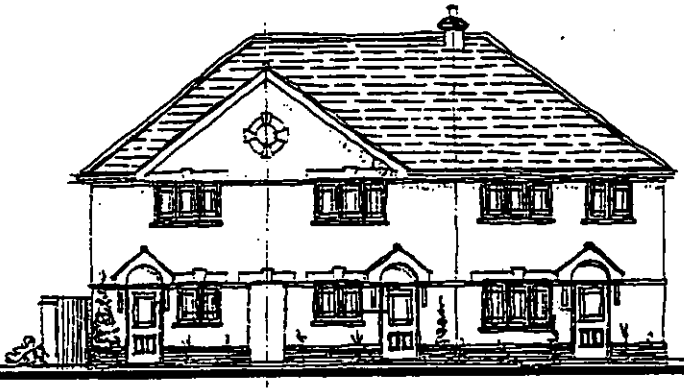
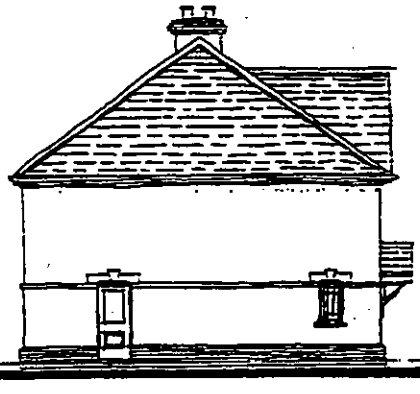


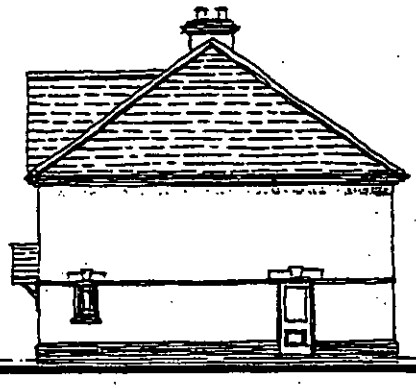
FRONT ELEVATION



SIDE ELEVATION



REAR ELEVATION



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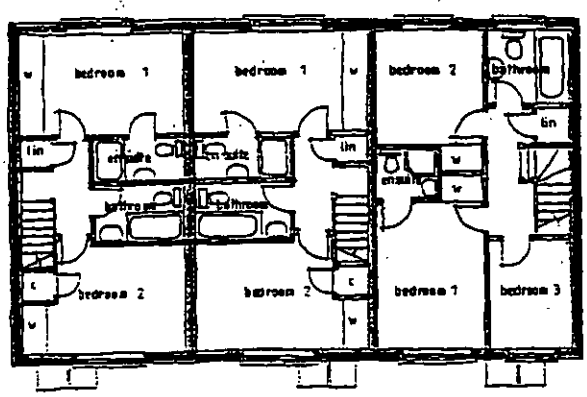

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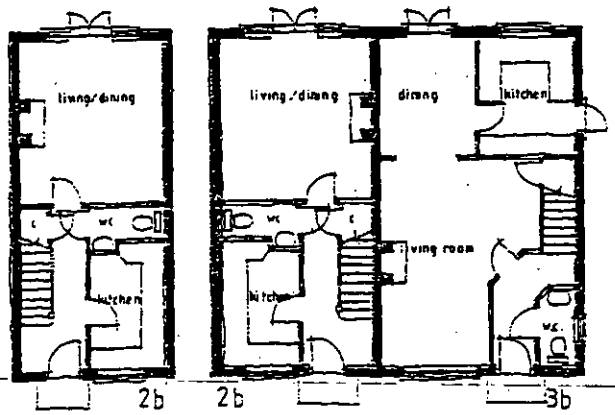


MATERIALS

Roof : Redland Richmond rustic slates with terracotta ridge tiles.

Walls : Multi-stock facing brickwork with red stock plinth and string courses and lintels

Windows : White upvc casement windows with leaded light glazing

Eaves : White painted fascia and soffit

GROSS INTERNAL FLOOR AREAS 3 BED HOUSES = 103.80 m² = 1117 ft²

2 BED HOUSES = 66.30 m² = 714 ft²

A: Plots 3 and 4 changed to 2 bedroom units. 26/10/00

Proposed residential development
3 13 and 15 Pond Head Lane
EARLEY
Berks

Client
Bancroft Developments

Drawing
2 and 3 bedroom house types
plots. 3, 4 and 5

1467

Scale 1:100 Date May 2000

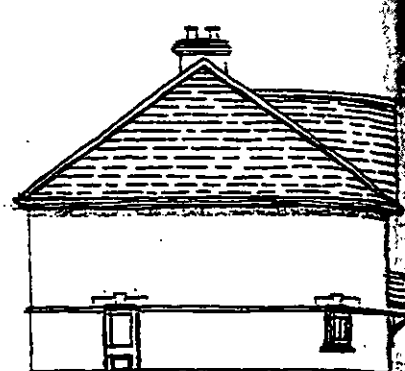
The Edwards Irish Partnership
Architects & Surveyors
36 Langborough Road, Wokingham, Berks. RG40 2BT
Tel: 0118-989-4403 Fax: 0118-989-4383 E-mail: the.eip@virgin.net

1395

Notes



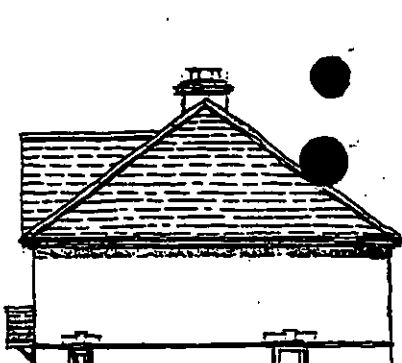
FRONT ELEVATION



SIDE ELEVATION



REAR ELEVATION



SIDE ELEVATION

MATERIALS

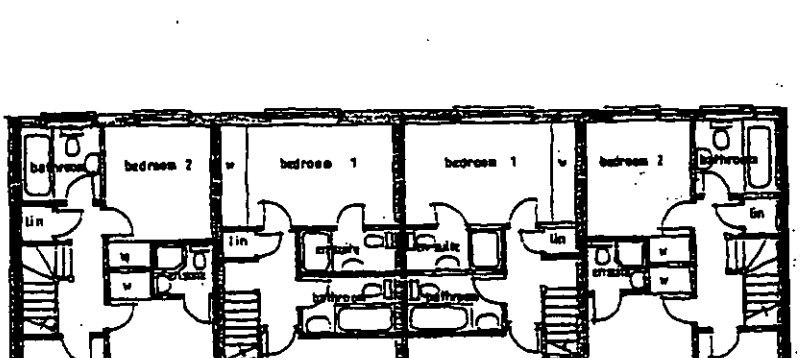
Roof : Redland Cotswold natural slate

Walls : multi-stock facing brick and white render

Windows : white upvc casement windows with double glazing

Eaves : white painted timber

Gross internal floor areas 3 bed house



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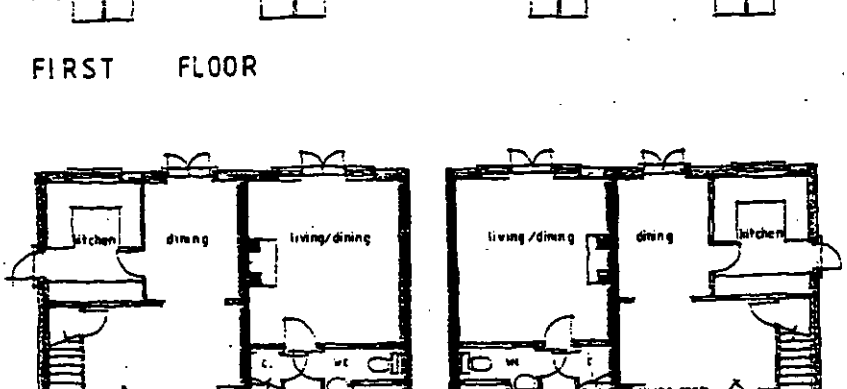

GROUND FLOOR

Proposed residential dev
3 13 and 15 Pond Head
EARLEY
Berks

Bancroft Developments

2 and 3 bedroom hous

1468 plots 6-13 and 16-19

1:100 May

1396

The Edwards Irish Partn
Architects & Surveyor
36 Longborough Road, Wokingham, Berks
Tel: 0118-989-4403 Fax: 0118-989-4353 E-mail

Job 1351 Dwg. 08

Notes

All dimensions and levels on site are to be checked prior to commencement of work.

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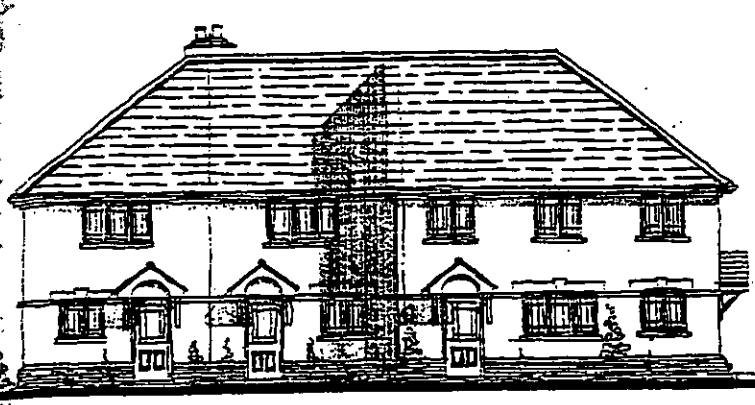

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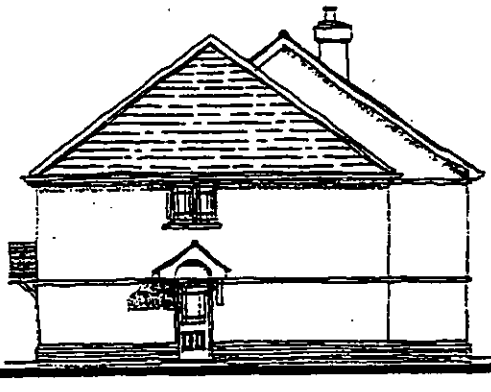

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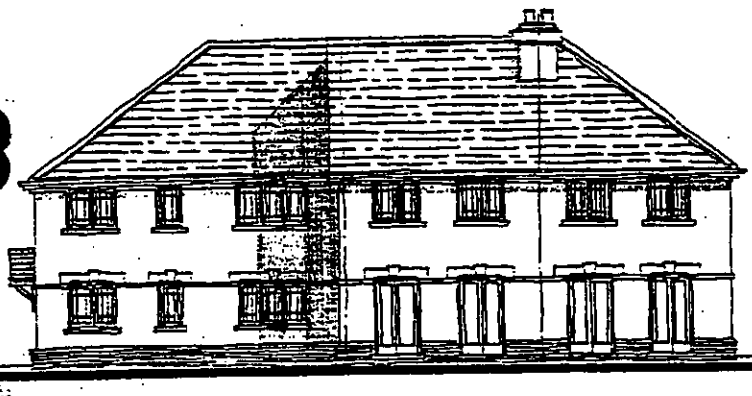
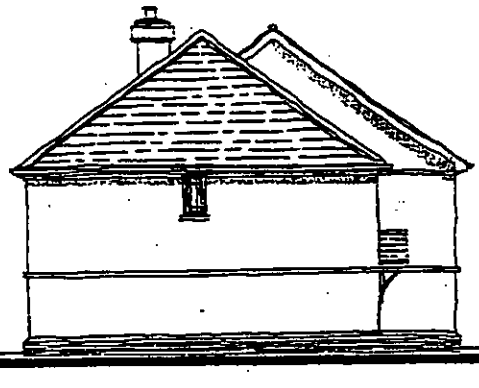


REAR ELEVATION



SIDE ELEVATION

10 MAY 2000 15:4

MATERIALS

Roof : Redland Richmond roofing tiles with Redland Renown ridge tiles.

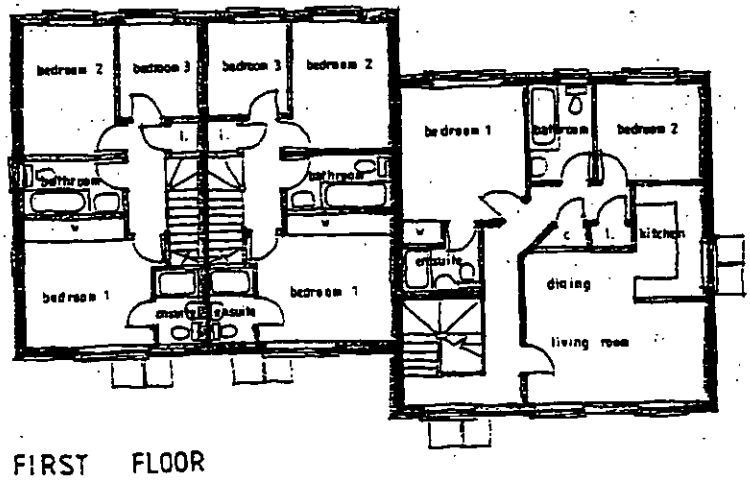
WALLS : Multi stock facing brickwork and all red stock plain concrete string courses and cills to windows.

WINDOWS : White leaded UPVC casement window with toughened glass glazing.

EAVES : White painted fascia and soffit.

CEILINGS WITHIN ROOF SPACE. 3 BED HOUSE. = 80.75 m² = 870 ft².

2 BED FLAT = 67.77 m² = 730 ft².



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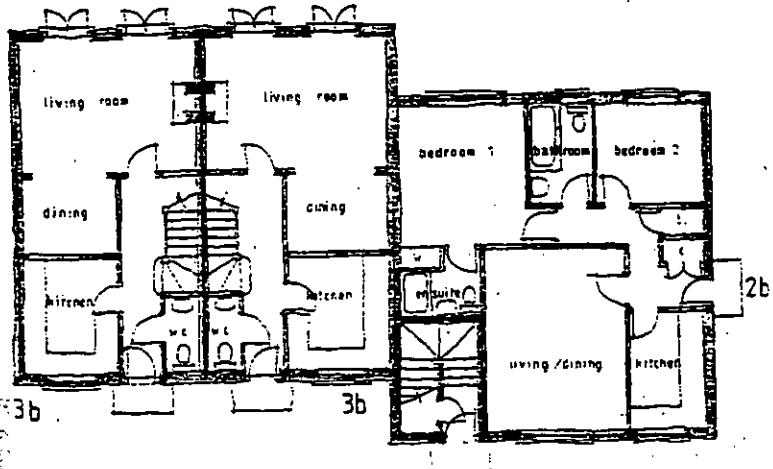


GROUND FLOOR

Project: Proposed residential development
3, 13 and 15 Pond Head Lane
EARLEY
Berks

Client: Bancroft Developments

Drawing: 2 bed flat and 3bed house type
plots 20 - 23

Scale: 1:100 Date: May 2000

1469

1397

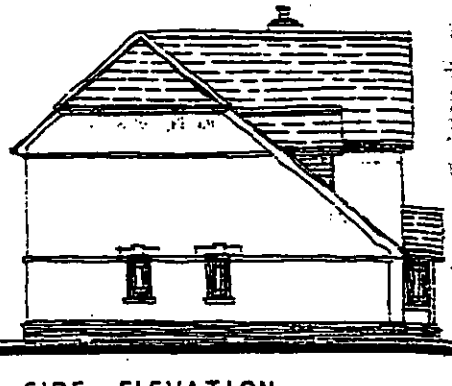
The Edwards Irish Partnership
Architects & Surveyors
36 Langborough Road, Wokingham, Berks. RG40 2BT
Tel: 0118-989-4403 Fax: 0118-989-4363 E-mail: the.edwardsirish.net

Job 1351 Dwg. 09

Notes



FRONT ELEVATION



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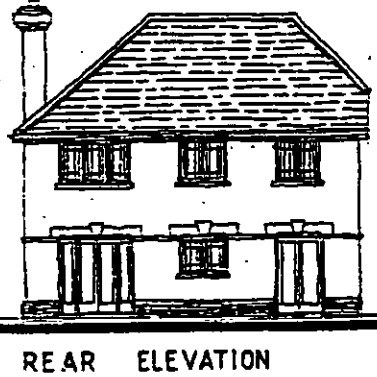
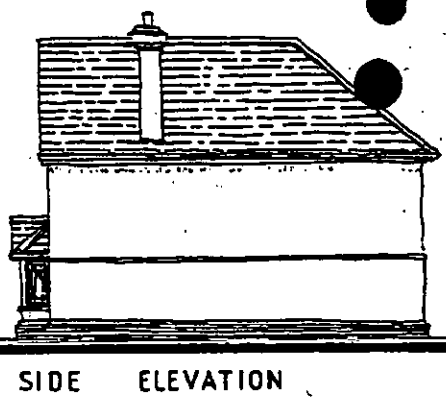
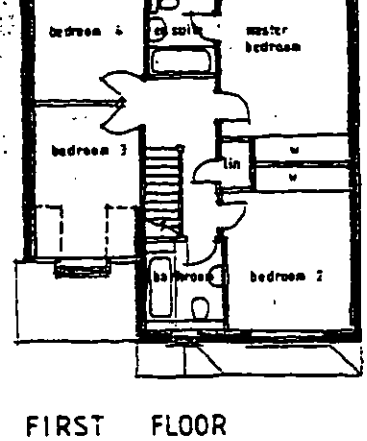


REAR ELEVATION



SIDE ELEVATION



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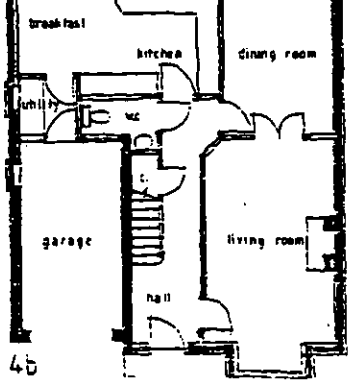

GROUND FLOOR

MATERIALS

ROOF : Redland Richmond roofing slates with Redland Rosemary ridge tiles.

WALLS : Multi stock facing brickwork with stock brick plinth and string courses and painted render.

WINDOWS : White painted upvc casement windows with leaded upvc top light glazing.

EAVES : White painted fascia boards and soffit.

GROSS INTERNAL FLOOR AREA = 125.83 m² = 1355 ft²

Proposed residential development
3, 13 and 15 Pond Head
EARLEY
Berks

Client
Bancroft Developments

Drawing
4 bed house types
plots 1 and 2

Scale 1:100 Date October

The Edwards Irish Partnership
Architects & Surveyors

1398

1470

1471 1339

NOTES

GENERAL NOTES

1. Prior to commencement of any work on site protective fencing is to be erected around those trees which are to be retained in accordance with BS 5837.
2. Prior to any digs or excavations or positioning of planting pits the landscape contractor should check with the site for locations of any underground services as at this time of preparation of the drawing no precise information was available and exact tree locations may have to be amended.
3. For information on surface materials and details of hard landscape features refer to architects drawings.
4. Existing trees noted and numbered correspond to tree schedule on survey drawing no. 130401 by Ground Surveys, Maidenhead.

RAILTRACK

EXISTING HEDGE TO BE RETAINED AND PROTECTED

EXISTING HEDGE TO BE REMOVED TO ENABLE ACCESS

POND HEAD LANE

LEGEND

- EXISTING TREES TO BE RETAINED AND PROTECTED
- EXISTING TREES TO BE REMOVED
- PROPOSED SEMI-MATURE PLANTING SEE SCHEDULE
- PROPOSED SPECIMEN SHRUB PLANTING SEE SCHEDULE
- PROPOSED SHRUB PLANTING SEE SCHEDULE
- PROPOSED CLIMBERS SEE SCHEDULE
- PROPOSED AREAS OF GRASS
- PROPOSED 2M HIGH BRICK WALL SEE ARCHITECTS DETAILS
- PROPOSED 2M HIGH CLOSE BOARD FENCE
- 1.8M HIGH LARCH LAP FENCE

NORTH

PLANTING SCHEDULE

TREES						
SPECIMEN SHRUBS						
CLIMBERS						
SHRUBS						

PLANTING BED DETAILS 1:100 SCALE

BED A (X2) · BED B (X4) · BED C (X4) · BED D (X2) · BED E (X2) · BED F (X5) · BED G (X2) · BED H (X1) · BED I (X1)

REVISION A: AMENDED IN LINE WITH AERIAL LAYOUT #28/11/00

joanna brindley
chartered landscape architect
3 Sacred Heart Mews Stoke Poges Slough Berkshire SL2 4AH
Telephone 01753 661237 Facsimile 01753 533634
email joannebrindley@btinternet.com

client: BARCROFT DEVELOPMENTS

site: 9, 13 + 15, POND HEAD LANE, FARLEY, SURREY

drawing title: LANDSCAPE LAYOUT & PLANTING DETAILS

scale: 1:200 · date: 17th May 2000

WOKINGHAM DISTRICT COUNCIL

ENVIRONMENTAL SERVICES DEPARTMENT
Engineering Services

MEMORANDUM

PLANNING SERVICES	RPT		
POL	LS		
DC	ENF	**MY REF:**	**SNA/NK/P4**
APP		**Extn:**	**6322**
CS		**YOUR REF:**	
07 NOV 2000			
COPIES TO:	ACK:	**DATE: 6th November 2000.**	
	FILE:		

FROM: **STEVE AUTON**

TO: **NICKY LAKE, Planning.**

BANCROFT DEVELOPMENTS - DEVELOPMENT AT POND HEAD LANE, EARLEY

I refer to Plan No. 1351.05C regarding the above development.

1. The new arrangement for the junctions onto Pond Head Lane is acceptable and will need to incorporate appropriate white lining as indicated, nominally, on the plan.

2. All planting is to be kept clear of highway lane and its further maintenance sorted out.

3. As the carriageway is 4.8m wide the possible extension referred to could only be of a limited nature in view of the guidance given in the Berkshire Design Guide.

STEVE AUTON

RAILTRACK

Southern

M HOLDEN Director

PLANNING SERVICES	APT 35788
POL	TLS
DC NL	ENF
APP	
CS	
26 OCT 2000	
COPIES TO:	ACK:
	FILE:

23rd October 2000

Environmental Services Department
Wokingham District Council
PO Box 157
Shute End
Wokingham
Berks. RG40 1WR

Tel : 020-7902-3206

Y/r F/2000/1514
O/r C7/01/148/0/349/AN

Dear Ms Lake,

TOWN & COUNTRY PLANNING ACT
EARLEY, LAND AT REAR OF 1-11 POND HEAD LANE
DEMOLITION OF EXISTING HOUSES AND ERECTION OF HOUSING DEVELOPMENT. APPLICATION No F/2000/1514.

I acknowledge receipt of your letter dated 9th October 2000, in respect of the above application.

You will appreciate that I need to be satisfied that Railtrack's infrastructure will not be adversely affected by the proposals, both during any period of demolition/construction and after completion. Therefore, please find attached a copy of Railtrack's 'Comments / Conditions' Appendix containing conditions I would wish to see observed in order to safeguard the adjoining railway.

Whilst I appreciate that you may not be able to incorporate my observations as a Condition of Planning Consent, I would be grateful if you could include an 'informative' in your Decision Notice to the effect that the Applicant should take due account of any comments on the Application.

I have forwarded a copy of this letter to the Applicant's Agent and look forward to receiving any details requested at the earliest opportunity, reserving the right to make any additional comments and conditions considered necessary to ensure the safe operation of the railway at that time. Please advise me of the outcome of this Application in due course.

Yours faithfully,

Alan Nield

B Purcell
Outside Parties Engineer.

Asset Information Suite 2 CP2 2H General Offices WaterlooStation London SE1 8SW
Tel : 020-7902-3206 Fax : 020-7902-3632 DX 119552 WATERLOO STN 2:

Railtrack PLC Registered Office Railtrack House Euston Square London NW1 2EE Registered in England and Wales No. 2904587 http://www.railtrack.co.uk

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.

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Date : July 1997

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.

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Date : July 1997

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.

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Date : July 1997

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

Issued by : Railtrack PLC Asset Information Group, CP2 2H, Waterloo General Offices, London SE1 8SW
Date : July 1997

Tel. 0118 974 6481 (Direct Line)
E-mail: Nicola.Lake@wokingham.gov.uk
Date. 20 February, 2002
My ref. BC/DC/2000/1514

NHBC Building Control Services Ltd.
Ash House
Dencora Business Park
Breckland
Linford Wood
MK14 6ET

Environmental Services Department
Planning Services
P.O. Box 157
Shute End, Wokingham
Berkshire RG40 1WR
Fax: (0118) 974 6484
Minicom No: (0118) 977 8909
DX: 33506 – Wokingham

Dear Sirs

PLANNING PERMISSION 2000/1514
SITE: 13-15 POND HEAD LANE, EARLEY

I note that you have submitted an application for Building Regulations approval.

I would like to take this opportunity to remind you that Planning Permission Number 2000/1514 has condition(s) attached to it. Some of these condition(s) may require approval prior to work commencing on site.

The Council considers that it is important that planning conditions are fully complied with to ensure that development proceeds in the manner it was intended. Consequently, I must point out that failure to comply with the condition(s) could result in a Breach of Condition Notice being served. If the Notice is not complied with your client could be liable to a £1,000 fine.

Any work carried out prior to these conditions being formally discharged is undertaken at your own risk and expense.

If you have already complied with these conditions, please disregard this letter.

If you have any queries regarding this matter please do not hesitate to contact me on the above telephone number.

Yours faithfully

NICOLA LAKE
Senior Planning Officer

HIGHWAYS CONSULTATION SHEET

From: Simon Lewis

Date: 25 May 2000

Application Number: F/2000/1513

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

Parish: EARLEY TOWN

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 within **7 days** of the above date.

✓ below as applicable;

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

Same plans for both applications

Signed: _____ **Print name:** _____

Your ref: 11037/SNK/DMH/DA/SLJ
Our ref: AL/10511021

14 July 2000

WSP

TRANSPORTATION

Intec 4
Wade Road
Basingstoke
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David Hunter
Peter Brett Associates
16, Westcote Road,
Reading
Berkshire
RG30 2DE

Dear Mr Hunter

Proposed development at Pond Head Lane, Earley

Your letter and report on traffic considerations concerning the above development has been passed to me for comment. I have now had the opportunity to consider the contents of the report and to visit the site.

Whilst I note your conclusion that there 'should be no highway objection... as proposed by our client', I have to say that I do still have reservations about the scheme.

I also note that Mr Auton met you on site, and that visibility at the junction of Pond Head Lane/ Wokingham Road and the width of the former have already been agreed. The nature of the scale of access road into the site dependent on the number of dwellings was also agreed at that time. Mr Auton did however have reservations about the suitability of the Pond Head Lane/ Wokingham Road junction with particular regard to its general format and safety implications. Your report sought to address those reservations, and my comments follow.

Within your appraisal of the junction layout you refer to Pond Head Lane and Mill Lane forming a staggered crossroad. I assume that this is a typographical error and that you intended to refer to Pond Head Lane and Meadow Road. You refer to the design manual for Roads and Bridges in considering the suitability of the road markings, and note that there is a 12m long ghost island. I would agree with you that given the residential nature of Pond Head Lane there is likely to be limited access by large commercial vehicles, and that in geometrical terms only the layout will therefore be suitable for the majority of movements undertaken.

However I cannot agree with your note on the safety record of Wokingham Road in the vicinity. There have been 3 personal injury accidents in the immediate vicinity of the junction with Meadow Road, which as you have noted forms a staggered junction with Pond Head Lane. In addition there have been a further 2 accidents at the adjacent junctions on Wokingham Road, namely Mill Lane and Sutcliffe Avenue. Significantly these PIAs were all related to turning movements which would be increased by the proposed development. There is therefore likely to be increased exposure to the type of movement which is currently responsible for accidents recorded on this stretch of Wokingham Road, and a likelihood that the accident rate would go up unless steps were taken to prevent this.

In your report you go on to compare the accident rate for this part of Wokingham Road with the undifferentiated national average for built up 'A' roads. I consider this to be too broad a measure,

as it is unable to review the existing accident record in the light of current safety records at similar types of junction on comparable roads in the District. Any conclusions as to the relative safety at this location cannot therefore be relied upon.

As you will appreciate I therefore I am unable to advise my client that reservations related to safety can be met at present. Should you wish to discuss this matter further please don't hesitate to contact the undersigned.

Yours sincerely

A Linnell
Principal Transport Planner
DDI: 01256 318867

cc S Auton - WDC
T Callaghan - WDC

POND HEAD LANE
NOISE ASSESSMENT REPORT

CLIENT: BANCROFT DEVELOPMENTS

STRATFIELD HOUSE
265 HIGH STREET
CROWTHORNE
BERKSHIRE
RG45 7AH

JOB NO: 11037
DATE: May, 00

PETER BRETT ASSOCIATES
CONSULTING ENGINEERS
16 WESTCOTE ROAD
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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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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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REFERENCES

Calculation of Road Traffic Noise (CRTN)
Planning Policy Guidance Noise 24 – Planning and Noise (PPG 24)

Figures

Site Layout Plan
Relative Heights of Dwellings and Noise sources

Appendices

Appendix 1 PPG 24 Noise Exposure Categories
Appendix 2 Noise Meter Results
Appendix 3 Noise Calculations

1.0 INTRODUCTION

1.1 Background

Peter Brett Associates were instructed to undertake a noise assessment on behalf of Bancroft Developments for the proposed residential development of 23 dwellings at Pond Head Lane, Earley, Reading.

The purpose of the assessment was to predict the impact of road and rail noise on the proposed dwellings, to assess its significance and to recommend any necessary noise mitigation measures.

The principal source of noise at the site is road traffic on the A329 (M) and rail noise from the adjacent Reading-Wokingham branch railway. Nearby roads including the Wokingham Road and Pond Head Lane contribute to the ambient noise climate as do aircraft passing overhead associated with Heathrow Airport.

2.0 RESULTS

2.1 Daytime Noise Survey

A noise survey were undertaken in the rear of No.3 Pond Head Lane, using a calibrated CEL-268 noise meter. The first was undertaken on 5 April 2000 and consisted of two 3-hour unattended daytime samples (10:30-13:30 hrs and 14:00-17:00 hrs).

The monitoring position for the survey was 10m from the boundary fence with the railway and at a height of 1.4m above ground. The monitoring position is shown on Figure 1 and the relative height of the road and railway line are shown on Sketch 1.

The results of the daytime noise survey are shown in Table 2.1.1 below

Table 2.1.1 Daytime Noise Survey Results

Sample	Freefield $L_{eq\ 3\text{-Hour}}$	Freefield $L_{10,3\text{-Hour}}$	Freefield $L_{90\ (3\text{-hour})}$	Freefield $L_{max(3\text{-hour})}$
10:30-13:30	63.0	63.5	57.0	94.4
14:00-17:00	62.9	64.0	57.5	83.2

The noise survey was unattended and therefore the noise meter was also set to record events above SEL 68 dB (A), during each 3-hour sample, in order to identify passing trains. The SEL measured for each passing train was used to calculate the mean SEL for a typical passing train of 85 dB (A). The relative position of the railway line to the site affords some attenuation of the noise associated with passing trains.

2.2 Night time Noise Survey

A noise survey was undertaken overnight between 9 and 10May 2000 at the same monitoring position as the day time survey taken previously, and consisted of an unattended eight hour sample (23:00-07:00).

The results of the night-time noise survey are shown in Table 2.2.1 below

Table 2.2.1 Night-time Noise survey Results

Sample	Freefield $L_{eq\ 8\text{-}Hour}$	Freefield $L_{10\ 8\text{-}Hour}$	Freefield $L_{90\ (8\text{-}hour)}$	Freefield $L_{max(8\text{-}hour)}$
23:00-07:00	56.4	58.5	37.0	85.6

The results of the noise survey suggest that no trains pass the site during the quietest hours (00:00-04:00) at night, therefore sleep disturbance from passing trains is unlikely.

2.3 Noise Calculations

2.3.1 Existing Situation

The ambient noise levels recorded during the day-time noise survey were used to validate calculations of traffic noise at the site using the CRTN method based on traffic flows. The noise calculations take into account the attenuation provided by the existing 3-metre high noise fence positioned along the length of the carriageway of the A329(M).

Table 2.3.1 Conversion of the 3-hour noise sample to Leq 16-hour

L10 3-hour	Conversion to Leq 16-hour	Leq 16-hour	NEC
64 dB(A)	-3 dB (A)	61 dB (A)	B

Over both the day and night-time assessment periods the noise climate is dominated by road traffic noise. Rail noise adds only slightly to the $L_{eq\ T}$.

According to PPG 24 the noise levels recorded at the site require conditions to be imposed in order to ensure an adequate level of protection against noise. Therefore the attenuation provided by a second noise fence of 2.5 metres to be positioned along the site boundary as shown on the site layout plan attached has been included in the noise assessment for the proposed dwellings across the site. This second fence will directly attenuate the rail noise and provide additional attenuation of the road noise. The calculations are based on the road noise only and are therefore likely to be conservative.

The noise levels at the proposed elevations (front or rear) closest to the railway and A329(M) of selected plots across the site, as drawn on the layout plan attached, have been calculated. The plots are numbered as shown on the site layout plan attached. It is expected that the opposite facades will all be adequately screened and no additional measures will be necessary.

The calculated noise levels have then been assessed in relation to PPG 24 Noise Exposure Categories described in Appendix 1.

2.3.2 Daytime Calculated Noise Levels for Proposed Dwellings

Plot 5 (Front)

Table 2.3.2 Plot 5 Daytime Noise Levels

	$L_{A10\ 18Hr}$	$L_{Aeq\ 16Hr}$	Free Field	NEC
Ground Floor	63.93	61.93	59.43	B
First Floor	65.06	63.06	60.56	B

Plot 6 (Rear)

Table 2.3.3 Plot 6 Daytime Noise Levels

	$L_{A10\ 18Hr}$	$L_{Aeq\ 16Hr}$	Free Field	NEC
Ground Floor	64.63	62.63	60.13	B
First Floor	65.72	63.72	61.22	B

Plot 9 (Rear)

Table 2.3.4 Plot 9 Daytime Noise Levels

	$L_{A10\ 18Hr}$	$L_{Aeq\ 16Hr}$	Free Field	NEC
Ground Floor	63.55	61.55	59.05	B
First Floor	65.30	63.30	60.80	B

The rear of Plots 7 and 8 are likely to experience similar noise levels to Plot 9 shown in Table 2.3.4 above.

Plot 10 (Front)

Table 2.3.5 Plot 10 Daytime Noise Levels

	$L_{A10\ 18Hr}$	$L_{Aeq\ 16Hr}$	Free Field	NEC
Ground Floor	62.93	60.93	58.43	B
First Floor	65.81	63.81	61.31	B

The front elevation of Plots 11, 12 and 13 are likely to experience similar noise levels to those shown in Table 2.3.5 above.

Plot 14 (Front)

Table 2.3.6 Plot 14 Daytime Noise Levels

	$L_{A10\ 18Hr}$	$L_{Aeq\ 16Hr}$	Free Field	NEC
Ground Floor	61.57	59.57	57.07	B
First Floor	62.36	60.36	57.86	B

Plots 17&18 (Front)

Table 2.3.7 Plots 17 &18 Daytime Noise Levels

	$L_{A10\ 18Hr}$	$L_{Aeq\ 16Hr}$	Free Field	NEC
Ground Floor	58.90	56.90	54.40	A
First Floor	59.80	57.80	55.30	B

Plots 22 & 23 (Front)

Table 2.3.8 Plot 22 & 23 Daytime Noise Levels

	$L_{A10\ 18Hr}$	$L_{Aeq\ 16Hr}$	Free Field	NEC
Ground Floor	58.99	56.99	54.49	A
First Floor	60.67	58.67	56.17	B

2.3.3 Night time Calculated Noise Levels for Proposed Dwellings

The night-time noise levels for the receptors across the site have been calculated using the Leq (8-hour) noise level measured during the night-time noise survey on site and applying appropriate distance, screening and angle of view corrections.

Plot 5 (Front)

Table 2.3.9 Plot 5 Night-time Noise Levels

	$L_{Aeq\ 8Hr}$ Free Field	NEC
Ground Floor	53.75	B
First Floor	54.88	B

Plot 6 (Rear)

Table 2.3.10 Plot 6 Night-time Noise Levels

	$L_{Aeq\ 8Hr}$ Free Field	NEC
Ground Floor	54.45	B
First Floor	55.54	B

Plot 9 (Rear)

Table 2.3.11 Plot 9 Night-time Noise Levels

	$L_{Aeq\ 8Hr}$ Free Field	NEC
Ground Floor	53.37	B
First Floor	55.12	B

Plot 10 (Front)

Table 2.3.12 Plot 10 Night-time Noise Levels

	$L_{Aeq\ 8Hr}$ Free Field	NEC
Ground Floor	52.94	B
First Floor	55.77	B

Plot 14 (Front)

Table 2.3.13 Plot 14 Night-time Noise Levels

	$L_{Aeq\ 8Hr}$ Free Field	NEC
Ground Floor	51.39	B
First Floor	52.18	B

Plots 17&18 (Front)

Table 2.3.14 Plot 17 & 18 Night-time Noise Levels

	$L_{Aeq\ 8Hr}$ Free Field	NEC
Ground Floor	48.72	B
First Floor	49.62	B

Plots 22 & 23 (Front)

Table 2.3.15 Plot 22 & 23 Night-time Noise Levels

	$L_{Aeq\ 8Hr}$ Free Field	NEC
Ground Floor	48.81	B
First Floor	50.49	B

3.0 CONCLUSIONS AND RECOMMENDATIONS

3.1 Noise Attenuation Measures

3.1.1 Noise Attenuation Fence

It can be seen from the noise assessment results shown above that the additional 2.5m noise attenuation fence provides some additional attenuation for all of the proposed dwellings, particularly on the ground floor and in the gardens (i.e. all NEC B or below).

3.1.2 Glazing Treatments

On the proposed dwellings closest to the noise sources, by installing acoustic double glazing and fan light windows on any habitable rooms on the elevation facing the railway and A329 M, the daytime indoor noise levels should not exceed 46 dB (A) even with the window open.

3.1.3 Orientation of Habitable Rooms

Wherever possible habitable rooms have been positioned on the quietest side of the dwelling – furthest away from the A329M and the railway. Where this is not the case the first floor rooms will have assisted ventilation suitable for acoustic protection so that the room can be occupied without the need to open windows for ventilation.

Prepared and submitted on behalf of Peter Brett Associates

Jane Cassidy
Environmental Planner

Bruce Blaine
Associate

Appendix 1

PPG 24 Noise Exposure Categories

PPG24 clearly states:

"Noise should be taken into account when determining planning applications and, where appropriate, conditions imposed to ensure an adequate level of protection against noise."

PPG24 sets out guidance and gives noise exposure categories (NEC's) giving acceptable limits of noise exposure from noise (see Table below).

PPG 24 Noise Exposure Categories

Noise Levels corresponding to the Noise Exposure Categories for new dwellings $L_{Aeq,\ T}$ dB				
Noise Source	Noise Exposure Category			
Road Traffic	A	B	C	D
07:00-23:00	<55	55-63	63-72	>72
23:00-07:00	<45	45-57	57-66	>66
Rail Traffic				
07:00-23:00	<55	55-66	66-74	>74
23:00-07:00	<45	45-59	59-66	>66

A. Noise need not be considered as a determining factor in granting planning permission, although the noise level at the high end of the category should not be regarded as a desirable level.

B. Noise should be taken into account when determining planning applications and where appropriate conditions imposed ensure an adequate level of protection against noise.

C. Planning permission should not normally be granted. Where it is considered that permission should be given, for example because there are no alternative quieter sites available, conditions should be imposed to ensure a commensurate level of protection against noise.

D. Planning permission should normally be refused.

Figure 1

Site Layout Plan

Proposed Noise Fence

RAILTRACK

EXISTING 1.600 M HIGH FACE BRICK WALL RETAINED ALONG BOUNDARY

PROPOSED 2.000 M HIGH FACE BRICK WALL

EXISTING HEDGE TO BE RETAINED ALONG BOUNDARY

PROPOSED 2.000 M HIGH CLOSE BOARDED TIMBER FENCE TO EXISTING BOUNDARY WITH SCREEN PLANTING.

PROPOSED 4.800 M WIDE SLATTED GATES WITH SERVICE HATCHING ALL TO HIGHWAY AUTHORITY STANDARDS

OUTLINE OF EXISTING DWELLINGS TO BE DEMOLISHED.

4.800 WIDE ACCESS WITH TARMACADAM SURFACING BEHIND RUMBLE STRIP TO HIGHWAY AUTHORITY STANDARDS.

6.000M RADIUS

2.000M WIDE FOOTWAY

POND HEAD LANE

2.630 M HIGH ACOUSTIC FENCE CONSTRUCTED BEHIND EXISTING CHAINLINK FENCE DESIGNED AND CONSTRUCTED BY SPECIALIST ALL IN FRONT OF EXISTING CONIFER SCREENING.

2.000M HIGH CLOSE BOARDED TIMBER FENCE TO BOUNDARY.

TURNING HEAD TO BE CONSTRUCTED ALL TO HIGHWAY AUTHORITY STANDARDS

EXISTING BUNGALOWS TO BE DEMOLISHED.

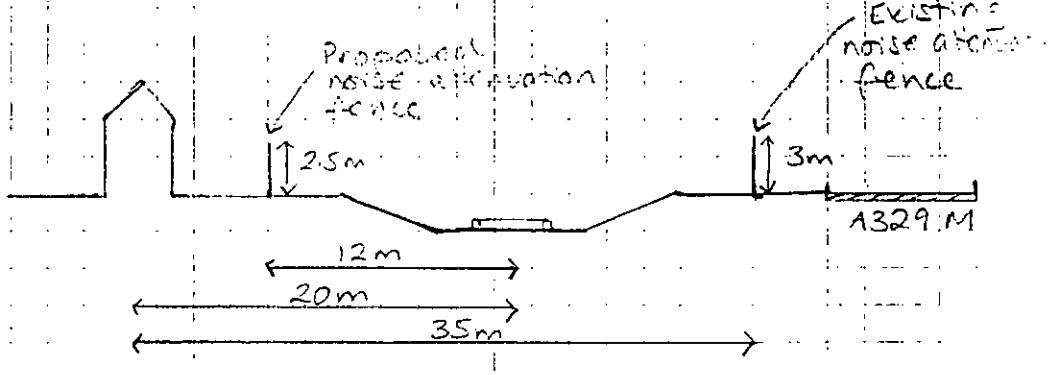
2.000 M HIGH CLOSE BOARDED TIMBER FENCE FACING RED AND EXISTING BOUNDARY.

FFL 54.000 · FFL 53.750 · FFL 53.600 · FFL 53.200 · FFL 53.050 · FFL 53.600 · FFL 53.500 · FFL 53.400

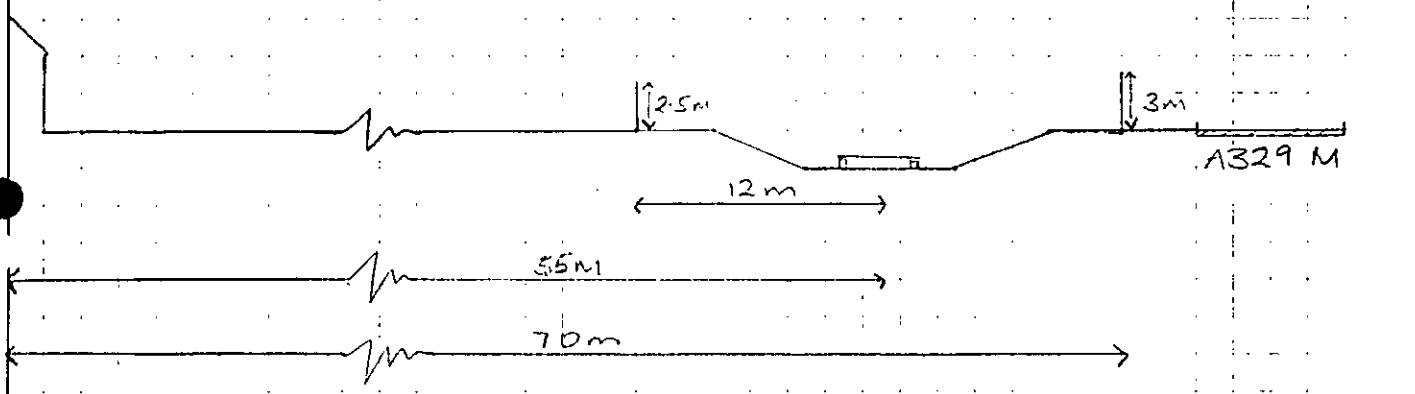
peter brett associates CONSULTING ENGINEERS	JOB TITLE: POND HEAD LANE NOISE ASSESSMENT	JOB No: 11037	SHEET: 1
		DATE: 26/4/00	BY: JC	CHECKED:

Cross-Sections showing relative position of selected dwellings to railway and A329 M, with existing and proposed noise barriers.

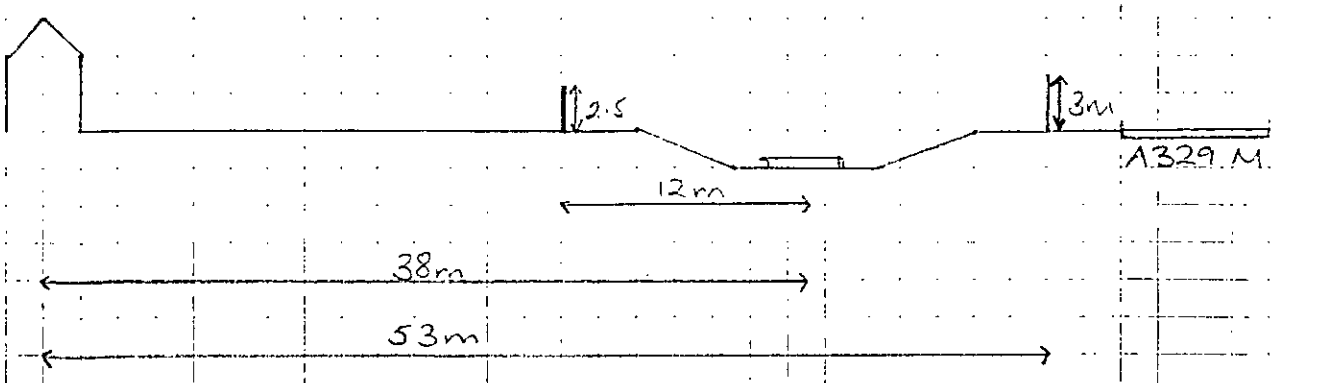
PLOT 1 (REAR)



PLOT 17 (FRONT)



PLOT 9 (FRONT)



CEL Instruments Ltd.

ENVIRONMENTAL MODE REPORT.

CUMULATIVE PERIOD 1
MEASUREMENT RANGE 40 - 110 dB
START DATE 06/APR/00
END DATE 06/APR/00

INSTRUMENT TYPE CEL-268
T.W.=F F.W.=A PERIOD = 5 mins.
START TIME 10:30:00
END TIME 13:30:00

PERIOD NO.	START TIME HH:MM:SS	LEQ dB	Ln10 dB	Ln50 dB	Ln90 dB	Ln99 dB	LMAX dB	LAV(4) dB	O/L	BAT
001	10:30:00	62.9	64.0	61.0	58.0	55.0	79.4	62.3		
002	10:35:00	61.7	64.0	60.5	57.5	53.5	69.3	61.5		
003	10:40:00	63.3	64.5	60.5	55.5	51.5	76.2	62.5		
004	10:45:00	61.4	63.5	61.0	57.5	53.0	66.7	61.3		
005	10:50:00	63.7	64.0	61.0	58.0	55.0	78.4	62.9		
006	10:55:00	62.3	64.5	61.5	58.0	56.5	72.3	62.0		
007	11:00:00	63.5	65.5	61.0	58.0	55.0	76.1	62.8		
008	11:05:00	61.8	64.5	60.5	56.5	53.0	72.0	61.5		
009	11:10:00	62.2	63.5	61.0	57.0	53.0	78.5	61.7		
010	11:15:00	61.7	63.5	60.5	57.0	52.0	73.5	61.3		
011	11:20:00	62.5	64.0	61.0	57.5	55.0	77.9	62.1		
012	11:25:00	61.6	63.0	60.5	56.5	53.5	74.0	61.2		
013	11:30:00	62.5	63.0	60.5	56.0	51.5	79.6	61.6		
014	11:35:00	60.1	62.5	59.5	56.0	53.5	67.9	59.9		
015	11:40:00	62.2	63.0	60.0	55.5	51.5	78.5	61.4		
016	11:45:00	60.6	62.5	60.0	57.5	55.5	66.6	60.5		
017	11:50:00	62.2	64.0	60.5	56.5	50.5	74.6	61.7		
018	11:55:00	60.0	62.0	58.5	55.5	52.5	72.7	59.6		
019	12:00:00	67.3	64.0	60.0	56.5	54.0	84.8	64.9		
020	12:05:00	63.9	65.5	61.5	58.5	54.5	80.5	63.2		
021	12:10:00	61.7	63.5	60.5	57.0	55.0	76.3	61.3		
022	12:15:00	70.2	63.0	60.0	56.5	53.0	94.4	65.6		
023	12:20:00	63.0	64.5	61.5	57.5	55.0	76.9	62.5		
024	12:25:00	60.8	62.5	59.5	56.5	54.5	73.4	60.5		
025	12:30:00	63.4	63.5	60.5	58.0	55.5	80.8	62.3		
026	12:35:00	62.1	64.5	61.5	58.0	56.0	71.5	61.8		
027	12:40:00	62.9	64.5	61.5	59.0	55.5	77.3	62.5		
028	12:45:00	61.8	64.0	61.5	58.0	52.0	67.7	61.7		
029	12:50:00	62.9	64.0	61.0	58.5	57.0	76.6	62.4		
030	12:55:00	62.4	64.5	61.0	56.5	53.5	74.7	62.0		
031	13:00:00	62.7	63.5	60.0	56.5	54.0	79.8	61.7		
032	13:05:00	60.6	63.0	60.5	57.0	54.5	65.6	60.5		
033	13:10:00	62.6	64.0	61.0	58.0	55.5	77.3	62.2		
034	13:15:00	61.6	63.5	61.0	58.0	55.5	75.5	61.3		
035	13:20:00	61.3	62.5	59.5	56.5	52.5	77.0	60.7		
036	13:25:00	60.7	62.5	59.5	56.5	54.0	73.5	60.3		

OVERALL DURATION DD:HH:MM:SS	ALEQ dB	ALn10 dB	ALn50 dB	ALn90 dB	ALn99 dB	ALMAX dB	ALAV(4) dB	O/L	BAT
00:03:00:00	63.0	63.5	60.5	57.0	53.5	94.4	61.9		

CEL Instruments Ltd.

EVENT MODE REPORT.

CUMULATIVE PERIOD 1
MEASUREMENT RANGE 40 - 110 dB
START DATE 06/APR/00
END DATE 06/APR/00
EVENT THRESHOLD 68 dB

INSTRUMENT TYPE CEL-268 V3.
T.W.=F F.W.=A PERIOD = 5 mins.
START TIME 10:30:00
END TIME 13:30:00
ONSET TIME 5 SECS.

EVENT NO.	START TIME HH:MM:SS	SEL dB	LMAX dB	@ TIME HH:MM:SS	DUR HH:MM:SS	O/L	BAT
001	10:30:22	78.0	70.8	10:30:27	00:00:08		
002	10:34:50	81.2	79.4	10:34:52	00:00:05		
003	10:37:17	77.3	69.3	10:37:24	00:00:08		
004	10:41:53	82.1	74.8	10:42:01	00:00:12		
005	10:44:25	81.7	76.2	10:44:29	00:00:08		
006	10:50:46	84.7	78.4	10:50:49	00:00:12		
007	10:56:00	78.1	72.3	10:56:03	00:00:06		
008	11:03:58	83.5	76.1	11:04:04	00:00:11		
009	11:09:31	77.2	72.0	11:09:36	00:00:11		
010	11:12:59	79.9	78.5	11:13:01	00:00:05		
011	11:17:31	78.0	73.5	11:17:33	00:00:05		
012	11:20:33	80.8	77.9	11:20:35	00:00:07		
013	11:27:38	79.7	74.0	11:27:42	00:00:07		
014	11:33:27	83.2	79.6	11:33:30	00:00:09		
015	11:40:37	82.2	78.5	11:40:40	00:00:06		
016	11:50:20	79.5	73.4	11:50:22	00:00:08		
017	11:56:09	77.7	72.7	11:56:10	00:00:05		
018	12:04:18	90.9	84.8	12:04:21	00:00:13		
019	12:06:56	75.4	73.4	12:07:00	00:00:06		
020	12:07:30	82.8	78.9	12:07:33	00:00:08		
021	12:13:31	79.1	76.3	12:13:33	00:00:05		
022	12:16:17	94.6	94.4	12:16:17	00:00:05		
023	12:20:39	81.7	76.9	12:20:43	00:00:09		
024	12:25:44	78.0	73.4	12:25:46	00:00:05		
025	12:33:13	84.5	80.8	12:33:15	00:00:07		
026	12:35:03	76.2	69.7	12:35:06	00:00:06		
027	12:44:01	80.2	77.3	12:44:03	00:00:06		
028	12:50:40	81.7	76.6	12:50:43	00:00:08		
029	12:55:41	78.7	71.7	12:55:44	00:00:14		
030	12:56:59	79.5	74.7	12:57:01	00:00:06		
031	13:04:18	83.3	79.8	13:04:21	00:00:07		
032	13:04:51	76.2	71.8	13:04:53	00:00:05		
033	13:13:41	80.3	77.3	13:13:44	00:00:08		
034	13:14:06	77.0	71.9	13:14:08	00:00:05		
035	13:19:58	81.8	77.0	13:20:02	00:00:08		
036	13:27:28	77.8	73.5	13:27:30	00:00:05		

CEL Instruments Ltd.

ENVIRONMENTAL MODE REPORT.

CUMULATIVE PERIOD 2
MEASUREMENT RANGE 40 - 110 dB
START DATE 06/APR/00
END DATE 06/APR/00

INSTRUMENT TYPE CEL-268
T.W.=F F.W.=A PERIOD = 15 mins.
START TIME 14:00:00
END TIME 17:00:00

PERIOD NO.	START TIME HH:MM:SS	LEQ dB	Ln10 dB	Ln50 dB	Ln90 dB	Ln99 dB	LMAX dB	LAV(4) dB	O/L	BAT
001	14:00:00	61.8	64.0	60.5	58.5	56.5	72.1	61.6		
002	14:05:00	63.7	66.0	61.0	56.0	50.5	79.4	62.8		
003	14:10:00	62.6	63.5	60.5	58.0	56.0	79.3	61.9		
004	14:15:00	61.2	63.0	60.5	57.0	55.0	72.5	60.9		
005	14:20:00	62.0	63.5	60.0	56.5	54.0	76.4	61.5		
006	14:25:00	61.5	62.5	60.0	56.5	54.5	76.7	60.9		
007	14:30:00	62.5	63.0	59.5	56.5	54.0	79.9	61.5		
008	14:35:00	61.5	61.5	58.5	55.5	52.5	78.4	60.5		
009	14:40:00	60.2	63.0	59.5	55.5	53.5	68.0	60.0		
010	14:45:00	62.9	63.5	60.5	57.5	55.0	78.7	62.1		
011	14:50:00	60.9	63.5	60.0	55.0	51.5	72.6	60.6		
012	14:55:00	62.1	63.5	60.5	56.5	53.0	78.4	61.5		
013	15:00:00	64.5	65.5	62.0	58.5	56.0	80.9	63.6		
014	15:05:00	61.9	63.5	61.0	58.0	54.5	76.8	61.5		
015	15:10:00	59.9	62.5	59.5	55.5	50.5	65.0	59.7		
016	15:15:00	62.8	63.5	60.5	57.0	54.5	80.1	62.0		
017	15:20:00	62.6	64.0	61.0	58.0	55.5	76.8	62.1		
018	15:25:00	61.1	62.5	60.0	57.0	53.5	72.0	60.7		
019	15:30:00	64.5	64.0	60.5	57.0	54.5	81.3	63.0		
020	15:35:00	61.6	63.5	61.0	58.0	56.0	68.5	61.5		
021	15:40:00	63.6	65.5	61.5	59.0	57.0	77.6	63.2		
022	15:45:00	62.8	65.0	62.0	58.5	53.5	70.8	62.6		
023	15:50:00	64.1	65.0	61.5	59.0	57.0	77.3	63.4		
024	15:55:00	61.9	63.0	60.0	56.5	55.0	75.1	61.3		
025	16:00:00	66.1	64.0	60.5	56.5	53.0	83.2	64.3		
026	16:05:00	62.6	64.5	62.0	59.5	57.0	70.7	62.4		
027	16:10:00	63.8	65.0	62.0	59.5	57.0	78.7	63.3		
028	16:15:00	60.8	63.0	60.5	57.5	55.5	66.6	60.7		
029	16:20:00	63.5	64.0	61.0	58.5	56.5	78.1	62.7		
030	16:25:00	63.2	65.0	61.5	59.0	56.5	74.7	62.8		
031	16:30:00	64.9	65.0	62.0	60.0	58.5	79.3	64.0		
032	16:35:00	62.3	64.0	61.0	58.5	57.0	72.2	62.1		
033	16:40:00	63.4	63.5	61.0	57.5	54.5	80.0	62.4		
034	16:45:00	62.4	64.0	62.0	60.0	57.0	67.6	62.3		
035	16:50:00	64.7	65.0	62.5	59.5	58.0	77.5	64.0		
036	16:55:00	63.1	64.5	61.0	58.5	56.0	75.9	62.5		

OVERALL DURATION DD:HH:MM:SS	ALEQ dB	ALn10 dB	ALn50 dB	ALn90 dB	ALn99 dB	ALMAX dB	ALAV(4) dB	O/L	BAT
00:03:00:00	62.9	64.0	61.0	57.5	54.0	83.2	62.1		

CEL Instruments Ltd.

EVENT MODE REPORT.

CUMULATIVE PERIOD 2
MEASUREMENT RANGE 40 - 110 dB
START DATE 06/APR/00
END DATE 06/APR/00
EVENT THRESHOLD 68 dB

INSTRUMENT TYPE CEL-268
T.W.=F F.W.=A PERIOD = 5 mins.
START TIME 14:00:00
END TIME 17:00:00
ONSET TIME 5 SECS.

EVENT NO.	START TIME HH:MM:SS	SEL dB	LMAX dB	@ TIME HH:MM:SS	DUR HH:MM:SS	O/L	BAT
001	14:02:30	74.3	69.8	14:02:32	00:00:06		
002	14:09:02	82.8	79.4	14:09:04	00:00:06		
003	14:09:28	78.6	71.1	14:09:30	00:00:09		
004	14:13:13	82.1	79.3	14:13:15	00:00:06		
005	14:15:58	77.1	72.5	14:16:01	00:00:05		
006	14:22:08	81.0	76.4	14:22:11	00:00:07		
007	14:25:34	81.2	76.7	14:25:37	00:00:07		
008	14:33:30	83.5	79.9	14:33:32	00:00:08		
009	14:39:54	82.2	78.4	14:39:57	00:00:06		
010	14:49:40	83.4	78.7	14:49:42	00:00:09		
011	14:54:01	75.6	72.6	14:54:04	00:00:05		
012	14:56:39	81.3	78.4	14:56:42	00:00:06		
013	15:03:12	84.5	80.9	15:03:15	00:00:08		
014	15:04:48	78.2	73.4	15:04:54	00:00:08		
015	15:08:16	78.9	76.8	15:08:18	00:00:05		
016	15:20:51	81.3	76.8	15:20:54	00:00:07		
017	15:27:34	79.7	72.0	15:27:39	00:00:09		
018	15:32:32	86.8	81.3	15:32:36	00:00:09		
019	15:40:52	80.4	77.6	15:40:54	00:00:06		
020	15:43:00	77.9	73.5	15:43:01	00:00:05		
021	15:49:29	78.0	70.8	15:49:39	00:00:11		
022	15:52:03	84.7	77.3	15:52:10	00:00:12		
023	15:57:12	81.6	75.1	15:57:14	00:00:09		
024	16:02:21	86.9	83.2	16:02:23	00:00:10		
025	16:02:47	86.1	80.1	16:02:49	00:00:10		
026	16:08:27	78.9	70.7	16:08:33	00:00:09		
027	16:13:04	81.4	78.7	16:13:06	00:00:06		
028	16:14:27	78.7	73.4	16:14:29	00:00:06		
029	16:20:39	84.3	78.1	16:20:44	00:00:11		
030	16:27:11	81.2	74.7	16:27:15	00:00:08		
031	16:32:58	85.9	79.3	16:33:03	00:00:11		
032	16:36:17	78.9	72.2	16:36:22	00:00:08		
033	16:40:19	84.4	80.0	16:40:21	00:00:07		
034	16:50:06	85.0	77.5	16:50:10	00:00:14		
035	16:56:10	76.7	74.3	16:56:13	00:00:05		
036	16:58:15	82.3	75.9	16:58:20	00:00:10		

CEL Instruments Ltd.

ENVIRONMENTAL MODE REPORT.

CUMULATIVE PERIOD 1
MEASUREMENT RANGE 20 - 90 dB
START DATE 09/MAY/00
END DATE 10/MAY/00

INSTRUMENT TYPE CEL-268 V3.3
T.W.=F F.W.=A PERIOD = 5 mins.
START TIME 23:00:00
END TIME 07:00:00

PERIOD NO.	START TIME HH:MM:SS	LEQ dB	Ln10 dB	Ln50 dB	Ln90 dB	Ln99 dB	LMAX dB	LAV(4) dB	O/L	BAT
001	23:00:00	58.0	59.5	55.5	47.5	44.5	72.9	57.0	^	
002	23:05:00	55.7	59.0	54.5	47.5	44.5	65.5	55.3		
003	23:10:00	54.9	58.0	51.5	45.0	42.0	66.3	54.2		
004	23:15:00	62.3	60.0	54.5	47.5	45.5	82.2	59.4	^	
005	23:20:00	55.4	59.0	53.5	45.5	43.5	63.9	54.9		
006	23:25:00	56.3	59.5	55.5	49.0	46.5	62.5	56.0		
007	23:30:00	55.6	58.5	55.0	48.0	44.5	61.6	55.3		
008	23:35:00	58.1	57.5	52.5	45.0	43.0	76.4	56.1	^	
009	23:40:00	61.8	58.5	52.5	46.0	44.0	83.0	58.4	^	
010	23:45:00	64.4	57.5	51.0	44.5	43.5	85.6	60.1	^	
011	23:50:00	52.6	57.0	49.5	42.5	40.0	63.6	51.9		
012	23:55:00	56.5	57.0	48.0	39.5	38.0	75.7	54.2	^	
013	00:00:00	52.5	56.5	48.5	42.5	41.0	61.5	51.8		
014	00:05:00	50.9	55.5	46.0	40.5	39.0	62.2	50.1		
015	00:10:00	52.1	56.0	49.0	44.0	42.5	61.3	51.5		
016	00:15:00	51.8	56.0	48.5	41.5	39.5	62.4	51.1		
017	00:20:00	51.5	55.5	46.0	41.0	39.0	64.8	50.5		
018	00:25:00	54.9	56.5	46.5	39.0	37.5	72.4	52.8	^	
019	00:30:00	52.8	57.5	46.0	40.5	39.0	66.4	51.5		
020	00:35:00	50.6	54.5	44.0	37.0	35.0	62.8	49.3		
021	00:40:00	49.9	55.0	44.5	38.0	36.0	58.7	49.1		
022	00:45:00	51.7	55.5	47.5	41.0	40.0	64.3	50.8		
023	00:50:00	49.5	54.5	44.0	39.5	38.0	62.1	48.5		
024	00:55:00	49.2	54.0	43.0	38.5	36.5	60.6	48.0		
025	01:00:00	47.7	52.0	41.0	37.0	36.0	61.9	46.5		
026	01:05:00	57.9	56.5	45.5	40.5	39.0	75.0	55.0		
027	01:10:00	50.2	54.5	44.0	38.0	36.0	62.4	49.1		
028	01:15:00	48.9	53.0	44.0	39.0	36.5	61.6	47.9		
029	01:20:00	48.3	53.5	41.5	36.0	35.5	59.2	47.1		
030	01:25:00	49.1	53.5	41.5	37.0	34.5	62.4	47.7		
031	01:30:00	48.8	53.0	44.5	38.0	35.5	59.7	47.9		
032	01:35:00	49.1	54.5	43.0	37.5	36.5	62.1	47.8		
033	01:40:00	48.5	54.0	43.0	39.0	37.5	59.8	47.4		
034	01:45:00	51.5	56.5	44.5	40.0	37.5	63.6	50.3		
035	01:50:00	47.2	50.0	41.0	36.5	34.5	59.7	45.8		
036	01:55:00	48.6	54.5	43.0	38.0	36.0	59.5	47.5		
037	02:00:00	50.8	55.5	46.0	41.5	40.0	60.1	50.0		
038	02:05:00	48.8	53.0	42.0	35.5	32.0	63.5	47.3		
039	02:10:00	48.0	53.0	41.5	38.0	36.5	60.2	46.9		
040	02:15:00	47.3	52.5	40.0	37.0	35.5	59.1	45.9		
041	02:20:00	47.0	50.5	40.5	36.5	35.0	60.6	45.6		
042	02:25:00	44.2	46.5	37.5	34.5	33.0	60.5	42.5		
043	02:30:00	47.4	50.5	40.0	36.5	35.5	60.4	45.8		
044	02:35:00	43.6	46.0	36.5	34.5	33.5	58.4	42.0		
045	02:40:00	50.0	55.5	42.5	38.0	35.0	62.9	48.5		
046	02:45:00	48.9	55.0	42.0	34.5	33.5	60.8	47.5		
047	02:50:00	47.1	52.5	38.0	33.5	32.0	59.0	45.5		
048	02:55:00	45.3	48.5	38.5	32.0	30.5	60.7	43.8		
049	03:00:00	47.4	52.0	36.0	32.0	30.5	60.3	45.6		
050	03:05:00	47.9	52.0	37.5	29.0	27.5	60.0	46.2		
051	03:10:00	49.3	54.5	42.5	31.0	28.5	63.5	47.8		
052	03:15:00	48.6	53.5	36.5	31.5	30.0	63.5	46.5		

053	03:20:00	46.2	49.0	34.0	29.5	27.5	63.2	43.9	
054	03:25:00	46.6	50.5	36.0	31.0	28.5	61.9	44.7	
055	03:30:00	47.4	48.5	36.0	32.0	30.0	63.3	45.0	
056	03:35:00	49.3	54.0	41.0	30.0	28.5	63.9	47.8	
057	03:40:00	49.0	54.5	42.0	31.5	30.0	61.2	47.7	
058	03:45:00	48.6	52.0	40.5	34.0	30.5	63.8	46.8	
059	03:50:00	49.1	54.5	36.5	33.0	31.0	62.5	47.2	
060	03:55:00	50.5	56.0	45.0	37.5	34.5	62.0	49.5	
061	04:00:00	52.2	57.5	45.0	35.0	33.5	65.0	51.0	
062	04:05:00	50.0	56.0	41.0	35.0	33.5	62.2	48.6	
063	04:10:00	47.9	52.0	41.5	37.0	34.5	62.0	46.6	
064	04:15:00	49.7	54.5	43.5	36.5	34.0	60.2	48.6	
065	04:20:00	50.7	55.0	47.0	41.5	36.0	62.3	49.9	
066	04:25:00	50.4	54.0	47.5	42.5	39.5	63.0	49.8	
067	04:30:00	53.2	56.5	51.5	46.0	41.5	62.4	52.8	
068	04:35:00	59.6	57.5	52.0	47.5	44.5	80.5	56.9	^
069	04:40:00	53.6	57.0	52.0	46.5	43.0	62.9	53.2	
070	04:45:00	54.8	58.5	52.0	46.0	43.0	66.9	54.3	
071	04:50:00	53.6	58.0	50.0	43.5	41.0	66.7	52.9	
072	04:55:00	52.7	56.5	48.5	43.5	40.0	64.1	51.8	
073	05:00:00	52.0	56.5	47.5	41.5	38.0	62.8	51.3	
074	05:05:00	52.7	57.0	48.0	42.0	39.0	63.4	51.9	
075	05:10:00	58.7	59.5	52.5	45.5	42.0	79.2	56.7	^
076	05:15:00	53.7	57.5	50.5	44.5	40.0	63.3	53.1	
077	05:20:00	53.0	57.5	48.5	43.0	39.5	64.6	52.3	
078	05:25:00	52.1	57.0	46.5	39.0	36.0	63.0	51.1	
079	05:30:00	60.0	59.5	51.5	42.0	38.5	81.9	57.1	^
080	05:35:00	54.8	58.5	53.0	44.5	42.0	63.7	54.3	
081	05:40:00	59.6	59.0	54.0	46.0	40.5	79.7	57.4	^
082	05:45:00	54.0	57.5	51.0	44.5	42.5	64.3	53.5	
083	05:50:00	55.0	59.0	53.0	45.0	41.5	64.8	54.4	
084	05:55:00	64.4	59.5	53.0	45.5	41.5	82.3	61.2	^
085	06:00:00	55.1	58.5	54.5	47.0	44.0	61.2	54.8	
086	06:05:00	59.2	60.0	55.5	49.5	47.5	72.7	58.0	
087	06:10:00	55.6	58.5	54.5	48.0	44.5	63.2	55.2	
088	06:15:00	62.4	62.0	58.0	51.5	49.0	81.9	60.6	^
089	06:20:00	57.8	60.5	57.0	52.5	50.0	63.9	57.6	
090	06:25:00	63.8	62.0	58.0	51.5	48.0	80.2	61.8	^
091	06:30:00	60.9	62.5	58.0	53.5	50.5	73.6	60.1	
092	06:35:00	62.0	63.5	58.5	53.5	49.0	80.6	60.8	^
093	06:40:00	63.2	63.0	59.5	56.5	54.0	78.8	62.0	
094	06:45:00	60.5	63.0	60.0	56.5	52.0	67.0	60.3	
095	06:50:00	61.7	64.0	60.5	57.5	55.0	72.7	61.4	^
096	06:55:00	65.3	63.5	60.5	55.5	49.5	81.1	63.5	^

OVERALL	DURATION	ALEQ	ALn10	ALn50	ALn90	ALn99	ALMAX	ALAV(4)	O/L	BAT
	DD:HH:MM:SS	dB	dB	dB	dB	dB	dB	dB		
	00:08:00:00	56.4	58.5	48.0	37.0	31.0	85.6	54.0	^	

CEL Instruments Ltd.

EVENT MODE REPORT.

CUMULATIVE PERIOD 1
MEASUREMENT RANGE 20 - 90 dB
START DATE 09/MAY/00
END DATE 10/MAY/00
EVENT THRESHOLD 60 dB

INSTRUMENT TYPE CEL-268 V3.3
T.W.=F F.W.=A PERIOD = 5 mins.
START TIME 23:00:00
END TIME 07:00:00
ONSET TIME 5 SECS.

EVENT NO.	START TIME HH:MM:SS	SEL dB	LMAX dB	@ TIME HH:MM:SS	DUR HH:MM:SS	O/L	BAT
001	23:02:17	69.9	61.9	23:02:18	00:00:11		
002	23:03:09	78.8	72.9	23:03:14	00:00:11	^	
003	23:04:27	67.7	62.1	23:04:27	00:00:06		
004	23:04:49	67.6	60.9	23:04:52	00:00:06		
005	23:07:31	69.7	62.3	23:07:35	00:00:10		
006	23:07:58	70.5	65.5	23:08:01	00:00:07		
007	23:14:29	73.4	66.3	23:14:32	00:00:10		
008	23:15:13	86.0	82.2	23:15:18	00:00:12	^	
009	23:15:58	73.9	63.9	23:16:10	00:00:24		
010	23:21:18	70.9	63.9	23:21:24	00:00:08		
011	23:21:49	66.7	61.0	23:21:49	00:00:05		
012	23:26:06	68.4	61.2	23:26:06	00:00:07		
013	23:30:48	66.9	61.6	23:30:52	00:00:05		
014	23:35:27	81.1	76.4	23:35:32	00:00:13	^	
015	23:38:27	67.0	61.3	23:38:28	00:00:05		
016	23:42:07	85.8	83.0	23:42:10	00:00:12	^	
017	23:45:36	69.2	63.6	23:45:37	00:00:06		
018	23:46:04	88.9	85.6	23:46:10	00:00:14	^	
019	23:50:54	68.1	62.2	23:50:57	00:00:06		
020	23:55:23	79.4	75.7	23:55:26	00:00:08	^	
021	00:10:36	66.3	60.7	00:10:37	00:00:05		
022	00:20:59	71.8	64.8	00:21:11	00:00:14		
023	00:25:36	77.1	72.4	00:25:38	00:00:08	^	
024	00:32:54	67.6	61.3	00:32:58	00:00:06		
025	00:34:41	70.8	66.4	00:34:44	00:00:06		
026	00:36:49	67.5	62.5	00:36:51	00:00:06		
027	00:54:25	66.6	62.1	00:54:27	00:00:05		
028	01:08:19	81.9	75.0	01:08:23	00:00:13		
029	01:47:19	69.8	62.5	01:47:23	00:00:09		
030	02:40:46	68.0	62.9	02:40:48	00:00:06		
031	03:29:21	66.4	61.9	03:29:23	00:00:05		
032	03:38:20	68.2	63.9	03:38:22	00:00:06		
033	03:48:48	67.3	62.6	03:48:48	00:00:06		
034	03:49:29	67.2	63.8	03:49:30	00:00:05		
035	03:51:43	67.3	62.5	03:51:47	00:00:05		
036	04:02:21	71.1	63.6	04:02:24	00:00:14		
037	04:30:12	66.2	60.9	04:30:15	00:00:05		
038	04:39:37	83.2	80.5	04:39:40	00:00:09	^	
039	04:47:32	70.7	64.4	04:47:43	00:00:12		
040	04:51:10	66.4	63.1	04:51:13	00:00:05		
041	04:56:52	69.0	64.1	04:56:54	00:00:05		
042	04:59:02	69.8	63.6	04:59:03	00:00:07		
043	05:07:26	69.0	63.4	05:07:30	00:00:07		
044	05:13:11	69.7	63.3	05:13:13	00:00:10		
045	05:14:18	80.1	79.2	05:14:22	00:00:10	^	
046	05:14:50	76.1	73.0	05:14:53	00:00:06		
047	05:16:39	66.7	61.2	05:16:39	00:00:05		
048	05:24:21	67.8	61.6	05:24:25	00:00:06		
049	05:26:12	70.5	63.0	05:26:15	00:00:12		
050	05:31:29	68.8	62.6	05:31:29	00:00:07		
051	05:32:00	83.4	81.9	05:32:04	00:00:10	^	

052	05:32:29	69.1	65.0	05:32:32	00:00:05
053	05:34:36	67.0	62.1	05:34:37	00:00:05
054	05:35:40	69.0	62.8	05:35:43	00:00:07
055	05:39:49	67.0	61.9	05:39:51	00:00:05
056	05:40:41	70.9	67.2	05:40:44	00:00:06
057	05:44:00	82.4	79.7	05:44:04	00:00:10
058	05:48:23	68.8	64.3	05:48:25	00:00:05
059	05:51:38	67.2	61.7	05:51:38	00:00:05
060	05:52:51	66.2	61.4	05:52:52	00:00:05
061	05:53:30	70.0	64.8	05:53:32	00:00:07
062	05:54:19	66.6	61.6	05:54:20	00:00:05
063	05:55:32	80.5	79.5	05:55:35	00:00:09
064	05:59:07	88.1	82.3	05:59:14	00:00:16
065	05:59:51	67.0	61.7	05:59:54	00:00:05
066	06:05:35	73.4	62.2	06:05:50	00:00:25
067	06:06:16	81.4	72.7	06:06:26	00:00:16
068	06:07:41	68.0	62.8	06:07:42	00:00:05
069	06:15:51	76.8	65.5	06:16:10	00:00:38
070	06:16:47	73.3	63.0	06:17:02	00:00:19
071	06:17:16				

077	06:22:57	72.0	63.9	06:22:59	00:00:13
078	06:23:19	70.0	63.2	06:23:20	00:00:09
079	06:23:51	69.9	62.6	06:23:56	00:00:08
080	06:25:21	68.9	63.0	06:25:24	00:00:06
081	06:27:29	87.3	80.2	06:27:41	00:00:28
082	06:28:06	75.1	64.9	06:28:12	00:00:23
083	06:28:48	75.6	63.0	06:28:49	00:00:31
084	06:29:33	71.2	61.7	06:29:35	00:00:14
085	06:30:32	75.2	65.5	06:30:37	00:00:21
086	06:31:38	70.2	63.3	06:31:42	00:00:08
087	06:32:12	74.9	64.2	06:32:24	00:00:26
088	06:33:17	82.9	73.6	06:33:24	00:00:38
089	06:34:14	71.5	62.5	06:34:17	00:00:16
090	06:35:22	73.6	63.8	06:35:28	00:00:17
091	06:36:29	73.2	64.8	06:36:37	00:00:16
092	06:37:24	78.3	71.7	06:37:28	00:00:24
093	06:38:22	68.3	61.2	06:38:26	00:00:07
094	06:38:53	68.9	61.7	06:38:59	00:00:08
095	06:39:20	88.0	80.6	06:39:28	00:01:17
096	06:40:51	71.6	63.8	06:40:57	00:00:11
097	06:41:23	79.7	65.2	06:41:42	00:01:27
098	06:43:26	71.3	65.4	06:43:29	00:00:07
9	06:43:41	78.5	66.7	06:43:45	00:00:49
100	06:44:51	78.0	64.0	06:44:57	00:01:01
'01	06:46:22	77.8	66.8	06:46:43	00:00:34
.02	06:47:13	71.6	62.7	06:47:18	00:00:11
103	06:47:30	69.7	62.8	06:47:31	00:00:07
104	06:47:48	72.6	67.0	06:47:51	00:00:10
105	06:48:06	70.8	64.1	06:48:11	00:00:08
106	06:48:19	77.4	63.5	06:48:59	00:00:51
107	06:49:18	82.1	71.9	06:50:16	00:01:17
108	06:50:42	77.9	63.1	06:50:48	00:00:55
109	06:52:09	80.1	72.7	06:52:13	00:00:52
110	06:53:06	81.5	66.2	06:53:27	00:01:40
111	06:54:51	76.6	66.4	06:55:07	00:00:27
112	06:55:26	74.5	65.3	06:55:32	00:00:16
113	06:56:04	73.4	62.4	06:56:17	00:00:18
114	06:56:27	72.3	64.3	06:56:38	00:00:12
115	06:56:46	67.7	62.0	06:56:50	00:00:06
116	06:57:06	89.1	81.1	06:58:13	00:01:37
117	06:59:03	72.7	63.0	06:59:13	00:00:18
8	06:59:26	75.5	64.5	06:59:39	00:00:24

Daytime Noise Levels

Location of Dwelling: Plots 17 & 18

		Barrier 1	Barrier 2				CRTN ref.
Basic noise level CRTN.		**76.18**	**76.18**	**76.18**	**76.18**	**dB(A)**	Chart 3.
Correction for mean traffic speed and % heavies.		6.07	6.07	6.07	6.07	dB(A)	Chart 4.
Correction for gradient.		0.00	0.00	0.00	0.00	dB(A)	Chart 5.
Correction for road surface.		-1.00	-1.00	-1.00	-1.00	dB(A)	
	Total correction	5.07	5.07	5.07	5.07	dB(A)	
Corrected basic noise level.		**81.24**	**81.24**	**81.24**	**81.24**	**dB(A)**	
Propagation.							
Distance correction.	Ground Floor	-7.30	-7.30	-7.30	-7.30	dB(A)	Chart 7.
	First Floor	-7.31	-7.31	-7.31	-7.31	dB(A)	Chart 7.
Screening Correction.	Ground Floor	-12.7	-9.0	-12.7	-12.7	dB(A)	Chart 9a.
	First Floor	-12.0	-5.0	-12.0	-12.0	dB(A)	Chart 9a.
Site Layout.							
Reflections.	Facade effects.	2.5	2.5	2.5	2.5	dB(A)	
	Angle of view correction.	-7.78	-7.78	-8.24	-14.10	dB(A)	Chart 10.
Total Correction.	Ground Floor	-25.27	-21.58	-25.73	-31.59		
	First Floor	-24.57	-17.59	-25.03	-30.89		
Received Noise.	**Ground Floor $L_{A10\ 18Hr}$**	**55.97**	**59.66**	**55.51**	**49.65**	**dB(A)**	
	First Floor $L_{A10\ 18Hr}$	**56.67**	**63.65**	**56.22**	**50.35**	**dB(A)**	

Daytime Noise Levels

Location of Dwelling: Plot 10

		Barrier 1	Barrier 2			CRTN ref.
Basic noise level CRTN.		**76.18**	**75.21**	**75.21**	**dB(A)**	Chart 3.
Correction for mean traffic speed and % heavies.		6.07	6.07	6.07	dB(A)	Chart 4.
Correction for gradient.		0.00	0.00	0.00	dB(A)	Chart 5.
Correction for road surface.		-1.00	-1.00	-1.00	dB(A)	
	Total correction	5.07	5.07	5.07	dB(A)	
Corrected basic noise level.		**81.24**	**80.27**	**80.27**	**dB(A)**	
Propagation.						
Distance correction.	Ground Floor	-4.20	-4.20	-4.20	dB(A)	Chart 7.
	First Floor	-4.22	-4.22	-4.22	dB(A)	Chart 7.
Screening Correction.	Ground Floor	-12.9	-11.0	-12.9	dB(A)	Chart 9a.
	First Floor	-11.3	-1.0	-11.3	dB(A)	Chart 9a.
Site Layout.						
Reflections.	Facade effects.	*2.5*	*2.5*	*2.5*	dB(A)	
	Angle of view correction.	-2.96	-2.96	-10.25	dB(A)	Chart 10.
Total Correction.	Ground Floor	-17.54	-15.70	-24.83		
	First Floor	-15.98	-5.69	-23.27		
Received Noise.	**Ground Floor $L_{A10\ 18Hr}$**	**63.70**	**64.57**	**55.44**	**dB(A)**	
	First Floor $L_{A10\ 18Hr}$	**65.26**	**74.58**	**57.00**	**dB(A)**	

Daytime Noise Levels

Pond Head Lane Development

NOTES: Where AOD heights are not known assume temporary datum e.g. 5.0m
Italics denotes manual input - no automatic update
All distances and heights are in meters
Angles given in degrees
Noise Source is assumed to be 3.5m from kerb and 0.5m above road surface
A1, A2, A3 correspond to different segments for dwelling A

Traffic Flow Data.

	Plot 10			Plot 9			Plots 17 &18				Plot 5			Plot 6			Plot 14			Plot 22&23
	Existing Barrier (1)	Proposed Barrier(2)	Segment 3	Existing Barrier (1)	Proposed Barrier(2)	Segment 3	Existing Barrier (1)	Proposed Barrier(2)	Segment3	Segment 4	Existing Barrier (1)	Proposed Barrier(2)	Segment 3	Existing Barrier (1)	Proposed Barrier(2)	Segment 3	Existing Barrier (1)	Proposed Barrier(2)	Segment 3	Existing Barrier (1)
AM peak hour (2 way flow).	*5000*	*4000*	*4000*	*5000*	*5000*	*5000*	*5000*	*5000*	*5000*	*5000*	*5000*	*5000*	*5000*	*5000*	*5000*	*5000*	*5000*	*5000*	*5000*	*5000*
PM peak hour (2 way flow).	5000	4000	4000	5000	5000	5000	5000	5000	5000	5000	5000	5000	5000	5000	5000	5000	5000	5000	5000	5000
16 hour flow.	50000	40000	40000	50000	50000	50000	50000	50000	50000	50000	50000	50000	50000	50000	50000	50000	50000	50000	50000	50000
18 hour flow.	51000	40800	40800	51000	51000	51000	51000	51000	51000	51000	51000	51000	51000	51000	51000	51000	51000	51000	51000	51000
mean speed (kmh)	*120*	*120*	*120*	*120*	*120*	*120*	*120*	*120*	*120*	*120*	*120*	*120*	*120*	*120*	*120*	*120*	*120*	*120*	*120*	*120*
% heavies	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Horizontal distances and Angle of View Data.																				
Dwelling																				
Kerb to Barrier	*4.0*	*27.0*	*4.0*	*4.0*	*27.0*	*4.0*	*4.0*	*27.0*	*4.0*	*4.0*	*4.0*	*27.0*	*4.0*	*4.0*	*27.0*	*4.0*	*4.0*	*27.0*	*4.0*	*27.0*
Kerb to Receptor	*32.0*	*32.0*	*32.0*	*40.0*	*40.5*	*40.0*	*69.0*	*69.0*	*69.0*	*69.0*	*47.0*	*48.0*	*47.0*	*40.0*	*41.0*	*40.0*	*59.0*	*59.0*	*59.0*	*91.0*
Barrier to Receptor	28.0	5.0	28.0	36.0	13.5	36.0	65.0	42.0	65.0	65.0	43.0	21.0	43.0	36.0	14.0	36.0	55.0	32.0	55.0	64.0
Angle of View.	*91.0*	*91.0*	*17.0*	*104.0*	*104.0*	*26.0*	*30.0*	*30.0*	*27.0*	*7.0*	*25.0*	*25.0*	*113.0*	*87.0*	*87.0*	*69.0*	*30.0*	*30.0*	*70.0*	*40.0*
Barrier and Receptor Height Data																				
Dwelling																				
Receptor Ground Floor (R_G)	*1.2*	*1.2*	*1.2*	*1.2*	*1.2*	*1.2*	*1.2*	*1.2*	*1.2*	*1.2*	*1.2*	*1.2*	*1.2*	*1.2*	*1.2*	*1.2*	*1.2*	*1.2*	*1.2*	*1.2*
Receptor First Floor (R_1)	*4.0*	*4.0*	*4.0*	*4.0*	*4.0*	*4.0*	*4.0*	*4.0*	*4.0*	*4.0*	*4.0*	*4.0*	*4.0*	*4.0*	*4.0*	*4.0*	*4.0*	*4.0*	*4.0*	*4.0*
Barrier Height	*3.00*	*2.50*	*3.00*	*3.00*	*2.50*	*3.00*	*3.00*	*2.50*	*3.00*	*3.00*	*3.00*	*2.50*	*3.00*	*3.00*	*2.50*	*3.00*	*3.00*	*2.50*	*3.00*	*3.00*
Relative Height Data (heights given Above Ordinance Datum *(AOD)* where possible).																				
Dwelling																				
Height of Road (AOD)	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*
Barrier base (AOD)	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*
Dwelling base (AOD)	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*
Height of R_G (AOD)	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Height of R_1 (AOD)	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Top of Barrier (AOD)	3.00	2.50	3.00	3.00	2.50	3.00	3.00	2.50	3.00	3.00	3.00	2.50	3.00	3.00	2.50	3.00	3.00	2.50	3.00	3.00
Calculations																				
Shortest distance between S and R. Ground floor d'	35.507	35.507	35.507	43.506	44.006	43.506	72.503	72.503	72.503	72.503	50.505	51.505	50.505	43.506	44.506	43.506	62.504	62.504	62.504	94.503
Shortest distance between S and R. First floor d'	35.672	35.672	35.672	43.641	44.139	43.641	72.584	72.584	72.584	72.584	50.621	51.619	50.621	43.641	44.637	43.641	62.598	62.598	62.598	94.565
Path difference for Obstructed Propagation (m). Ground floor δ	0.457	0.225	0.457	0.445	0.122	0.445	0.427	0.082	0.427	0.427	0.439	0.101	0.439	0.445	0.120	0.445	0.431	0.088	0.431	0.125
Path difference for Obstructed Propagation (m). First floor δ	0.251	0.114	0.251	0.279	0.010	0.279	0.329	0.008	0.329	0.329	0.298	0.000	0.296	0.279	0.008	0.279	0.317	0.003	0.317	0.045
First Floor																				
Check if Receptor is in Shadow or Illuminated zone	S	I	S	S	I	S	S	S	S	S	S	I	S	S	I	S	S	S	S	S
Angle (Degrees) Angle from S-B	18.435	3.752	18.435	18.435	3.752	18.435	18.435	3.752	18.435	18.435	18.435	3.752	18.435	18.435	3.752	18.435	18.435	3.752	18.435	4.688
Angle (Degrees) Angle from B-R	2.045	16.699	2.045	1.591	6.340	1.591	0.881	2.045	0.881	0.881	1.332	4.086	1.332	1.591	6.116	1.591	1.042	2.684	1.042	0.895

Daytime Noise Levels

Location of Dwelling: Plot 9

		Barrier 1	Barrier 2			CRTN ref.
Basic noise level CRTN.		**76.18**	**76.18**	**76.18**	**dB(A)**	Chart 3.
Correction for mean traffic speed and % heavies.		6.07	6.07	6.07	dB(A)	Chart 4.
Correction for gradient.		0.00	0.00	0.00	dB(A)	Chart 5.
Correction for road surface.		-1.00	-1.00	-1.00	dB(A)	
	Total correction	5.07	5.07	5.07	dB(A)	
Corrected basic noise level.		**81.24**	**81.24**	**81.24**	**dB(A)**	
Propagation.						
Distance correction.	Ground Floor	-5.08	-5.13	-5.08	dB(A)	Chart 7.
	First Floor	-5.10	-5.14	-5.10	dB(A)	Chart 7.
Screening Correction.	Ground Floor	-12.8	-9.7	-12.8	dB(A)	Chart 9a.
	First Floor	-11.6	-5.0	-11.6	dB(A)	Chart 9a.
Site Layout.						
Reflections.	Facade effects.	2.5	2.5	2.5	dB(A)	
	Angle of view correction.	-2.38	-2.38	-8.40	dB(A)	Chart 10.
Total Correction.	Ground Floor	-17.77	-14.74	-23.79		
	First Floor	-16.54	-10.03	-22.56		
Received Noise.	**Ground Floor $L_{A10\ 18Hr}$**	**63.47**	**66.50**	**57.45**	**dB(A)**	
	First Floor $L_{A10\ 18Hr}$	**64.70**	**71.21**	**58.68**	**dB(A)**	

Daytime Noise Levels

Location of Dwelling: Plot 5

		Barrier 1	Barrier 2	Segment 3		CRTN ref.
Basic noise level CRTN.		**76.18**	**76.18**	**76.18**	**dB(A)**	Chart 3.
Correction for mean traffic speed and % heavies.		6.07	6.07	6.07	dB(A)	Chart 4.
Correction for gradient.		0.00	0.00	0.00	dB(A)	Chart 5.
Correction for road surface.		-1.00	-1.00	-1.00	dB(A)	
	Total correction	5.07	5.07	5.07	dB(A)	
Corrected basic noise level.		**81.24**	**81.24**	**81.24**	**dB(A)**	
Propagation.						
Distance correction.	Ground Floor	-5.73	-5.82	-5.73	dB(A)	Chart 7.
	First Floor	-5.74	-5.82	-5.74	dB(A)	Chart 7.
Screening Correction.	Ground Floor	-12.8	-9.4	-12.8	dB(A)	Chart 9a.
	First Floor	-11.7	-5.0	-11.7	dB(A)	Chart 9a.
Site Layout.						
Reflections.	Facade effects.	2.5	2.5	2.5	dB(A)	
	Angle of view correction.	-8.57	-8.57	-2.02	dB(A)	Chart 10.
Total Correction.	Ground Floor	-24.57	-21.25	-18.02		
	First Floor	-23.52	-16.90	-16.97		
Received Noise.	**Ground Floor $L_{A10\ 18Hr}$**	**56.67**	**59.99**	**63.22**	**dB(A)**	
	First Floor $L_{A10\ 18Hr}$	**57.72**	**64.34**	**64.27**	**dB(A)**	

Daytime Noise Levels

Location of Dwelling: Plot 6

		Barrier 1	Barrier 2	Segment 3		CRTN ref.
Basic noise level CRTN.		**76.18**	**76.18**	**76.18**	**dB(A)**	Chart 3.
Correction for mean traffic speed and % heavies.		6.07	6.07	6.07	dB(A)	Chart 4.
Correction for gradient.		0.00	0.00	0.00	dB(A)	Chart 5.
Correction for road surface.		-1.00	-1.00	-1.00	dB(A)	
	Total correction	5.07	5.07	5.07	dB(A)	
Corrected basic noise level.		**81.24**	**81.24**	**81.24**	**dB(A)**	
Propagation.						
Distance correction.	Ground Floor	-5.08	-5.18	-5.08	dB(A)	Chart 7.
	First Floor	-5.10	-5.19	-5.10	dB(A)	Chart 7.
Screening Correction.	Ground Floor	-12.8	-9.7	-12.8	dB(A)	Chart 9a.
	First Floor	-11.6	-5.0	-11.6	dB(A)	Chart 9a.
Site Layout.						
Reflections.	Facade effects.	*2.5*	*2.5*	*2.5*	dB(A)	
	Angle of view correction.	-3.16	-3.16	-4.16	dB(A)	Chart 10.
Total Correction.	Ground Floor	-18.55	-15.53	-19.55		
	First Floor	-17.31	-10.85	-18.32		
Received Noise.	**Ground Floor $L_{A10\ 18Hr}$**	**62.69**	**65.71**	**61.69**	**dB(A)**	
	First Floor $L_{A10\ 18Hr}$	**63.93**	**70.39**	**62.92**	**dB(A)**	

Daytime Noise Levels

Location of Dwelling: Plot 14

		Barrier 1	Barrier 2	Segment 3		CRTN ref.
Basic noise level CRTN.		**76.18**	**76.18**	**76.18**	**dB(A)**	Chart 3.
Correction for mean traffic speed and % heavies.		6.07	6.07	6.07	dB(A)	Chart 4.
Correction for gradient.		0.00	0.00	0.00	dB(A)	Chart 5.
Correction for road surface.		-1.00	-1.00	-1.00	dB(A)	
	Total correction	5.07	5.07	5.07	dB(A)	
Corrected basic noise level.		**81.24**	**81.24**	**81.24**	**dB(A)**	
Propagation.						
Distance correction.	Ground Floor	-6.66	-6.66	-6.66	dB(A)	Chart 7.
	First Floor	-6.66	-6.66	-6.66	dB(A)	Chart 7.
Screening Correction.	Ground Floor	-12.7	-9.1	-12.7	dB(A)	Chart 9a.
	First Floor	-11.9	-5.0	-11.9	dB(A)	Chart 9a.
Site Layout.						
Reflections.	Facade effects.	*2.5*	*2.5*	*2.5*	dB(A)	
	Angle of view correction.	-7.78	-7.78	-4.10	dB(A)	Chart 10.
Total Correction.	Ground Floor	-24.66	-21.06	-20.98		
	First Floor	-23.83	-16.94	-20.15		
Received Noise.	**Ground Floor $L_{A10\ 18Hr}$**	**56.59**	**60.19**	**60.27**	**dB(A)**	
	First Floor $L_{A10\ 18Hr}$	**57.41**	**64.30**	**61.09**	**dB(A)**	

Daytime Noise Levels

Location of Dwelling: Plot 22 & 23

Barrier 1

				CRTN ref.
Basic noise level CRTN.		**76.18**	**dB(A)**	Chart 3.
Correction for mean traffic speed and % heavies.		6.07	dB(A)	Chart 4.
Correction for gradient.		0.00	dB(A)	Chart 5.
Correction for road surface.		-1.00	dB(A)	
	Total correction	5.07	dB(A)	
Corrected basic noise level.		**81.24**	**dB(A)**	
Propagation.				
Distance correction.	Ground Floor	-8.45	dB(A)	Chart 7.
	First Floor	-8.45	dB(A)	Chart 7.
Screening Correction.	Ground Floor	-9.8	dB(A)	Chart 9a.
	First Floor	-8.1	dB(A)	Chart 9a.
Site Layout.				
Reflections.	Facade effects.	*2.5*	dB(A)	
	Angle of view correction.	-6.53	dB(A)	Chart 10.
Total Correction.	Ground Floor	-22.25		
	First Floor	-20.57		
Received Noise.	**Ground Floor $L_{A10\ 18Hr}$**	**58.99**	**dB(A)**	
	First Floor $L_{A10\ 18Hr}$	**60.67**	**dB(A)**	

Daytime Noise Levels
Summary Table Showing NEC's in accordance with PPG 24

Plot 10

Barrier		$L_{A10\ 18Hr}$	$L_{Aeq\ 16Hr}$	Free Field	NEC
Existing (1)	Ground Floor	63.70	61.70	59.20	B
	First Floor	65.26	63.26	60.76	B
Proposed (2)	Ground Floor	64.57	62.57	60.07	B
	First Floor	74.58	72.58	70.08	C

Plot 10
With both barriers

	$L_{A10\ 18Hr}$	$L_{Aeq\ 16Hr}$	Free Field	NEC
Ground Floor	62.08	60.08	57.58	B
First Floor	65.20	63.20	60.70	B

Plot 9

Barrier		$L_{A10\ 18Hr}$	$L_{Aeq\ 16Hr}$	Free Field	NEC
Existing (1)	Ground Floor	63.47	61.47	58.97	B
	First Floor	64.70	62.70	60.20	B
Proposed (2)	Ground Floor	66.50	64.50	62.00	B
	First Floor	71.21	69.21	66.71	C

Plot 9
With both barriers

	$L_{A10\ 18Hr}$	$L_{Aeq\ 16Hr}$	Free Field	NEC
Ground Floor	62.32	60.32	57.82	B
First Floor	64.24	62.24	59.74	B

Plot 17&18

Barrier		$L_{A10\ 18Hr}$	$L_{Aeq\ 16Hr}$	Free Field	NEC
Existing (1)	Ground Floor	55.97	53.97	51.47	A
	First Floor	56.67	54.67	52.17	A
Proposed (2)	Ground Floor	59.66	57.66	55.16	B
	First Floor	63.65	61.65	59.15	B

Plot 17&18
With both barriers

	$L_{A10\ 18Hr}$	$L_{Aeq\ 16Hr}$	Free Field	NEC
Ground Floor	55.17	53.17	50.67	A
First Floor	56.32	54.32	51.82	A

Plot 5

Barrier		$L_{A10\ 18Hr}$	$L_{Aeq\ 16Hr}$	Free Field	NEC
Existing (1)	Ground Floor	56.67	54.67	52.17	A
	First Floor	57.72	55.72	53.22	A
Proposed (2)	Ground Floor	59.99	57.99	55.49	B
	First Floor	64.34	62.34	59.84	B

Plot 5
With both barriers

	$L_{A10\ 18Hr}$	$L_{Aeq\ 16Hr}$	Free Field	NEC
Ground Floor	55.67	53.67	51.17	A
First Floor	57.29	55.29	52.79	A

Plot 6

Barrier		$L_{A10\ 18Hr}$	$L_{Aeq\ 16Hr}$	Free Field	NEC
Existing (1)	Ground Floor	62.69	60.69	58.19	B
	First Floor	63.93	61.93	59.43	B
Proposed (2)	Ground Floor	65.71	63.71	61.21	B
	First Floor	70.39	68.39	65.89	C

Plot 6
With both barriers

	$L_{A10\ 18Hr}$	$L_{Aeq\ 16Hr}$	Free Field	NEC
Ground Floor	61.58	59.58	57.08	B
First Floor	62.49	60.49	57.99	B

Plot 14

Barrier		$L_{A10\ 18Hr}$	$L_{Aeq\ 16Hr}$	Free Field	NEC
Existing (1)	Ground Floor	56.59	54.59	52.09	A
	First Floor	57.41	55.41	52.91	A
Proposed (2)	Ground Floor	60.19	58.19	55.69	B
	First Floor	64.30	62.30	59.80	B

Plot 14
With both barriers

	$L_{A10\ 18Hr}$	$L_{Aeq\ 16Hr}$	Free Field	NEC
Ground Floor	55.72	53.72	51.22	A
First Floor	56.39	54.39	51.89	A

Plot 22& 23

Barrier		$L_{A10\ 18Hr}$	$L_{Aeq\ 16Hr}$	Free Field	NEC
Existing (1)	Ground Floor	58.99	56.99	54.49	A
	First Floor	60.67	58.67	56.17	B

Daytime Noise Levels
Summary Table Showing NEC's in accordance with PPG 24

Plot 10
Segment 3

	LA10 18Hr	LAeq 16Hr	Free Field	NEC
Ground Floor	55.44	53.44	50.94	A
First Floor	57.00	55.00	52.50	A

Plot 10
All Segments Combined

	LA10 18Hr	LAeq 16Hr	Free Field	NEC
Ground Floor	62.93	60.93	58.43	B
First Floor	65.81	63.81	61.31	B

Plot 9
Segment 3

	LA10 18Hr	LAeq 16Hr	Free Field	NEC
Ground Floor	57.45	55.45	52.95	A
First Floor	58.68	56.68	54.18	A

Plot 9
All Segments Combined

	LA10 18Hr	LAeq 16Hr	Free Field	NEC
Ground Floor	63.55	61.55	59.05	B
First Floor	65.30	63.30	60.80	B

Plot 17 &18
Segment 3

	LA10 18Hr	LAeq 16Hr	Free Field	NEC
Ground Floor	55.51	53.51	51.01	A
First Floor	56.22	54.22	51.72	A

Plot 17 &18
Segment 4

	LA10 18Hr	LAeq 16Hr	Free Field	NEC
Ground Floor	49.65	47.65	45.15	A
First Floor	50.35	48.35	45.85	A

Plot 17 &18
All Segments Combined

	LA10 18Hr	LAeq 16Hr	Free Field	NEC
Ground Floor	58.90	56.90	54.40	A
First Floor	59.80	57.80	55.30	B

Plot 5
Segment 3

	$L_{A10\ 18Hr}$	$L_{Aeq\ 16Hr}$	Free Field	NEC
Ground Floor	63.22	61.22	58.72	B
First Floor	64.27	62.27	59.77	B

Plot 5
All Segments Combined

	LA10 18Hr	LAeq 16Hr	Free Field	NEC
Ground Floor	63.93	61.93	59.43	B
First Floor	65.06	63.06	60.56	B

Plot 6
Segment 3

	$L_{A10\ 18Hr}$	$L_{Aeq\ 16Hr}$	Free Field	NEC
Ground Floor	61.69	59.69	57.19	B
First Floor	62.92	60.92	58.42	B

Plot 6
All Segments Combined

	LA10 18Hr	LAeq 16Hr	Free Field	NEC
Ground Floor	64.63	62.63	60.13	B
First Floor	65.72	63.72	61.22	B

Plot 14
Segment 3

	$L_{A10\ 18Hr}$	$L_{Aeq\ 16Hr}$	Free Field	NEC
Ground Floor	60.27	58.27	55.77	B
First Floor	61.09	59.09	56.59	B

Plot 14
All Segments Combined

	LA10 18Hr	LAeq 16Hr	Free Field	NEC
Ground Floor	61.57	59.57	57.07	B
First Floor	62.36	60.36	57.86	B

Night-time Noise Levels
Summary Table Showing NEC's in accordance with PPG 24

Pond Head Lane Development

NOTES:
Where AOD heights are not known assume temporary datum e.g. 5.0m
Italics denotes manual input - no automatic update
All distances and heights are in meters
Angles given in degrees
Noise Source is assumed to be 3.5m from kerb and 0.5m above road surface
A1, A2, A3 correspond to different segments for dwelling A

Traffic Flow Data.

	Plot 10			Plot 9			Plots 17 &18				Plot 5			Plot 6			Plot 14			Plot 22&23
	Existing Barrier (1)	Proposed Barrier(2)		Existing Barrier (1)	Proposed Barrier(2)	Segment 3	Existing Barrier (1)	Proposed Barrier(2)	Segment3	Segment 4	Existing Barrier (1)	Proposed Barrier(2)	Segment 3	Existing Barrier (1)	Proposed Barrier(2)	Segment 3	Existing Barrier (1)	Proposed Barrier(2)	Segment 3	Existing Barrier (1)

Horizontal distances and Angle of View Data.

Dwelling																				
Kerb to Barrier	*4.0*	*27.0*	*4.0*	*4.0*	*27.0*	*4.0*	*4.0*	*27.0*	*4.0*	*4.0*	*4.0*	*27.0*	*4.0*	*4.0*	*27.0*	*4.0*	*4.0*	*27.0*	*4.0*	*27.0*
Kerb to Receptor	*32.0*	*32.0*	*32.0*	*40.0*	*40.5*	*40.0*	*69.0*	*69.0*	*69.0*	*69.0*	*47.0*	*48.0*	*47.0*	*40.0*	*41.0*	*40.0*	*59.0*	*59.0*	*59.0*	*91.0*
Barrier to Receptor	28.0	5.0	28.0	36.0	13.5	36.0	65.0	42.0	65.0	65.0	43.0	21.0	43.0	36.0	14.0	36.0	55.0	32.0	55.0	64.0
Angle of View.	*91.0*	*91.0*	*17.0*	*104.0*	*104.0*	*26.0*	*30.0*	*30.0*	*27.0*	*7.0*	*25.0*	*25.0*	*113.0*	*87.0*	*87.0*	*69.0*	*30.0*	*30.0*	*70.0*	*40.0*

Barrier and Receptor Height Data

Dwelling																				
Receptor Ground Floor (R_G)	*1.2*	*1.2*	*1.2*	*1.2*	*1.2*	*1.2*	*1.2*	*1.2*	*1.2*	*1.2*	*1.2*	*1.2*	*1.2*	*1.2*	*1.2*	*1.2*	*1.2*	*1.2*	*1.2*	*1.2*
Receptor First Floor (R_1)	*4.0*	*4.0*	*4.0*	*4.0*	*4.0*	*4.0*	*4.0*	*4.0*	*4.0*	*4.0*	*4.0*	*4.0*	*4.0*	*4.0*	*4.0*	*4.0*	*4.0*	*4.0*	*4.0*	*4.0*
Barrier Height	*3.00*	*2.50*	*3.00*	3.00	*2.50*	3.00	3.00	2.50	3.00	3.00	3.00	2.50	3.00	*3.00*	*2.50*	3.00	3.00	2.50	*3.00*	3.00

Relative Height Data (heights given Above Ordnance Datum *(AOD)* where possible).

Dwelling																				
Height of Road (AOD)	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*
Barrier base (AOD)	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*
Dwelling base (AOD)	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*
Height of R_G (AOD)	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Height of R_1 (AOD)	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Top of Barrier (AOD)	3.00	2.50	3.00	3.00	2.50	3.00	3.00	2.50	3.00	3.00	3.00	2.50	3.00	3.00	2.50	3.00	3.00	2.50	3.00	3.00

Calculations

Shortest distance between S and R	Ground floor d'	35.507	35.507	35.507	43.506	44.006	43.506	72.503	72.503	72.503	72.503	50.505	51.505	50.505	43.506	44.506	43.506	62.504	62.504	62.504	94.503
	First floor d'	35.672	35.672	35.672	43.641	44.139	43.641	72.584	72.584	72.584	72.584	50.621	51.619	50.621	43.641	44.637	43.641	62.598	62.598	62.598	94.565
Path difference for Obstructed Propagation (m).	Ground floor δ	0.457	0.225	0.457	0.445	0.122	0.445	0.427	0.082	0.427	0.427	0.439	0.101	0.439	0.445	0.120	0.445	0.431	0.088	0.431	0.125
	First floor δ	0.251	0.114	0.251	0.279	0.010	0.279	0.329	0.008	0.329	0.329	0.296	0.000	0.296	0.279	0.008	0.279	0.317	0.003	0.317	0.045
First Floor																					
Check if Receptor is in Shadow or Illuminated zone		S	I	S	S	I	S	S	I	S	S	S	I	S	S	I	S	S	S	S	S
Angle (Degrees)	Angle from S-B	18.435	3.752	18.435	18.435	3.752	18.435	18.435	3.752	18.435	18.435	18.435	3.752	18.435	18.435	3.752	18.435	18.435	3.752	18.435	4.886
	Angle from B-R	2.045	16.699	2.045	1.591	6.340	1.591	0.881	2.045	0.881	0.881	1.332	4.088	1.332	1.591	6.116	1.591	1.042	2.684	1.042	0.895

Night-time Noise Levels
Summary Table Showing NEC's in accordance with PPG 24

Location of Dwelling: Plot 10

		Barrier 1	Barrier 2	Segment 3		CRTN ref.
					dB(A)	Chart 3.
					dB(A)	Chart 4.
					dB(A)	Chart 5.
					dB(A)	
					dB(A)	
Basic noise level derived from noise survey.		**73.56**	**73.56**	**73.56**	**dB(A)**	
Propagation.						
Distance correction.	Ground Floor	-4.20	-4.20	-4.20	dB(A)	Chart 7.
	First Floor	-4.22	-4.22	-4.22	dB(A)	Chart 7.
Screening Correction.	Ground Floor	-12.9	-11.0	-12.9	dB(A)	Chart 9a.
	First Floor	-11.3	-1.0	-11.3	dB(A)	Chart 9a.
Site Layout.						
Reflections.	Facade effects.				dB(A)	
	Angle of view correction.	-2.96	-2.96	-10.25	dB(A)	Chart 10.
Total Correction.	Ground Floor	-20.04	-18.20	-27.33		
	First Floor	-18.48	-8.19	-25.77		
Received Noise.	**Ground Floor $L_{eq\ 8Hr}$**	**53.52**	**55.36**	**46.23**	**dB(A)**	
	First Floor $L_{eq\ 8Hr}$	**55.08**	**65.37**	**47.79**	**dB(A)**	

Night-time Noise Levels
Summary Table Showing NEC's in accordance with PPG 24

Location of Dwelling: Plot 9

		Barrier 1	Barrier 2	Segment 3		CRTN ref. Chart 3.
						Chart 4. Chart 5.
Basic noise level derived from noise survey.		**73.56**	**73.56**	**73.56**	**dB(A)**	
Propagation.						
Distance correction.	Ground Floor	-5.08	-5.13	-5.08	dB(A)	Chart 7.
	First Floor	-5.10	-5.14	-5.10	dB(A)	Chart 7.
Screening Correction.	Ground Floor	-12.8	-9.7	-12.8	dB(A)	Chart 9a.
	First Floor	-11.6	-5.0	-11.6	dB(A)	Chart 9a.
Site Layout.						
Reflections.	Facade effects.				dB(A)	
	Angle of view correction.	-2.38	-2.38	-8.40	dB(A)	Chart 10.
Total Correction.	Ground Floor	-20.27	-17.24	-26.29		
	First Floor	-19.04	-12.53	-25.06		
Received Noise.	**Ground Floor $L_{eq\ 8Hr}$**	**53.29**	**56.32**	**47.27**	**dB(A)**	
	First Floor $L_{eq\ 8Hr}$	**54.52**	**61.03**	**48.50**	**dB(A)**	

Night-time Noise Levels
Summary Table Showing NEC's in accordance with PPG 24

Location of Dwelling: Plots 17 & 18

		Barrier 1	Barrier 2	Segment 3	Segment 4		CRTN ref.
						dB(A)	Chart 3.
						dB(A)	Chart 4.
						dB(A)	Chart 5.
						dB(A)	
						dB(A)	
Basic noise level derived from noise survey.		**73.56**	**73.56**	**73.56**	**73.56**	**dB(A)**	
Propagation.							
Distance correction.	Ground Floor	-7.30	-7.30	-7.30	-7.30	dB(A)	Chart 7.
	First Floor	-7.31	-7.31	-7.31	-7.31	dB(A)	Chart 7.
Screening Correction.	Ground Floor	-12.7	-9.0	-12.7	-12.7	dB(A)	Chart 9a.
	First Floor	-12.0	-5.0	-12.0	-12.0	dB(A)	Chart 9a.
Site Layout.							
Reflections.	Facade effects.					dB(A)	
	Angle of view correction.	-7.78	-7.78	-8.24	-14.10	dB(A)	Chart 10.
Total Correction.	Ground Floor	-27.77	-24.08	-28.23	-34.09		
	First Floor	-27.07	-20.09	-27.53	-33.39		
Received Noise.	**Ground Floor $L_{eq\ 8Hr}$**	**45.79**	**49.48**	**45.33**	**39.47**	**dB(A)**	
	First Floor $L_{eq\ 8Hr}$	**46.49**	**53.47**	**46.03**	**40.17**	**dB(A)**	

Night-time Noise Levels
Summary Table Showing NEC's in accordance with PPG 24

Location of Dwelling: Plot 5

		Barrier 1	Barrier 2	Segment 3		CRTN ref.
					dB(A)	Chart 3.
					dB(A)	Chart 4.
					dB(A)	Chart 5.
					dB(A)	
					dB(A)	
Basic noise level derived from noise survey.		**73.56**	**73.56**	**73.56**	**dB(A)**	
Propagation.						
Distance correction.	Ground Floor	-5.73	-5.82	-5.73	dB(A)	Chart 7.
	First Floor	-5.74	-5.82	-5.74	dB(A)	Chart 7.
Screening Correction.	Ground Floor	-12.8	-9.4	-12.8	dB(A)	Chart 9a.
	First Floor	-11.7	-5.0	-11.7	dB(A)	Chart 9a.
Site Layout.						
Reflections.	Facade effects.				dB(A)	
	Angle of view correction.	-8.57	-8.57	-2.02	dB(A)	Chart 10.
Total Correction.	Ground Floor	-27.07	-23.75	-20.52		
	First Floor	-26.02	-19.40	-19.47		
Received Noise.	**Ground Floor $L_{eq\ 8Hr}$**	**46.49**	**49.81**	**53.04**	**dB(A)**	
	First Floor $L_{eq\ 8Hr}$	**47.54**	**54.16**	**54.09**	**dB(A)**	

Night-time Noise Levels
Summary Table Showing NEC's in accordance with PPG 24

Location of Dwelling: Plot 6

		Barrier 1	Barrier 2	Segment 3		CRTN ref.
					dB(A)	Chart 3.
					dB(A)	Chart 4.
					dB(A)	Chart 5.
					dB(A)	
					dB(A)	
Basic noise level derived from noise survey.		**73.56**	**73.56**	**73.56**	**dB(A)**	
Propagation.						
Distance correction.	Ground Floor	-5.08	-5.18	-5.08	dB(A)	Chart 7.
	First Floor	-5.10	-5.19	-5.10	dB(A)	Chart 7.
Screening Correction.	Ground Floor	-12.8	-9.7	-12.8	dB(A)	Chart 9a.
	First Floor	-11.6	-5.0	-11.6	dB(A)	Chart 9a.
Site Layout.						
Reflections.	Facade effects.				dB(A)	
	Angle of view correction.	-3.16	-3.16	-4.16	dB(A)	Chart 10.
Total Correction.	Ground Floor	-21.05	-18.03	-22.05		
	First Floor	-19.81	-13.35	-20.82		
Received Noise.	**Ground Floor $L_{eq\ 8Hr}$**	**52.51**	**55.53**	**51.51**	**dB(A)**	
	First Floor $L_{eq\ 8Hr}$	**53.75**	**60.21**	**52.74**	**dB(A)**	

Night-time Noise Levels
Summary Table Showing NEC's in accordance with PPG 24

Location of Dwelling: Plot 14

		Barrier 1	Barrier 2	Segment 3		CRTN ref.
					dB(A)	Chart 3.
					dB(A)	Chart 4.
					dB(A)	Chart 5.
					dB(A)	
					dB(A)	
Basic noise level derived from noise survey.		**73.56**	**73.56**	**73.56**	**dB(A)**	
Propagation.						
Distance correction.	Ground Floor	-6.66	-6.66	-6.66	dB(A)	Chart 7.
	First Floor	-6.66	-6.66	-6.66	dB(A)	Chart 7.
Screening Correction.	Ground Floor	-12.7	-9.1	-12.7	dB(A)	Chart 9a.
	First Floor	-11.9	-5.0	-11.9	dB(A)	Chart 9a.
Site Layout.						
Reflections.	Facade effects.				dB(A)	
	Angle of view correction.	-7.78	-7.78	-4.10	dB(A)	Chart 10.
Total Correction.	Ground Floor	-27.16	-23.56	-23.48		
	First Floor	-26.33	-19.44	-22.65		
Received Noise.	**Ground Floor $L_{eq\ 8Hr}$**	**46.40**	**50.00**	**50.08**	**dB(A)**	
	First Floor $L_{eq\ 8Hr}$	**47.23**	**54.12**	**50.91**	**dB(A)**	

Night-time Noise Levels
Summary Table Showing NEC's in accordance with PPG 24

Location of Dwelling: Plot 22 & 23

Barrier 1

			dB(A)	CRTN ref. Chart 3.
			dB(A)	Chart 4.
			dB(A)	Chart 5.
			dB(A)	
			dB(A)	
Basic noise level derived from noise survey.		**73.56**		
Propagation.				
Distance correction.	Ground Floor	-8.45	dB(A)	Chart 7.
	First Floor	-8.45	dB(A)	Chart 7.
Screening Correction.	Ground Floor	-9.8	dB(A)	Chart 9a.
	First Floor	-8.1	dB(A)	Chart 9a.
Site Layout.				
Reflections.	Facade effects.		dB(A)	
	Angle of view correction.	-6.53	dB(A)	Chart 10.
Total Correction.	Ground Floor	-24.75		
	First Floor	-23.07		
Received Noise.	**Ground Floor $L_{eq\ 8Hr}$**	**48.81**	**dB(A)**	
	First Floor $L_{eq\ 8Hr}$	**50.49**	**dB(A)**	

Night-time Noise Levels
Summary Table Showing NEC's in accordance with PPG 24

Plot 10

Barrier		$L_{eq\ 8Hr}$	NEC
Existing (1)	Ground Floor	53.52	B
	First Floor	55.08	B
Proposed (2)	Ground Floor	55.36	B
	First Floor	65.37	C

Plot 10
With both barriers

	$L_{eq\ 8Hr}$	NEC
Ground Floor	51.90	B
First Floor	55.02	B

Plot 10
Segment 3

	$L_{eq\ 8Hr}$	NEC
Ground Floor	46.23	B
First Floor	47.79	B

Plot 10
All Segments Combined

	$L_{eq\ 8Hr}$	NEC
Ground Floor	52.94	B
First Floor	55.77	B

Plot 9

Barrier		$L_{eq\ 8Hr}$	NEC
Existing (1)	Ground Floor	53.29	B
	First Floor	54.52	B
Proposed (2)	Ground Floor	56.32	B
	First Floor	61.03	C

Plot 9
With both barriers

	$L_{eq\ 8Hr}$	NEC
Ground Floor	52.14	B
First Floor	54.06	B

Plot 9
Segment 3

	$L_{eq\ 8Hr}$	NEC
Ground Floor	47.27	B
First Floor	48.50	B

Plot 9
All Segments Combined

	$L_{eq\ 8Hr}$	NEC
Ground Floor	53.37	B
First Floor	55.12	B

Plot 17&18

Barrier		$L_{eq\ 8Hr}$	NEC
Existing (1)	Ground Floor	45.79	B
	First Floor	46.49	B
Proposed (2)	Ground Floor	49.48	B
	First Floor	53.47	B

Plot 17&18
With both barriers

	$L_{eq\ 8Hr}$	NEC
Ground Floor	44.99	A
First Floor	46.13	B

Plot 17 &18
Segment 3

	$L_{eq\ 8Hr}$	NEC
Ground Floor	45.33	B
First Floor	46.03	B

Plot 17 &18
Segment 4

	$L_{eq\ 8Hr}$	NEC
Ground Floor	39.47	A
First Floor	40.17	A

Plot 17 &18
All Segments Combined

	$L_{eq\ 8Hr}$	NEC
Ground Floor	48.72	B
First Floor	49.62	B

Night-time Noise Levels
Summary Table Showing NEC's in accordance with PPG 24

Plot 5

Barrier		$L_{eq\ 8Hr}$	NEC
Existing (1)	Ground Floor	46.49	B
	First Floor	47.54	B
Proposed (2)	Ground Floor	49.81	B
	First Floor	54.16	B

Plot 5
With both barriers

	$L_{eq\ 8Hr}$	NEC
Ground Floor	45.49	B
First Floor	47.11	B

Plot 5
Segment 3

	$L_{eq\ 8Hr}$	NEC
Ground Floor	53.04	B
First Floor	54.09	B

Plot 5
All Segments Combined

	$L_{eq\ 8Hr}$	NEC
Ground Floor	53.75	B
First Floor	54.88	B

Plot 6

Barrier		$L_{eq\ 8Hr}$	NEC
Existing (1)	Ground Floor	52.51	B
	First Floor	53.75	B
Proposed (2)	Ground Floor	55.53	B
	First Floor	60.21	C

Plot 6
With both barriers

	$L_{eq\ 8Hr}$	NEC
Ground Floor	51.38	B
First Floor	52.30	B

Plot 6
Segment 3

	$L_{eq\ 8Hr}$	NEC
Ground Floor	51.51	B
First Floor	52.74	B

Plot 6
All Segments Combined

	$L_{eq\ 8Hr}$	NEC
Ground Floor	54.45	B
First Floor	55.54	B

Plot 14

Barrier		$L_{eq\ 8Hr}$	NEC
Existing (1)	Ground Floor	46.40	B
	First Floor	47.23	B
Proposed (2)	Ground Floor	50.00	B
	First Floor	54.12	B

Plot 14
With both barriers

	$L_{eq\ 8Hr}$	NEC
Ground Floor	45.54	B
First Floor	46.21	B

Plot 14
Segment 3

	$L_{eq\ 8Hr}$	NEC
Ground Floor	50.08	#REF!
First Floor	50.91	#REF!

Plot 14
All Segments Combined

	$L_{eq\ 8Hr}$	NEC
Ground Floor	51.39	B
First Floor	52.18	B

Plot 22& 23

Barrier		$L_{eq\ 8Hr}$	NEC
Existing (1)	Ground Floor	48.81	B
	First Floor	50.49	B

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

12 July 2000

Dear Mr Auton

RE: PROPOSED DEVELOPMENT AT PONDHEAD LANE EARLEY

I write following my letter and enclosure of 25 May 2000 and your acknowledgement card of 12 June indicating a reply or further communication within 2 weeks.

I look forward to your response in the matter, as the delay is now causing our client some concern.

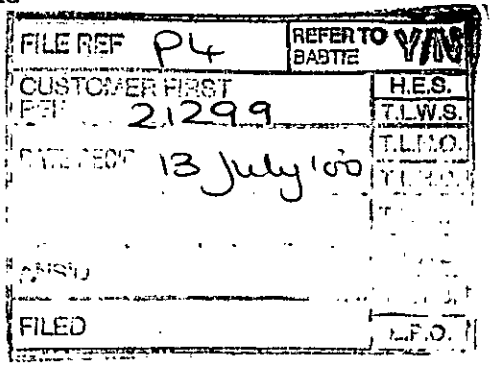
Please do not hesitate to call me if a discussion would be helpful.

Yours sincerely,

David Hunter.

David Hunter
PETER BRETT ASSOCIATES

cc: P Bancroft - Bancroft Developments
P Edwards - Edwards Irish
R Huntley - Lennon Planning Ltd



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4127

WOKINGHAM DISTRICT COUNCIL
ENVIRONMENTAL SERVICES DEPARTMENT (ENGINEERING SERVICES)

CUSTOMER COMPLAINT FORM

Nature of complaint [ ] CFS No. 21299

Name of Complainant Mr D Hunter – P.B.A consultants

Address of Complainant 16 Westcote Road, Reading, Berks

Telephone No.

Brief Description of Complaint previous letter (25 may) not answered

KEY
AC
C
CP
D
PROW
G/HD
GC
H
P
R
SL
SW
OTHER

Date of Receipt 13 7 00 **Time of Receipt** am post

Letter/Telephone/Reception (delete as applicable)

Complaint received by [signature] **Passed for action to:** SNR

ACTION TAKEN TO SATISFY CUSTOMER

Date [ ] **Time** [ ] **Signature** .....

RESPONSE TO CUSTOMER

			If NO, why not?
Justified complaint against WDC?	YES	NO	
Customer advised?	YES	NO	
Explanation given to customer?	YES	NO	
Customer satisfied?	YES	NO	
Have steps been taken to minimise occurrence?	YES	NO	

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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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.

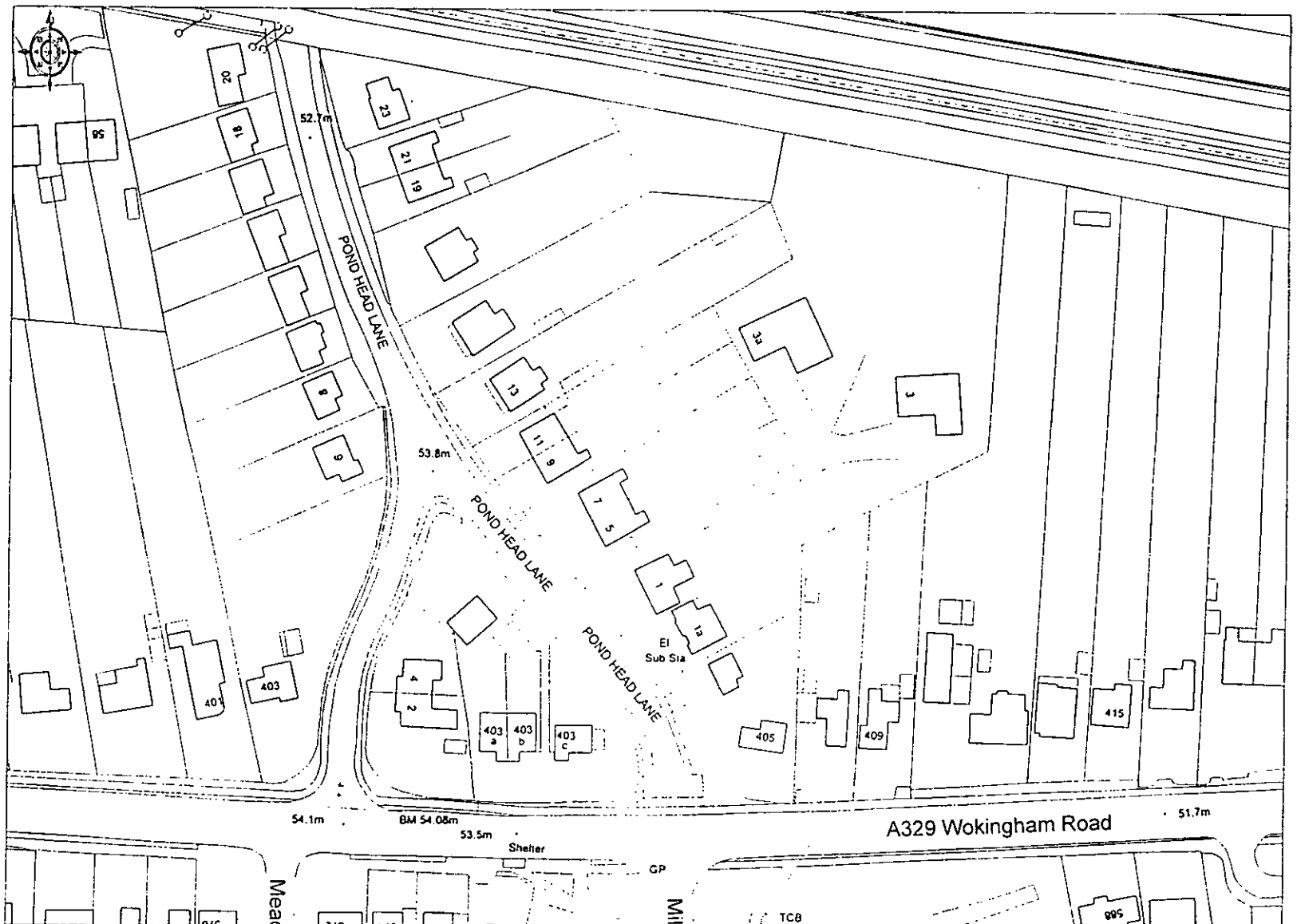
4.3 It is our view that the minor intensification of use of this existing junction which has no adverse safety record is preferable to introducing a new junction on to the Wokingham Road further to the east to serve potential new development. Any new access would be nearer to the Loddon Bridge junction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

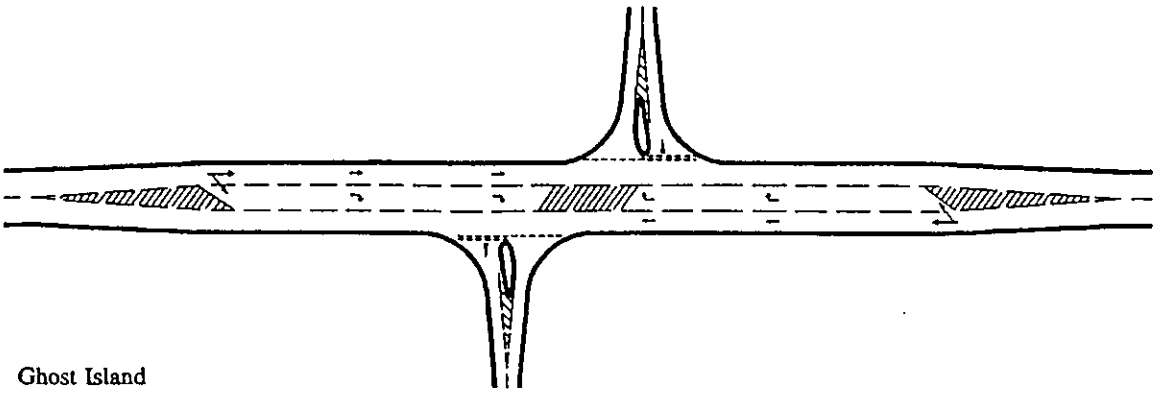
David Hunter
Senior Associate

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

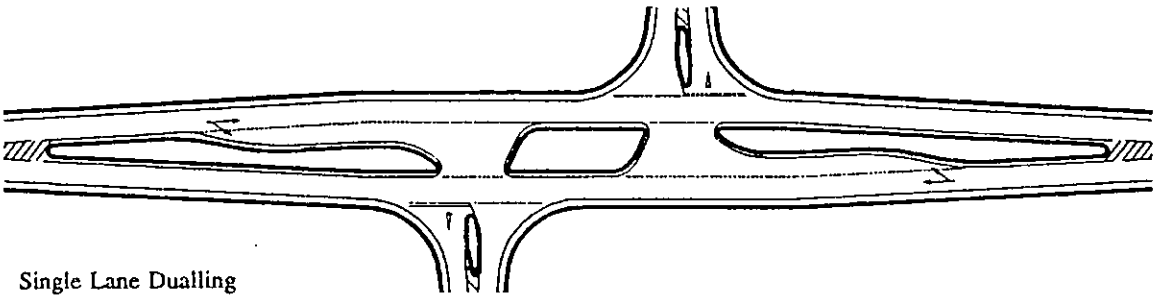


© Crown copyright 2000 All rights r d. Based on Ordnance Survey digital data Survey Scale - 1:1250 Plotted - 1:1250
(Scales other than at Survey Scale sh ot be used for accurate measurement). Business occupancy data ©2000 T n Directories Ltd
Ordnance Survey
Value Added Reseller

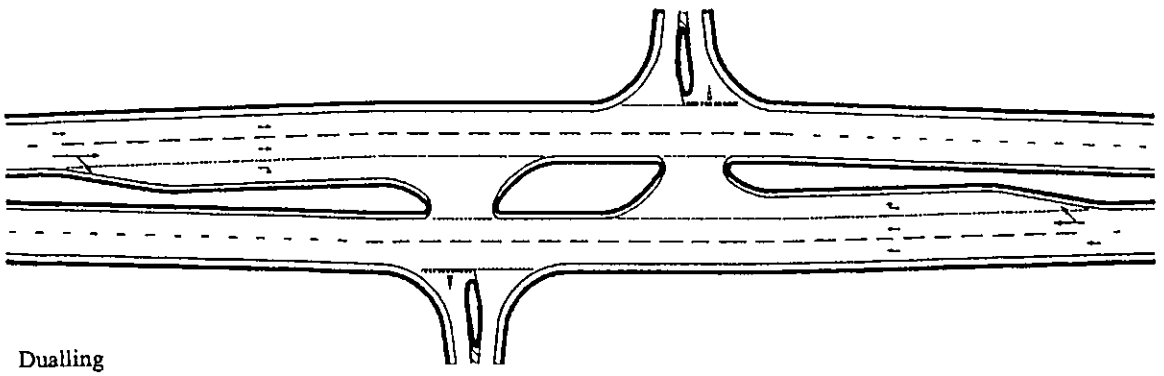
Figure 1 Site Location Plan



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

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

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

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]

11037
V DA
D Hunte

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

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

Dear Sirs,

PROPOSED DEVELOPMENT AT POND HEAD LANE, EARLEY

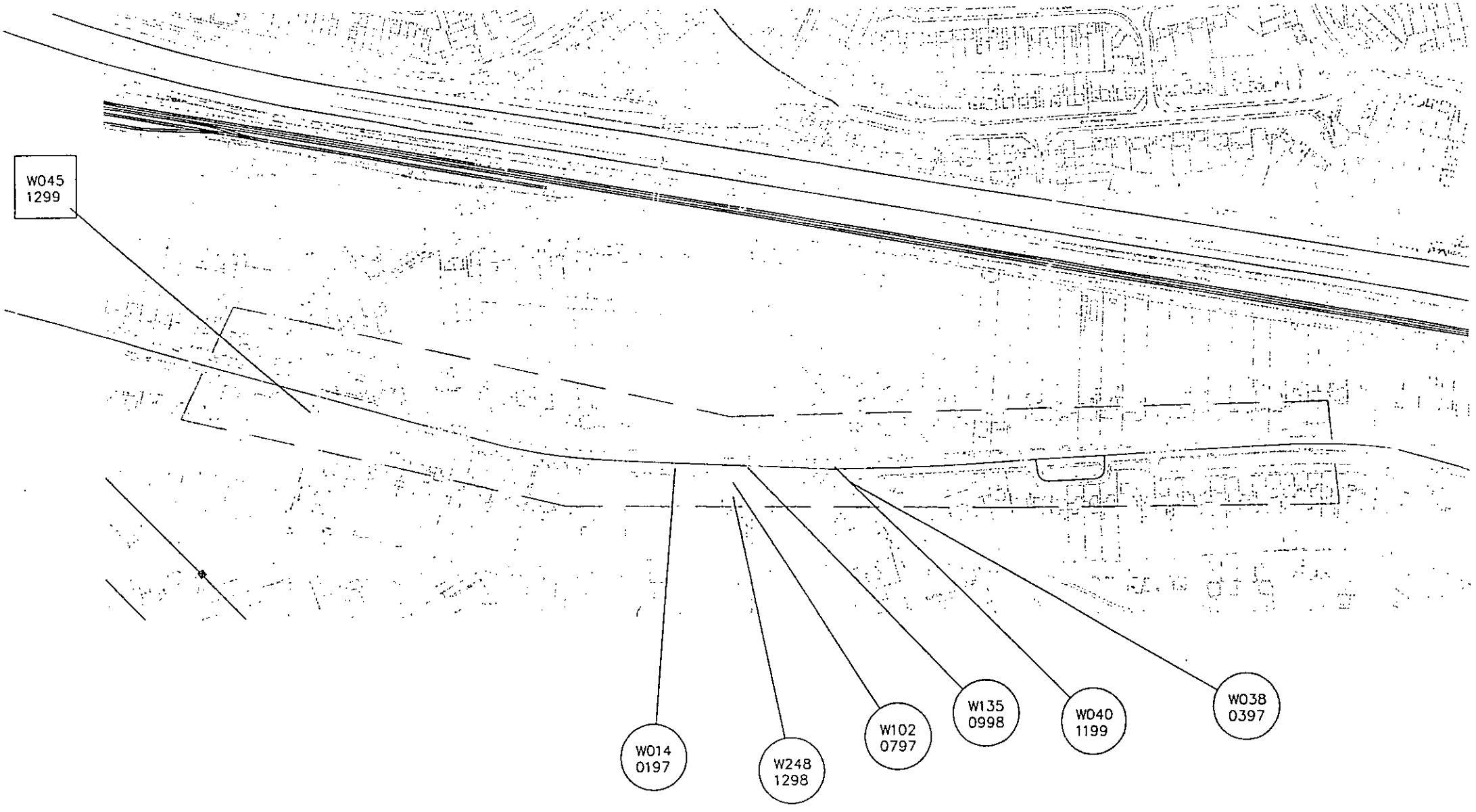
I refer to your letter dated 3rd May and to our previous meeting at the above location. The notes confirmed in your letter are a true reflection of the meeting.

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	Loc	Ped'n Dir	Mov	Sch 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	Loc	Ped'n Dir	Mov	Sch 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	Loc	Ped'n Dir	Mov	Sch 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	Loc	Ped'n Dir	Mov	Sch 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	Loc	Ped'n Dir	Mov	Sch 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.

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	Loc	Ped'n Dir	Mov	Sch 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

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	Loc	Ped'n Dir	Mov	Sch 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

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
Car	R-t	S	E	EnteringOnMainMid		M73.	1	V	1	Pa	F72.	F
2 HG<	AhedE	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.

Recd 1.25pm 22.11.00

The Edwards Irish Partnership

Architects & Surveyors

36 Langborough Road, Wokingham, Berks. RG40 2BT

Tel: 0118-989-4403 Fax: 0118-989-4383 E-mail: the.ei[illegible]@virgin.net

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CS
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COPIES TO: FILE:

The Planning Department
Wokingham District Council
Council Offices
Shute End
Wokingham
Berks
RG40 1BN

28 November 2000

Ref: PHE/FJ/1351

For the attention of Ms.Nichola Lake.

Dear Sirs,

RE: RESIDENTIAL DEVELOPMENT – 3,13 AND 15 POND HEAD LANE – EARLEY.

Following your telephone conversation with my client, Patrick Bancroft, this morning, I am pleased to enclose four copies of a sketch overlay drawing, No.1351/101sk.

The drawing shows an amended layout to plots 14 and 15 indicating a double garage to the end of the proposed development and thereby effectively preventing any further development beyond the current application site.

Both houses on plots 14 and 15 remain as small four bedroom units, which comply with the current housing mix for the site.

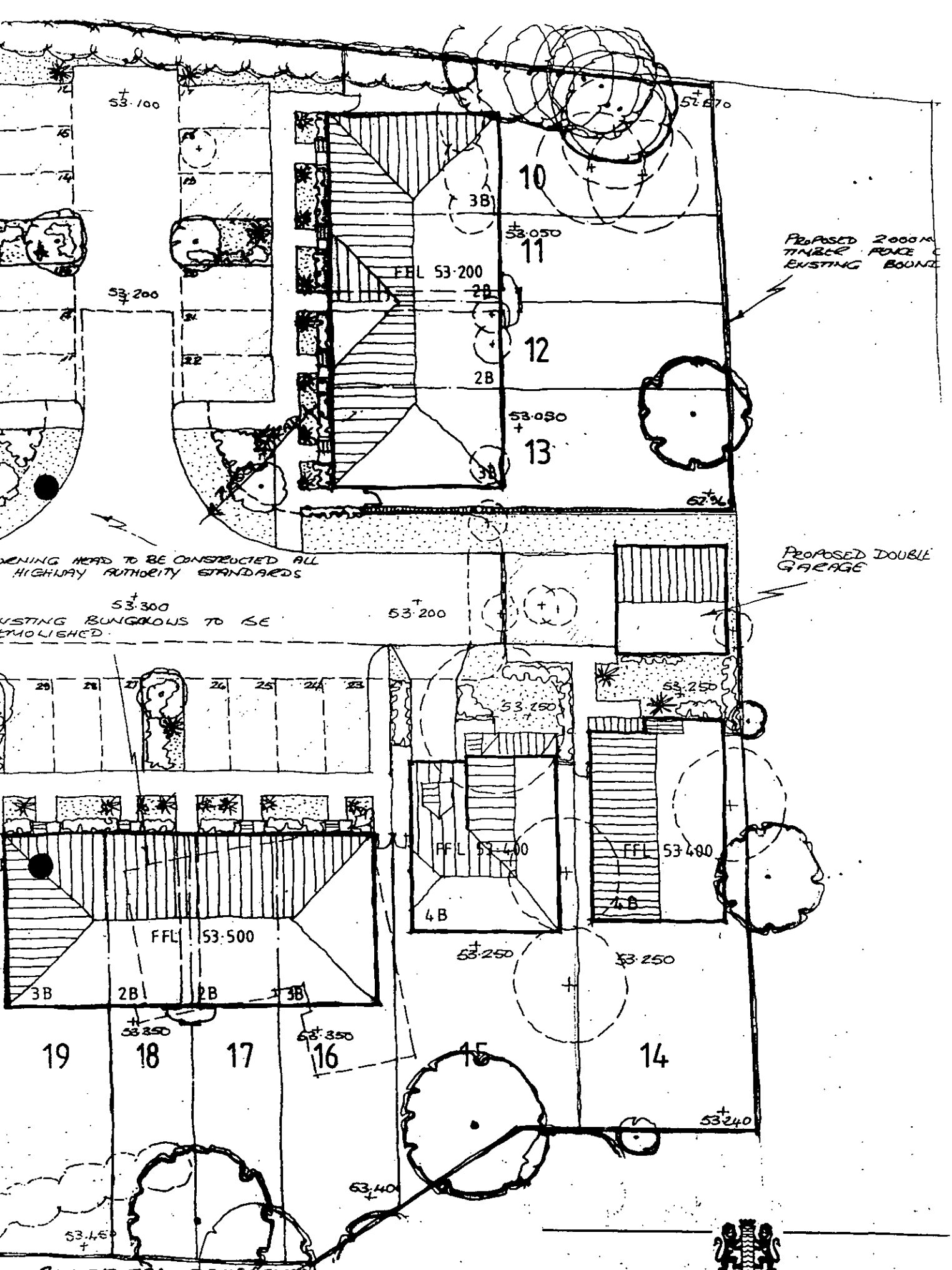
I trust this overlay sketch can be used in the committee meeting tomorrow evening to overcome some of the concerns of the councillors.

Yours faithfully

Paul Edwards.

Paul Edwards
Partner

. Encs.
Cc. Patrick Bancroft - Bancroft Developments. . Encs.
Cc. Mathew Pardoe - Lennon Planning. . Encs.



RESIDENTIAL DEVELOPMENT
3, 13 AND 15 POND HEAD LANE
EARLEY.
SKETCH OVERLAY.
1351/101 SK NOVEMBER 2000 1:250.

The Edwards Irish Partnership
Architects & Surveyors
36 Langborough Road, Wokingham, Berks. RG40 2BT
Tel: 0118-989-4403 Fax: 0118-989-4383

Recd 3.30PM 1.11.00

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The District Planning Officer
Wokingham District Council
P.O. BOX 157
Shute End
Wokingham
Berks
RG40 1WR

31 October 2000

Ref: PHE/FJ/1351

For the attention of Nicola Lake

Dear Sirs,

RE: RESIDENTIAL DEVELOPMENT – 3, 13 AND 15 POND HEAD LANE – EARLEY.
APP NO. F/2000/1514.

Following our telephone conversation this afternoon, I am pleased to enclose six copies of revised drawing 1351/05C for your approval.

The drawing has been revised to show the kerb re-aligned to the bell mouth of our proposed road and the southern leg of Pond Head Lane.

These amendments are in line with Steve Auton's requirements.

A reduced A4 copy of the site plan is also enclosed to assist you as requested.

Yours faithfully

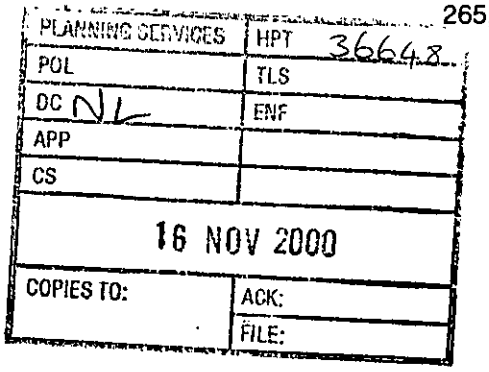
P.H.Edwards.

Paul Edwards
Partner

. Encs.

BANCROFT DEVELOPMENTS

Stratfield House,
265, High Street, Crowthorne,
Berkshire RG45 7AH
Tel: (01344) 780100
Fax: (01344) 780238



Ms N Lake
Wokingham District Council
Shute End
Wokingham
Berkshire
RG40 1BN

15 November 2000

Dear Ms Lake

POND HEAD LANE, EARLEY
APPLICATION NO's F/2000/1513 and F/2000/1514

Further to our recent telephone conversation, I thought I would confirm the points we discussed in writing.

I am pleased that the members are making a site visit on Friday 24 November and can confirm that I have arranged access to all the properties concerned.

Having attended the Planning Committee Meeting on Wednesday 8 November, I noted that the members raised concern about the issue of whether the site could be extended to include further land, which would, of course, result in more housing being accessed via Pond Head Lane. We, as the Applicants, wish to make it clear that, if the members deemed it appropriate, we would be happy to enter into a condition to ensure blocking off of the access road or, indeed, would be prepared to make a simple alternation to our plans (if the matter could be dealt with by delegated powers) to effectively block up the entrance to further land, perhaps by putting a garage into that area. In other words, the members have it within their control to limit this development to the number of units proposed in this scheme.

I should also like to point out that my architect, Paul Edwards of the Edwards Irish Partnership, will be submitting a sketch proposal asking for your comments and the highway officer's comments concerning a new development on land to the rear of 415-445 Wokingham Road. This scheme shows a new access onto the Wokingham Road between numbers 439 and 445 Wokingham Road. This will clearly be a matter for a separate Application.

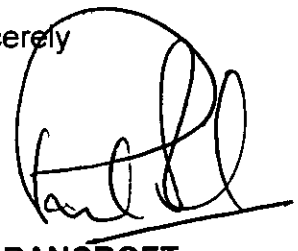
Highway Matters - Clearly, from the members' comments, highway matters were of major concern to them. Our engineers, Peter Brett Associates, have had further discussions with Tom Callaghan, who indicated that it may be helpful to provide further evidence by way of traffic survey on movements in and out of the Pond Head Lane access. I have commissioned Peter Brett Associates to carry out such a report and will have this report back to you and Tom Callaghan in good time for the committee meeting on 29 November.

I would also like to point out that the existing site is occupied by four substantial properties of 3 or 4 bedrooms and, therefore, the increase in the number of properties is just 19.

Given the tone of the Committee Meeting on 8 November, I can also confirm that I have instructed my Planning Consultants, the Lennon Planning Partnership, to press ahead with our Appeal on one of our Applications and to ask for an Inspector's site visit as soon as possible. Clearly, this will not be necessary if the members are minded to approve our Application.

Many thanks for your assistance,

Yours sincerely



PATRICK BANCROFT

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
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.

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13 JUN 2000	
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App No F2000-1513/14

Simon Lewis
PLANNING OFFICE.

Mr A. Hall
8 Pond Head Lane.
Earley 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 posted date I a house/owner of 45 years in this work 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 neighbours, 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 per cent 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 1513/1514 and also the forthcoming houses to be built on Pond rear of houses of Loddon Hill North side, plus Pond Head Lane, vehicles entering into Wokingham Rd will rise from 40 to 100 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 onto Wokingham Rd and throughout 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 new estates plus extra traffic on the Wokingham Road, and trains and the 17329 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 A. Webb

P.S. Since writing this letter it has 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

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Mr S Lewis
Planning Officer

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

Dear Sir

With reference to the Building Plan F2000 1513/1514 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 as 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 two 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 already in Pond Head Lane, plus two busy 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.

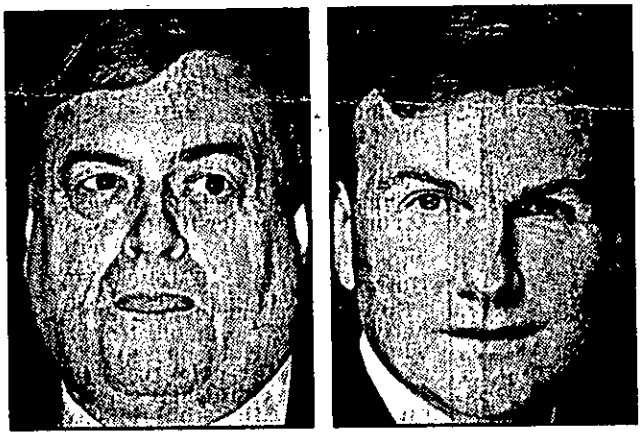
Instead they backed a Tory-inspired alternative that would limit house-building in the South East to 33,000 homes annually for the next five years.

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 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."

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14 JUN 2000	
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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.

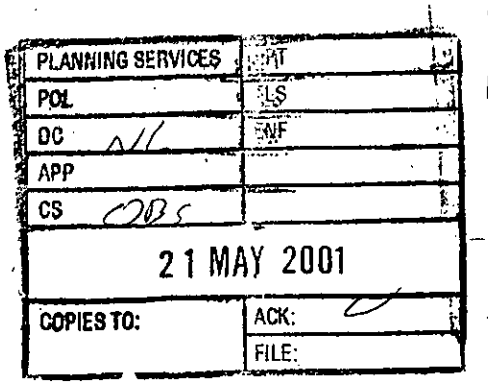
Thank you for the opportunity of letting us voice our concerns and we look forward with interest to hearing you initial decision in the near future.

Yours faithfully

Y. Stevens.

Y and G Stevens

6 Pond Head Lane
Earley
Reading
RG6 7ET



Health & Safety Officer
Wokingham District Council
Council Offices
Shute End
Wokingham
RG40 1WR

17 May 2001

Dear Sir/Madam

RE: NEW HOUSING DEVELOPMENT AT POND HEAD LANE
APPLICATION Nos. F/2000/1513-1514

I would like to bring to your attention, as you are probably unaware that houses 13 and 15 have asbestos to the walls, ceilings and roof slopes, which I hope you would agree is a very serious problem if not dealt with in a professional manner.

I hope that yourselves or whoever's problem it is will take a serious look at this before and during demolition of these 2 houses.

If at anytime I should happen to see machines and/or manual workers breaking up the asbestos on this site causing a major health risk to my family and myself then I will be seeking legal advice over the matter.

As I feel that it is not my responsibility to inform the developers, I would expect that someone from your establishment to do so.

Please can you inform myself of the outcome of this matter.

Yours Faithfully

pp Mr. C J Bettles
Resident

cc. Earley Town Council
Councillor D Swindells
Wokingham District Council, Planning services – Miss N Lake
The Planning Inspectorate – Miss A Bibi (Your Ref:!APP/X0360/a/00/1046488)

DMS

PLANNING SERVICES	HPT
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20 JUN 2000	
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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 Rd
N. B. Turner	11 Meadow Rd.
D. SEFFORY	15 MEADOW RD
A. SEFTON	"
M RICKARDS	17 MEADOW ROAD
MR & MRS WISE	19, MEADOW ROAD.
JOHN BAKER	27 MEADOW ROAD
PHIL MCNALLY	- " -
AIDAN HESKOP	- " -
Peter Williams	33 - " -
PAUL JO	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. 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.
[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
[illegible] Bagley	554 - - -
[illegible]	403 Wokingham Rd
[illegible] Robertson.	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
J. S. Dhariwal	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
[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 Y. Hayne	64 MEADOW ROAD
MRS. H. Y. Florence	64 MEADOW ROAD
Mr & Mrs Hayes	66 " "
J Hollings	72 " "
J. Hardy	74 " "
E. Hardy	74 " "
P. Y. 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 " "
WARIS HUSSAIN	" "
Catherine Jordan	5 " "
Pamela Judge Whitby	7 Meadow Road
Colin Judge Whitby	7 Meadow Road
Sheila James	9 Meadow Road.
Jan 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 VEALE	580 —"—
ANDREW TANNER	4 MILL LANE
Kirsty Coombe	6 Mill Lane
Leonard 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. ATTWOOL	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]
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.
D. Windham	19 Pond Head Lane
A. Bussar	19 Pond Head Lane.

(126)

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. *

SIGNATURE	NAME AND ADDRESS
	KEITH PAUL 9 RALPH SHAW ROAD TADLEY Pet Comm
	8 Pond Head Lane
	8 Pond Head Lane
	12 Pond Head Lane Earley Reading
S. Bull	12 Pond Head Lane Earley
C.J. Bull	" " " "
	K. WEST 14 POND HEAD LANE EARLEY
Judith C West	J. WEST 14 Pond Head Lane Earley
June Withers	J WITHERS 16 POND HEAD LANE
	L WITHERS 16 " " "
M. Withers	M. WITHERS POND HEAD LANE
	C. Bowles 16 " " "
Richard Wilks	16 Pond Head Lane
R A WILLS	16 Pond Head Lane
[illegible]	23 POND HEAD LANE, EARLEY.
Sd West	23 Pond Head Lane, Earley
A West	23 Pond Head Lane Earley
S W West	23 Pond Head Lane, Earley
K J White	23 Pond Head Lane, Earley
V [illegible]	21 Pond Head Lane Earley
[illegible]	21 Pondhead Lane Earley
[illegible]	7 Pond Head Lane Earley
G STEVENS	7 Pond Head Lane, Earley
S. HEATH	5 POND HEAD LANE EARLEY
	" " " " "
S Reyland	1A " " " "
R. Reyland	1A. POND HEAD LANE. EARLEY
[illegible]	S. REYLAND 1A POND HEAD LANE
S. Beesley	6 Pond Head Lane, Earley.
[illegible]	6 Pond Head Lane Earley
M S Smith	11, Pond Head Lane
Ryan Christopher	11, Pond Head Lane
[illegible]	6. Pond Head Lane Earley.
	6 POND HEAD LANE, EARLEY,
J Hughes	58, Sutcliffe Ave, Earley,

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DC	ENF
APP	
CS 0055	SC
06 JUN 2000	
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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 runs 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

DNS

PLANNING SERVICES	HPT
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DC SL	ENF
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CS	
21 JUN 2000	
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	FILE:

5 Pond Head Lane,
Earley,
Reading,
Berks.
RG6 7ET

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

18-6-00

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

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

PLANNING SERVICES	HPT
POL	TLS
DC	ENF
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14 JUN 2000	
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	FILE:

"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.

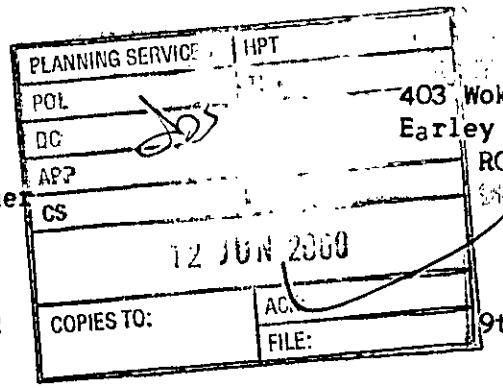
MRS. A. WEST.

MR S. W. WEST.

MISS S. L. WEST.

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.

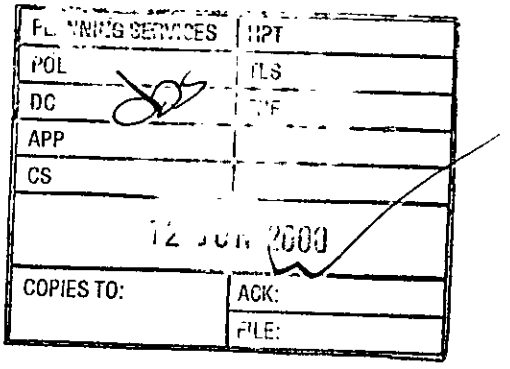
Developers solely concerned with making exorbitant profits without the slightest regard for the environment must be rigorously controlled - specially in an area as pleasant as this is - and we trust that our local Planning Authority will see fit to reject this most unwelcome threat to us and our neighbours (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)



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

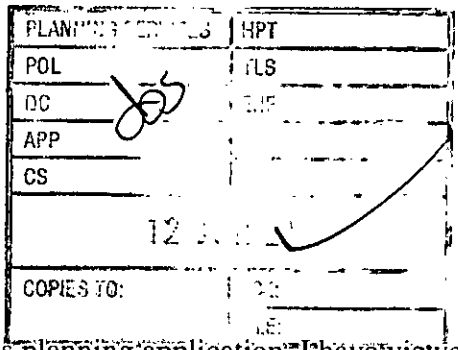
4. Any future expansion of the proposed housing estate into land beyond would necessitate a change in road junctions/traffic priority/parking restrictions around Pond Head lane and onto the Wokingham Road and consequent reduction of already limited road parking due to increase in road traffic.

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.

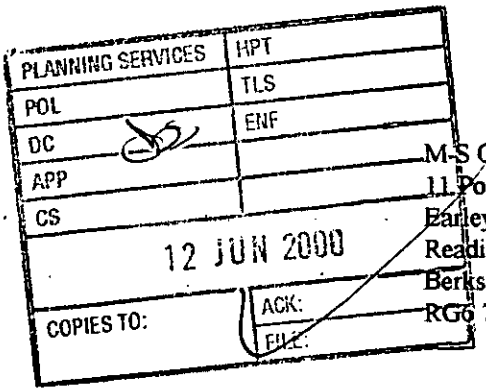
It is going to change the road into a building site for the next two years. I will be facing this building site and will have to put up with the resultant noise and disruption.

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



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

Dr Ian B Bryan
9 Pond Head Lane
Earley
Reading
Berkshire
RG6 7ET

PLANNING SERVICES	HDT
PDL	TLS
DC	ENF
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13 JUN 2000	
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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

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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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

PLANNING SERVICES
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CS OMS |
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 demograhics 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,

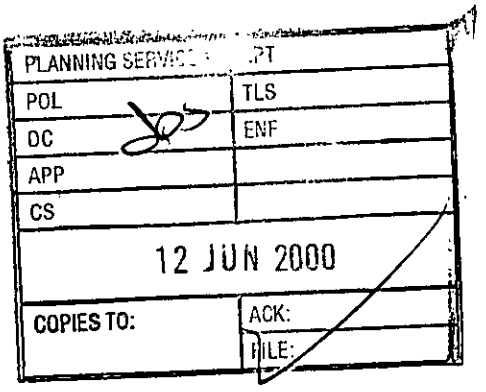
Dale Ferguson

cc Earley Town Council

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

Tel 0118 9626072

8 June 2000



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,

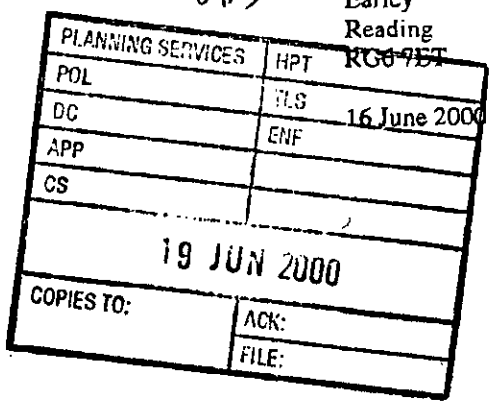
Mr. C J Bettles
Resident

c.c. Earley Town Council

17

16 Pond Head Lane
Earley
Reading
RG6 7ST

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

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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	FILE:

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,

Paul S. Kirkbride

Professor Paul S. Kirkbride

CC Town Clerk, Earley Town Council

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

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

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31 OCT 2000	
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Nicola Lake,
Environmental Services Department,
Planning Services,
Wokingham District Council,
PO Box 157, Shute End, Wokingham,
Berks. RG40 1WR

28th October, 2000

Dear Sir/Madam,

Application No: F/2000/1514

I would like to formally register the following continuing strenuous objection to this proposed development on a number of grounds. This application is simply a revision to another application to which I have already objected twice; once to yourselves and once to the Planning Inspectorate in Bristol (copy attached).

I find it very odd that this proposed development appears to have a number of different application numbers and appears to be changing constantly, apparently after consultations with Council staff, without ever having come to full committee and public scrutiny and debate. My objections remain substantially the same as my earlier objectives and are listed below.

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 provision for 35 cars (1.5 cars per dwelling). This is probably an unrealistically low assessment for this type of development and in any event would lead to 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 that 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

1a. Pond Head Lane.
Earley,
Berks.
RG6 7ET.
10 June 00.

Wokingham District Council,
Planning services,
Shute End.
Wokingham.

PLANNING SERVICES	HPT
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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 there properties will attract.
At present there are numerous cars parking in the lane. These 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 houses 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.

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30 OCT 2000	
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0118-9264257

403 Wokingham Road
Earley . READING
RG6 7EH

Miss/Mrs Nicola Lake
Planning Department
Shute End
WOKINGHAM Berks RG40 1WR

27th October 2000

Dear Madam

Application Number F/2000/1514

Pond Head Lane, Earley

Thank you for your notification of 9th October regarding the above. I have inspected the revised plans, and wish to repeat the objections stated in my letter of 9th June 2000 to the Development Control Manager.

This stated that our house being on the corner of Pond Head Lane, we envisage that the development proposed and amended 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 with such limited access, where just half-a-dozen good quality houses - and no more - would be appropriate.

Many of the dwellings will have at least two cars each, some three, and will, with all the inevitable service vehicles and only one small outlet, give rise to far too much traffic in a hitherto quiet and peaceful area. This would also greatly add to the already serious overloading of the main Wokingham Road, along which rush-hour traffic often remains stationary, and Fire Engines, Police Cars, and Ambulances scream to get past several times a day. There would be real problems at the busy 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 - and we definitely urge that this most unwelcome threat to us and to our neighbours be rejected, or at least reduced, by the local Planning Authority.

Yours faithfully

K.M. Spriggs
F.G. Spriggs

(Mr and Mrs F Gordon Spriggs)

Nicola Lake

From: Lisa Jarvis
Sent: 30 October 2000 12:36
To: Nicola Lake
Subject: Pond Head Lane, Earley

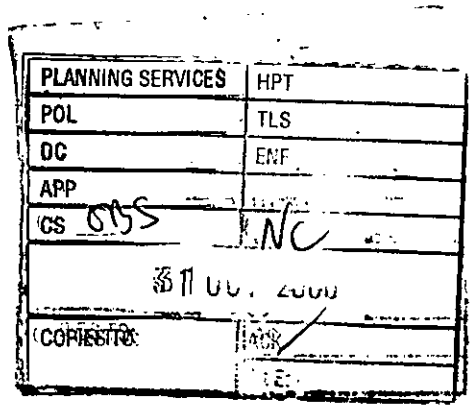
Further to our earlier conversation, I can confirm the following:

The District Council's play area at Skelmerdale West is the closest play area to the proposed development. The development is within 240m radius of the play area. Which is the distance recommended by NPFA and our adopted standards in order for a play area to serve housing.

The £5,000 contribution requested in lieu of on site open space provision for the development would be used to enhance the play area.

The Earley Town Council play area at Meadow Park, is a little bit further away from the development, both in walking terms and distance. However, if details are provided of what enhancements are required at the play area we would consider the request for the funding/part funding to be redirected to Meadow Park.

Lisa



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.
26th October 2000.

Dear Sir,

Regarding:-
Revised/additional plans: amended layout of access, revised parking scheme. Drawing no 1351/05B.

Ref: John Mitchell.
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.

The Revised plans do very little to address the concerns raised in my previous letter and by other residents on Pond Head lane. If anything they make things worse ! I reiterate my previous letter dated 8th June 2000.

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

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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. 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 committee resolve this to the residents consideration

Yours Faithfully

A. G. Bodell

PLANNING SERVICES	HPT
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09 JUN 2000

COPIES TO: Dear Sir

ACK:

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 havoc for traffic as I estimate an extra forty cars would be using the lane to gain access to Wokingham Road which itself is very busy. At the 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 I foresee 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[illegible] 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 BED SEMIS.

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. I.E do you know if Bryants own any land here.

Yours Faithfully

A. G. Bottell

PLANNING SERVICES | HPT 402
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12 JUN 2000
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c. Woking Lane Rd
Earley. Reading.

Dear Sir, June 7. 2000.

Application No.

After seeing the plans refered 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 hammerhead 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 dealers are now more cooperative but all day commuter parking is still an inconvenient problem.

3. Safety We thought the public foot-path down Pond Head Lane and under the subway towards Woodley was Sacrosanct. Surely this will be crossed by the new road? Children attending Southlake 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 over-loaded 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 our comments you will realise that we are totally opposed to any development off Pond Head Lane.

Yours faithfully,

George & Daphne M Edwards

Application Plan F-2000 1514
Drawing List No 7351/0.5B

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20 OCT 2000	
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	FILE: PLUS RESIDENTS

Nicola Lake

Pond Head Lane
Earley Reading
RG6 7ET

Dear Madam

With reference to your letter of the 9th instant I have taken the opportunity to view the amended Plan. After a quick view, anyone with a shred of commonsence can see that "Bancroft" must think that we the residents, plus you the council are stupid, the number of houses are still the same plus the number of vehicles, Plus the new road to be put on, to enter a narrower part of Pond Head Lane.

The parking situation for this new Building Site was already inadequate, and now to cut-out four Parking Spaces, so causing more vehicles to park on the roadway, what change is this and to what benefit - "Nil". You the council already have letters regarding this.

The New Road Why has this, the road that will carry all the traffic, and from the other Estate come as shown now out onto a narrower part of Pond Head Lane, as you and the Highway Dept should know you build for the future, not just now, as every household already has two vehicles, which will increase every so often, so by your doings you are turning a small road into a busy crossroads Just look at the Plan which shows that no thought has been given to this, or have

you taken any notice of the Local Planning Officer, and Councillor or any of the letters sent in by the residents. No admendments to any advantage have been made Central Council, Also you know that you do not have to fully agree with the Central Council. as your Mr Thorpe stated although it may stop some form of grant. Other Council's have done so and I sent you a cutting from a National Newspaper regarding this. But I suppose, as at the moment it shows that you care very little about the residents or the vehicle situation.

Two Detached Houses As regard to these two Dwelling with the road between, both these two houses plus their front gardens should go back at least four to six feet so as to make this junction, if it has to be wider, so as to allow more vision to drivers, cyclists pedestrains which include many School-children.

As we said in the beginning and the Local Council there are to many houses twelve should be the top number for such an enclosed area as Ford Head Lane. Also the two other issues to be considered are first I have been informed that Nos 13 · 15 contains asbestos so burning notices will have to be issued also compensation will have to be considered for the great amount of inconvenience caused to Householder Pedestrians and Motorists. You are making a Four Road Junction in a small narrow Road

Yours Faithfully W A Hill
and Ford Head Lane Residents.

F/2000/1513
1514

26.

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427 Wokingham Road
Earley
Reading
Berkshire
RG6 7EL

20th October 2000

Dear Madam,

RE: Proposed Housing Development, 1 - 23 Pond Head Lane, Earley.

I write in objection to the proposed Housing Development at 1 - 23 Pond Head Lane, Earley, Reading.

I understand that this scheme, if approved, will involve the development of part of the rear gardens of some of my near neighbours in Wokingham Road. The plans submitted show this to extend to Number 413 Wokingham Road.

I am resident at 427 Wokingham Road and have been approached by Bancroft Developments to sell the rear part of my garden for housing development. I also am aware that the householders between myself and Number 413 - namely Numbers 415 - 425 have also been approached to sell the rear of their gardens to Bancroft Developments. I understand that they are keen to do so. I have rejected the offers I have received.

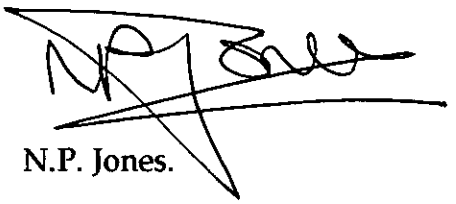
It therefore appears that the scheme currently submitted is but the first stage of a much larger development which will extend down Wokingham Road to the perimeter of my garden at Number 427. This would substantially increase the number of dwellings in what would be a total land area at least twice as big as currently shown.

In these circumstances the access arrangements on Pond Head Lane would be wholly unacceptable for the number of vehicles involved in such an enlarged housing estate, served by this single entrance/exit.

I therefore ask that the Application be rejected, or, at the very least, turned down pending clarification of the Developer's plans regarding Numbers 415 - 425 Wokingham Road.

Thank you for considering this objection.

Yours faithfully



N.P. Jones.

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

Tel: 0118 9626072

19 October 2000

Received plans
objection

Ms. N. Lake
Environmental Services Department
Planning Services
Wokingham District Council
PO Box 157
Shute End
Wokingham
RG40 1WR

Dear Ms. Lake

RE: PLANNING APPLICATIONS No. F/2000/1514

First, may I say, that I find it quite amazing that I have once again been given the opportunity to comment on a development, which I have already shown my disapproval of. The reason I am amazed is because the two amendments are simply to reduce the number of parking spaces by four bays and to move the estate entrance further along the road. Neither of these amendments makes any sense at all.

In my first letter, prior to the amended drawing, one point I made was that the existing road was already over laden with cars parked on the road and that surplus cars from the estate would have to park in the existing Pond Head Lane, putting further strain and inconvenience on a small cul-de-sac. So reducing the parking spaces would only add to this problem, not help in any way.

The other amendment is to move the estate entrance. The new position is right opposite my living room window, taking away any privacy I had, with headlights shining straight into my house. Plus, the new position is in a narrower part of the road, making it quite dangerous and difficult for my family and I when exiting my drive, straight into the path of oncoming traffic.

Other observations I have, are as follows;

- 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.
- 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."
- 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.
- 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.

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.

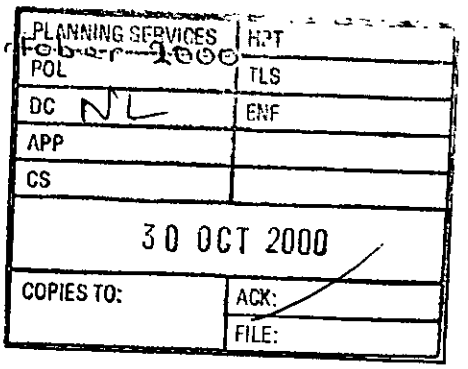
Yours sincerely,

Mr. C J Bettles
Resident

c.c. Earley Town Council

16 Pond Head Lane
Earley
Reading
RG6 7ET

27 October 2000



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

Dear Sirs

Re: Application No. F/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

June Withers
M J Withers
Lisa Withers
L Powles

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

PS I enclose photocopies of previous objections

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.

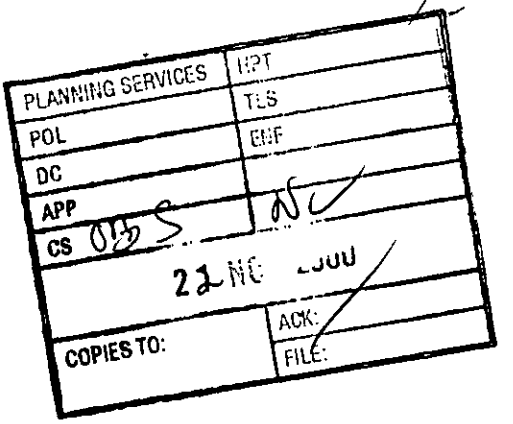
Yours faithfully,

June Withers J Withers

Michael Withers M J Withers

Lisa Withers L Withers

Lee Powis L Powis



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

Mr A. Hill.
Owner & Occupier
8 Pond Head Lane,
Earley,
Reading,
Berkshire.
RG6 7ET.
15th November 2000.

Dear Madam,

With reference to development plan:-
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.

I request with respect to make the following points having read the report of the development planning committee on November the 8th instant.

First I am appalled that after having all our reports no member has come to view the area or report on the traffic situation in answer to my report. Surely this should have been completed so that answers could have been given, or did you think it would go through as a matter of course owing to the large companies involved.
Also section two in your report clearly states twenty one houses four replacement houses which equals twenty five dwellings when it should be only twenty three in all, there is one error.
Section six reads, to grant planning permission subject to legal agreement of certain payments, having been with the law all my working life this suggests on the line of bribery, you scratch my back and ill scratch your palm, there is no other way this can be read.
With the building of twenty-three dwellings plus about another forty to fifty to follow, so about another one hundred and fifty vehicles fail to see how a planning officer can say this. One officer has not visited the area, noise from both the business are nil, so this shows what little you know about the level of noise.
Flooding:-having been a resident in this area for over forty years I know what I am talking about and therefore it is because the council has allowed so much building to be passed, which has now caused floods and havoc to the whole area of lodden bridge and havoc to the traffic. Flood planes have been built on which has caused all of the traffic, this month alone traffic and buses could not get from wokingham, bracknell, slough winnersh and reading on the A329M.All traffic from arbofirld, three mile cross, shinfield and surrounding area had to come via meadow road, mill lane, up to the wokingham road causing havoc.

So in view of all this if you grant this development and the one to follow you will cause flooding the reading side of Lodden Bridge. So you must not allow more than ten dwellings to be built on each site, you say you care for the community, then please do so.

Yours faithfully Mr A Hill
On behalf of the residents.

Mr A. Hill.

PLEASE PASS THIS TO ALL THE COMMITTEE MEMBERS WHO ARE VIEWING THE POND HEAD LANE, BUILDING DEVELOPMENT.

AS YOU THE COUNCIL HAVE CAUSED ALL THE PAST TROUBLE, (AND FUTURE FLOODING) (FLOODING - TRAFFIC ETC.) WITH THOUGHTLESS BUILDING

THINK OF THE COMMUNITY NOT THE MONEY

PLEASE IFORM ME OF ANY FURTHER DEVELOPMENT, AND DATE/TIME OF NEXT MEETING.

HOMEOWNERS were left counting the cost of some of the worst storms in the South for more than 13 years.

As hundreds of Reading commuters battled through the queues to get into work on Tuesday, some were left bailing out their homes with buckets as rivers burst their banks.

Worst affected were Burghfield, Mortimer and Pangbourne, where the Reading end of the village was completely underwater.

On the roads, motorists trying to get into Reading faced a nightmare journey on all major routes.

One of the busiest roads into town was closed – the Loddon Bridge roundabout in Winnersh was impassable this morning after the river Loddon burst its banks in the early hours.

Drivers coming from the Lower Earley direction and coming off the A329M at Winnersh faced two to three feet of water. Part of the B3270 Lower Earley Road, in Lower Earley, was also closed.

Around 1,000 households in Reading and west Berkshire were still without



Council criticises developers over plans for more homes

by Sarah Jane Russell

COUNCILLORS look set to fight a bid by developers to cram 28 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.

...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

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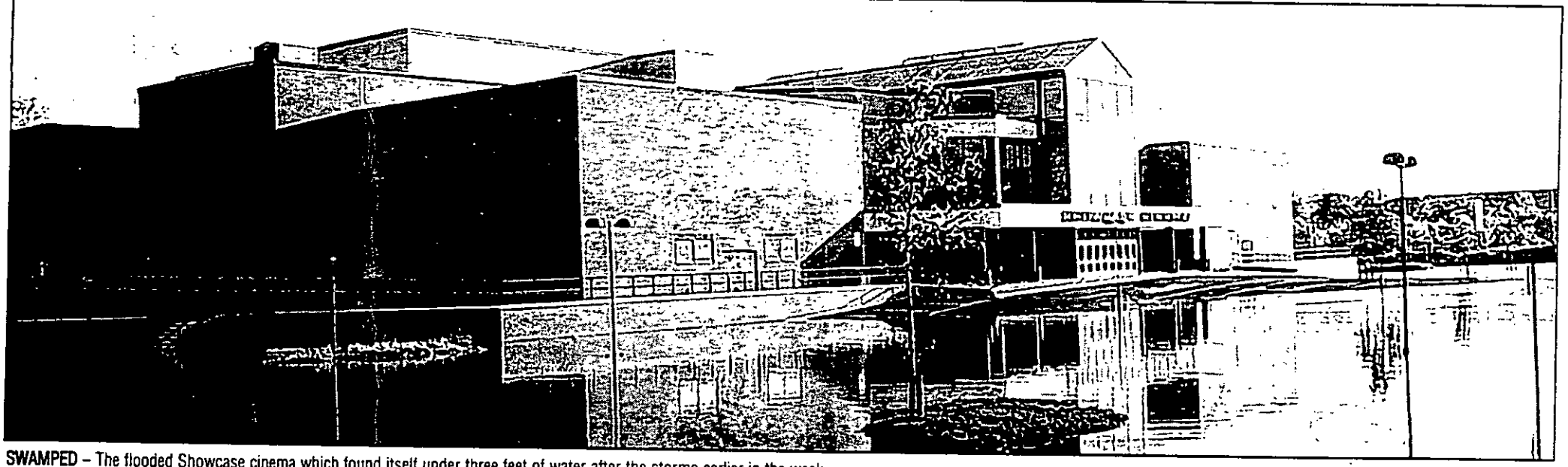

SWAMPED – The flooded Showcase cinema which found itself under three feet of water after the storms earlier in the week

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, you will get flooding in Reading.

"Thames Water has supported that argument time and time again and it has been proved in the last week when The Oracle 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 be a house built on a flood plain then you are essentially saying that Holland would cease to exist as a country.

"There are cases where 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 our property.

"It seems not unreasonable to me that in certain areas, rates may go up."

No one from the Environment Agency was available to comment at the time of going to press.



Siggery: Nature will always reclaim what is hers

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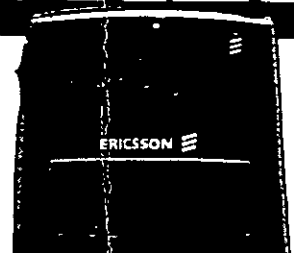

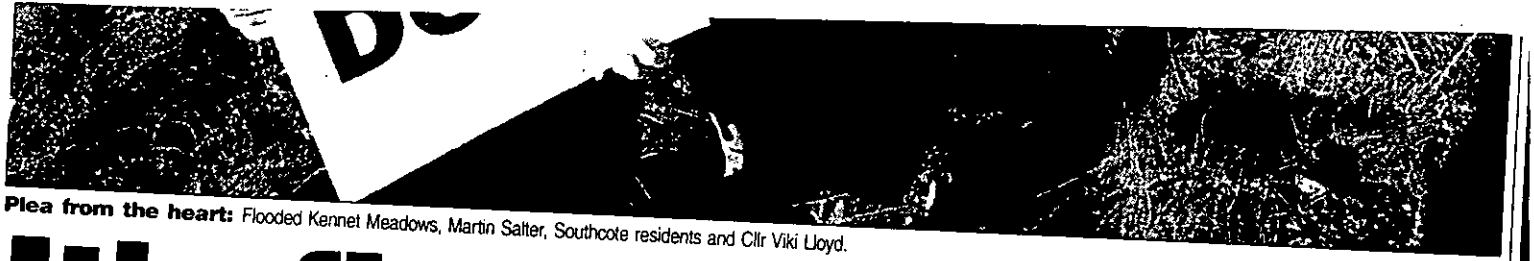

Plea from the heart: Flooded Kennet Meadows, Martin Salter, Southcote residents and Cllr Viki Lloyd.

It's flood plain daft

AS HOUSEHOLDERS mopped up this week politicians waded in to highlight problems which could be caused by thoughtless town planning.

[redacted]ding borough councillor Pe[redacted]Ruhemann says the town would have been hit more severely had developers been been allowed to build on the Kennet Meadows floodplain.

Since 1981 there have been six planning inquiries into plans to build up to 4,000 homes on Kennet Meadows skirting Southcote and Coley. Each time the developers have been defeated by Reading residents and the borough council – but they believe there is a need to remain vigilant.

Reading West MP Martin Salter said: "There are thousands of tons of water in Kennet Meadows waiting for rivers to drop before flowing off the land, through Reading town centre and down to the Thames. I shudder to think what would happen if these ancient water meadows were to be covered by developers. Reading would become a disaster zone, which is why floodplain development must be resisted at all costs."

And for once he and prospective Tory rival Stephen Reid are pretty much in agreement.

He said: "House regulations say water must be taken away by drains rather than soak away. A torrential downpour means water finds its way into our rivers within hours.

"We've got to look carefully at our building regulations. We are building floods into our estates."

BRANNIGANS
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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.

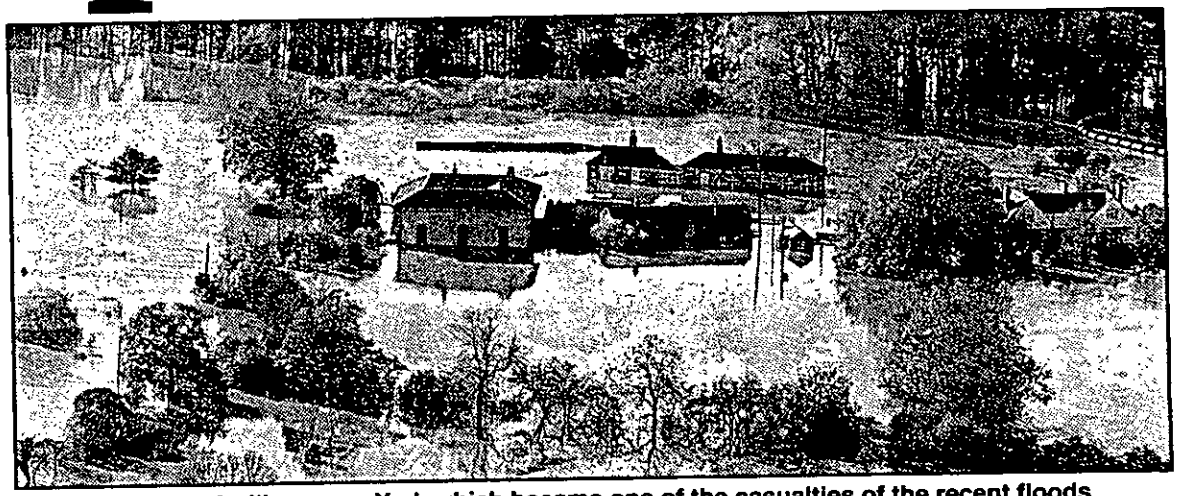
Mr Prescott was confronting the climate change crisis on a more global level last night as environment ministers from at least 150 countries met for a summit in the Hague.

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.

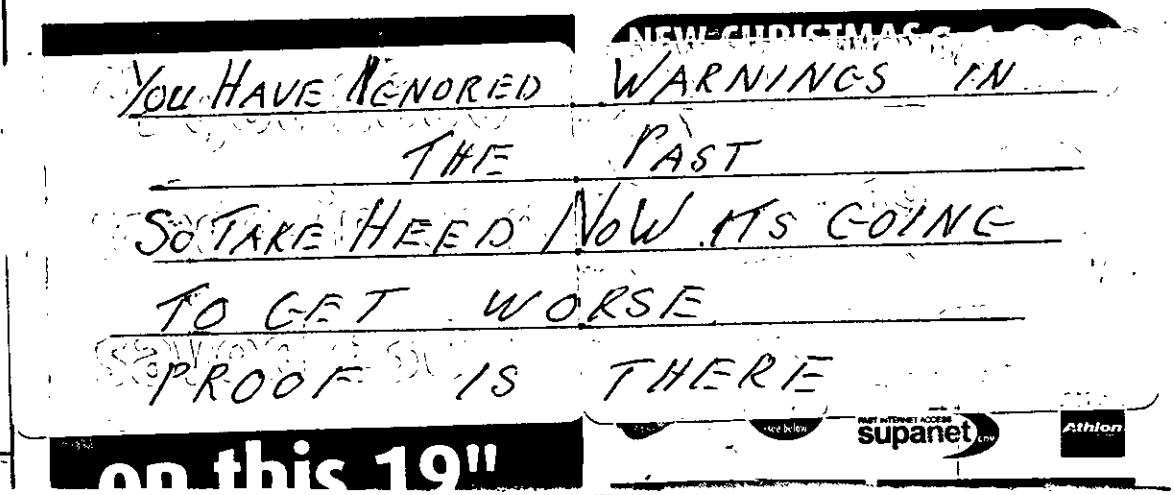
Europe is committed to cutting emissions by 8 per cent, Japan by 6 per cent and the U.S. by 7 per cent.

'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



supanet
Athlon
on this 19"

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.



Robertson will demand answers from Deputy Prime Minister John Prescott at a private meeting about the disaster.

Britain's flood chaos 'will go on until April'

WEATHER experts warned last night that Britain faces flood chaos until April as another downpour wreaked havoc across the country.

Short of a drought, there will be little respite for flood-hit areas.

Environment Agency spokesman Ray Kemp said: 'Every time there is rain of any considerable quantity . . . . expect flooding, until growing vegetation in the spring soaks the water up.'

Yesterday, northern England was spared more damage, but satellite pictures showed an arc of bright white cloud moving across from Northern Ireland to East Anglia and Kent.

A Met Office spokesman said: 'There are going to be some heavy bursts of rain. There is a chance that there could be some more flooding.'

The Environment Agency warned that by spring the flooding could have affected 160,000 people in vulnerable areas in the South. While the North and South Downs usually act as sponges throughout the winter and gradually dry in spring, they were already sodden.

In Yorkshire, two massive pumps from Holland, each capable of pumping two tonnes of water per second, were being installed in a frantic bid to reduce floodwater levels in Selby, Chapel Haddlesey and Market Weighton.

Along the River Derwent an Army helicopter was being used to position one-tonne rubber blocks to stem the flow. There were 14 severe flood warnings in force on seven rivers and a total of 73 flood warnings still in force.

The critical time in Kent and Sussex came overnight when 40mm of rain was expected in some areas.

despite regulations requiring a 24-hour presence.

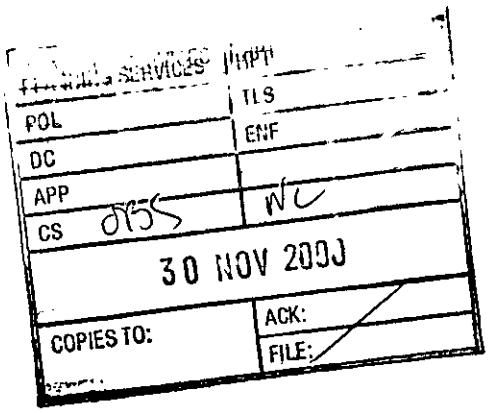
'We were stumbling around in thick

PETER DOBBIE IS O[illegible]OLIDAY

1513

Dr. A. Wadham,
19 Pond Head Lane,
Earley,
Reading RG6 7ET,
Date 23/11/2000

F/2000/1513



Mrs. Nicola Lake,
Shute End,
Wokingham District Council,
P.O. Box 157,
RG40 1WR,
Berks,
England.

Concerning : Flood prevention in and around Earley and the compounding effects of proposed new estate development to the rear of Pond Head Lane and Wokingham Road.

Dear Madam,

When two thousand climatologists declare on the Internet that the World is warming up and that Britain may expect many more storms with flooding on a scale that will make the downpour of the last few weeks seem merely minor, then I for one have to believe them. Considering that some of these people are world names within their field, then most people would find me to be very foolish if I were- not to believe them. So must we all; and unless you wish to be accused of ignoring your responsibilities, this has also to include our representatives of the Wokingham District Council.

We are informed that the world has definitely increased in temperature by 0.5 degrees. This means apparently, more moisture absorption over the Atlantic, which means more precipitation on any land mass that happens to be in the direct path of the Atlantic Westerlies. We in England together with the rest of Western Europe will not be able to hide. Anymore than the people that live along the hollow of the Wokingham Road just below where I am situated at this moment in Pond Head Lane. The flooding that we have all been experiencing has been the result in part by local ground denuding with increasing of the catchment area and reduced rain water sinks. Effectively we now realize that the whole of the concrete and tarmac area of the Pond Head Lane and Lodden Bridge Hill area, represents a topological quirk. This large extended region funnels its waters far too efficiently into the River Lodden and houses at the bottom of Lodden Bridge Hill.

By creating the proposed new estate to the rear of Pond Head Lane and Wokingham Road, therefore, you will be compounding the flooding problems for the property owners living in the hollow low lying houses into which this area empties. Not only will you be creating about twenty percent more non-permeable tarmac ground cover; houses, pavements, roads, garages,

paths, etc., but you will actively be removing another twenty percent- the same area, of what is at the moment soggy, but still an absorbing ground sump.

We would agree that any person or persons who first recognise a dangerous situation, remain responsible for any possible consequences of that danger. This person or persons remain responsible for that danger up until the time that the actual perpetrators, responsible for the potential situation in the first place, are notified of it. The responsibility is then automatically transferred from the one to the other and the perpetrator then becomes responsible for all consequences both legal and financial; associated with the results of their initial action or actions

Please take formal note that the Wokingham District Council may now regard itself as of and from this juncture that it has been made fully aware of the possible consequences of giving building permission for a housing estate at the rear of the properties along The Wokingham Road and Pond Head lane area.

Please also take note that the occupants of the houses in the flood planes along the River Lodden, will hold the Wokingham District Council directly responsible for any actions that have the cumulative effects of increasing the risk, in any way, to property, life and limb, from the building of a housing estate to the rear of the properties along The Wokingham Road and Pond Head Lane area.

Yours sincerely,

A. Wadham

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

SL
16

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

DDS

PLANNING SERVICES	HPT
POL	TLS
DC	ENF
APP	
CS	
20 JUN 2000	
COPIES TO:	OK: ✓
	FILE:

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/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.

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

21 JUL 2000

Environmental Services
Engineering Services

STEVE

HIGHWAY EVIDENCE REQUIRED.

TR 10/8/00

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

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.

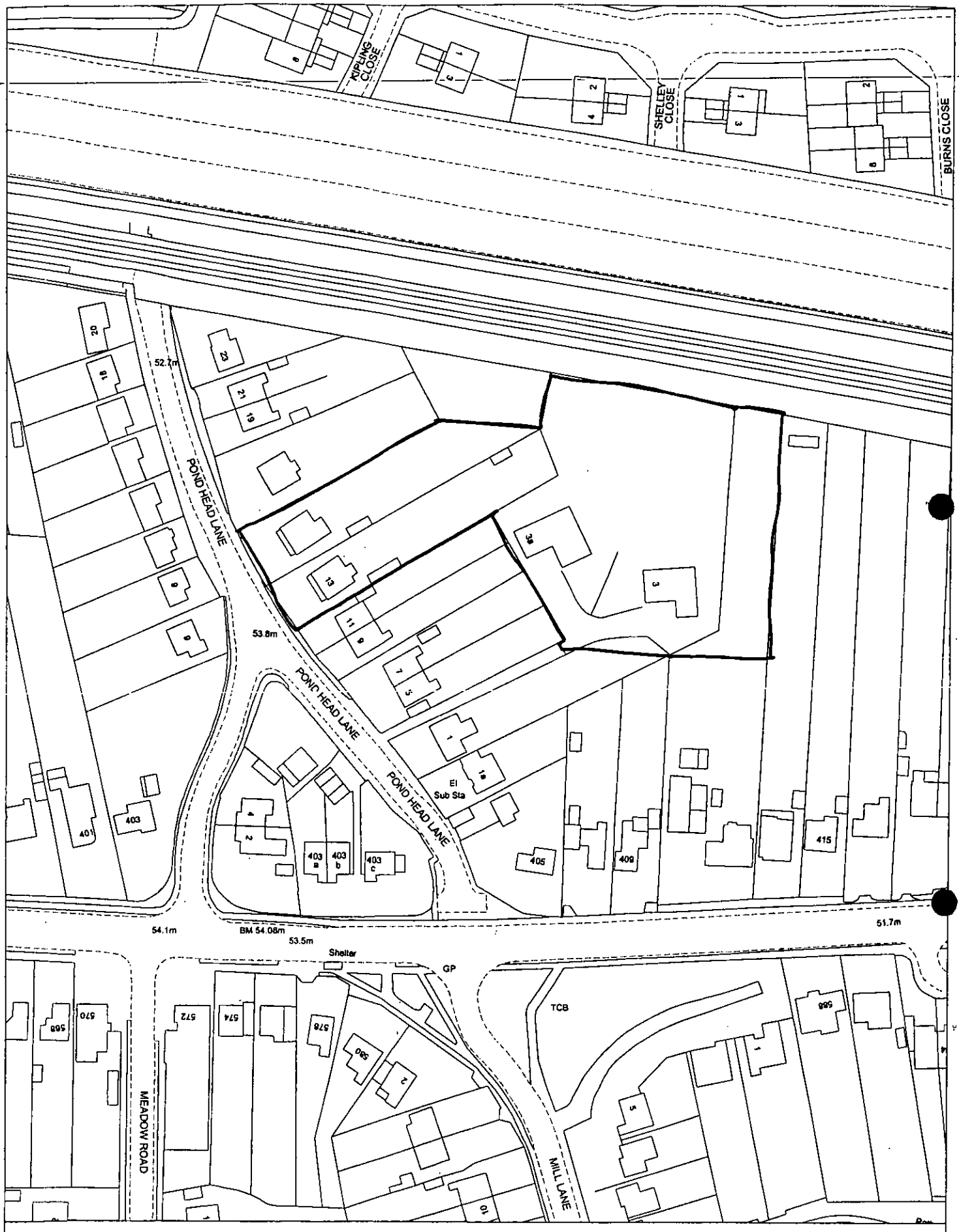
As your interests might be affected, you can give your views on the appeal in writing by sending them, within 28 days of this letter to Miss A Bibi, The Planning Inspectorate, Room 1004, Tollgate House, Houlton Street, Bristol, BS2 9DJ quoting reference APP/X0360/A/00/1046488.

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.

Denise Gumbrell
Appeals Assistant



Site Plan, Scale: 1 to 1250

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Date: 19 July 2000

N
W E
S

Certificate No: 921607

peter brett associates
CONSULTING ENGINEERS

16 Westcote Road, Reading
Berkshire RG30 2DE.

Direct lines to Snook House
Tel: 0118 950 8777
Fax: 0118 950 8198
email: snook@pba.co.uk
Internet: www.pba.co.uk

Your Ref:

Our Ref:
(Please quote when replying)

11037/SNK/DMH/DA/SLJ

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

FILE REF P4.	REFER TO BABTIE	Y/N
CUSTOMER FIRST REF 20330-	H.E.S.	
	T.L.W.S.	
DATE REC'D 26 May 2000	T.L.H.O.	
	T.L.H.D.	SNA
ACK ✓	T.L.G.M.	
ANS'D	T.L.A.S.	
FILED	T.L.T.S.	
	E.P.O.	

25 May 2000

Dear Mr Auton

RE: PROPOSED DEVELOPMENT AT PONDHEAD LANE EARLEY

I enclose herewith a copy of our report on Traffic Considerations for the above site. This specifically addresses the question of the adequacy of the Wokingham Road junction on which you have expressed concern.

We conclude that the geometry of the junction vis a vis Mill Lane is satisfactory as there is no traffic of long vehicles between the two side roads, which would require a longer stagger distance.

On safety grounds, there have been no accidents of the Pond Head Lane junction in the 3 years on record supplied, and this length of the A329 has an accident rate lower than the national average.
We hope therefore that the information in the report will dispel your reservations about the junction for the level of additional traffic proposed, and consequently as the other matters are already agreed between us there will now be no highway objections to our client's proposals.

I look forward to your response on this.

Yours sincerely,

David Hunter
PETER BRETT ASSOCIATES

cc: P Bancroft - Bancroft Developments
P Edwards - Edwards Irish
R Huntley - Lennon Planning Ltd

Partners:
Francis Connolly KSC
FCIWEM MIFireE MCIArb FIHT FConsE
Brian Balchin
DIC CEng MICE FConsE
Nigel Brown
Dipl-Ing BSc DIC MSc CEng MICE MCIT MILT
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David Atherton
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Practice Manager:
William Booth FCA

Financial Controller:
David Norgrove

PBA Offices:
Berlin • Johannesburg • Krakow • London • Maidstone
Northampton • Prague • Reading • Taunton

Your ref: 11037/SNK/DMH/DA/SLJ
Our ref: AL/10511021

14 July 2000

WSP

TRANSPORTATION

Intec 4
Wade Road
Basingstoke
Hampshire
RG24 8NE

Tel: +44(0)1256 318800
Fax: +44(0)1256 318785
http://www.wspgroup.com

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

Dear Mr Hunter

Proposed development at Pond Head Lane, Earley

Your letter and report on traffic considerations concerning the above development has been passed to me for comment. I have now had the opportunity to consider the contents of the report and to visit the site.

Whilst I note your conclusion that there 'should be no highway objection... as proposed by our client', I have to say that I do still have reservations about the scheme.

I also note that Mr Auton met you on site, and that visibility at the junction of Pond Head Lane/ Wokingham Road and the width of the former have already been agreed. The nature of the scale of access road into the site dependent on the number of dwellings was also agreed at that time. Mr Auton did however have reservations about the suitability of the Pond Head Lane/ Wokingham Road junction with particular regard to its general format and safety implications. Your report sought to address those reservations, and my comments follow.

Within your appraisal of the junction layout you refer to Pond Head Lane and Mill Lane forming a staggered crossroad. I assume that this is a typographical error and that you intended to refer to Pond Head Lane and Meadow Road. You refer to the design manual for Roads and Bridges in considering the suitability of the road markings, and note that there is a 12m long ghost island. I would agree with you that given the residential nature of Pond Head Lane there is likely to be limited access by large commercial vehicles, and that in geometrical terms only the layout will therefore be suitable for the majority of movements undertaken.

However I cannot agree with your note on the safety record of Wokingham Road in the vicinity. There have been 3 personal injury accidents in the immediate vicinity of the junction with Meadow Road, which as you have noted forms a staggered junction with Pond Head Lane. In addition there have been a further 2 accidents at the adjacent junctions on Wokingham Road, namely Mill Lane and Sutcliffe Avenue. Significantly these PIAs were all related to turning movements which would be increased by the proposed development. There is therefore likely to be increased exposure to the type of movement which is currently responsible for accidents recorded on this stretch of Wokingham Road, and a likelihood that the accident rate would go up unless steps were taken to prevent this.

In your report you go on to compare the accident rate for this part of Wokingham Road with the undifferentiated national average for built up 'A' roads. I consider this to be too broad a measure,

as it is unable to review the existing accident record in the light of current safety records at similar types of junction on comparable roads in the District. Any conclusions as to the relative safety at this location cannot therefore be relied upon.

As you will appreciate I therefore I am unable to advise my client that reservations related to safety can be met at present. Should you wish to discuss this matter further please don't hesitate to contact the undersigned.

Yours sincerely

A Linnell
Principal Transport Planner
DDI: 01256 318867

cc S Auton - WDC
T Callaghan - WDC

Site Visit

Date: 23/6/00

Address: Land r.o 1-11 Pond Head Lane, Earley.

Planning Application # F/2000/1513 + 1514 → (duplicate app)

Comments

Demolish 4 replace with 23.

Road limit of what would need adopting.

Plan to be extended, would require footpath if this was the case - believe 1 verge should be a path rather than shared surface anyway (both [illegible]).

Pond Head Lane - cul-de-sac either direction - quiet.

Other properties in road have drives at side.

Location - sustainable (near station, good bus routes).

Problems.

Parking - difficult to manoevre out of spaces 4/5 18/19

Spaces 9 and 11 not 6m at kerb line.

Some bigger space for disabled amongst development?

Perhaps some negotiation?

Parking spaces? → need more - lost spaces at front of road. - see back of sheet.

~~Speed~~ 30mph on Pond Head Lane.

dist btwn calming features?

PTO

		Should be	Provided
4 x 46	→ 4 x 3	⇒ 12	9
11 x 36	→ 11 x 1·75	⇒	
8 x 26	→ 8 x 1·75	⇒ 33.25.	39

one space per 4 for visitors.

= 5

Shared surface road cul-de-sac. max 25 units

target speed 20 kph

width 4.8m

2.4 x 20 - substandard

Minor Access road → 5.5m and 33m. → substandard

Traffic calming features → if 12mph (shared surface)

every 40m - substandard

20mph (local access)

every 60m - substandard.

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]

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

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

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

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]

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

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

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

Certificate No: 921607

peter brett associates
CONSULTING ENGINEERS

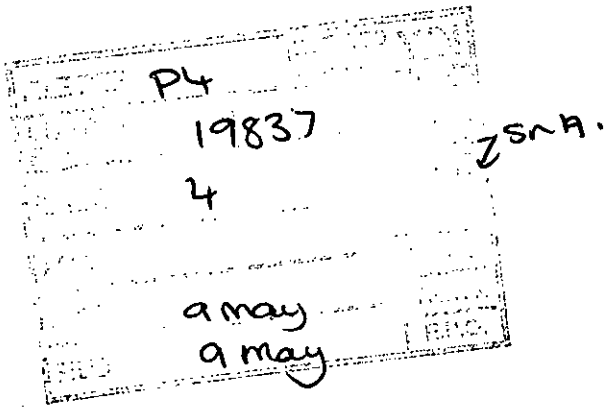
16 Westcote Road, Reading
Berkshire RG30 2DE.

Direct lines to Snook House
Tel: 0118 950 8777
Fax: 0118 950 8198
email: snook@pba.co.uk
Internet: www.pba.co.uk

Your Ref:

Our Ref: 11037/SNK/DMH/DA/RA
(Please quote when replying)

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.....

Partners:
Francis Connolly KSG
FCIWEM MIFireE MCIArb FIHT FConsE
Brian Balchin
DIC CEng MICE FConsE
Nigel Brown
Dipl-Ing BSc DIC MSc CEng MICE MCIT MILT
Richard Dawson
BSc MSc CEng FICE FCIWEM FConsE
John Rushton
BEng MSc CEng MICE MIStructE
Kerth Mitchell
BSc MSc MIHT MILT
David Atherton
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Iain Gibb
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Timothy Allen
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Mark Anderson-Hammersley
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Practice Manager:
William Booth FCA

Financial Controller:
David Norgrove

PBA Offices:
Berlin • Johannesburg • Krakow • London • Maidstone
Northampton • Prague • Reading • Taunton

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

ADDRESS 3 POND HEAD LANE PARISH ~~WOODLEY~~ EARLEY

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	19.2.70	App. App
928/72	"	outline. demo exist - to Terrace limits. garage	6.7.72	N/A Refuse
295/73	Mr W.J. Bolton Ltd	[illegible]	10.5.73	Not Refuse
P 1249	Messrs T.S. & E. HARPER	ERECTION OF TWO 3BD BUNGS	30.5.74	App N/A
1292	" "	(Dem of existing dwelling + erection of 2 bungalows	5.9.74	c/a c/a
		DETACHED BUNGALOW & GARAGE		

DATE OF COMPLETION

MINISTRY DECISION

SPECIAL ORDERS

DRAINAGE

ADDRESS 3A POND HEAD LANE PARISH ~~WOODLEY~~ EARLEY

PLOT No. 2 ORD. SHEET No. SU 75 71 (53) (52)

BUILDER

Plan No.	Applicant	Description of Development	Date of Decision	Decision
928/72	MR. B.R. WILLIAMS	2 UNIT DIVISION OF 3 - TO REAR HOUSES & GARAGES	6.7.72	N/A REF.
295/73	MR W.J. BOLTON LTD	" " " " & USE OF GARAGE & GARAGES	16.5.73	N/A REF.
P 1249	MESSRS T.S. & E. HARPER	THE 3BD BUNGALOWS	30.5.74	APP N/A
1292	" "	DET. BUNGALOW & GARAGE	5.9.74	N/A C/A
24525	MR & MRS A. ICE	GARAGE TO BE USED AS NEW GARAGE	6.12.75	APP N/A
09695	"		15.1.79	N/A C/A
2A 038	"	REAR OF GARAGE TO REF.	10.12.85	APP N/A
26599		RELAX COND 4 ON 09695	3.11.80	C/A
		PART GARAGE TO SHOWER		
373918			2.4.91	C/A
LRA 00090	"	PART NEW ROOF	13.3.91	APP

DATE OF COMPLETION

MINISTRY DECISION

SPECIAL ORDERS

DRAINAGE

091074

ADDRESS 13 POND HEAD LANE

10.MAY2000 15 Photo

PARISH ~~WOODLEY~~ Earley

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. CA

DATE OF COMPLETION

MINISTRY DECISION

SPECIAL ORDERS

DRAINAGE

ADDRESS 15 POND HEAD LANE

14.18

PARISH ~~WOODLEY~~ Earley

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	CL
CA 10276	MR & MRS M. MOYNIHAN	Ski. Le. Li.	8.5.91	APP

DATE OF COMPLETION

MINISTRY DECISION

SPECIAL ORDERS

DRAINAGE

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.

1769A

PLANNING APPLICATION PART I

10.MAY20[illegible] 1514

WOKINGHAM DISTRICT COUNCIL

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.

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
- 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 R 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.

1769A

10.MAY2000 1513

PLANNING APPLICATION PART I

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

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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
		CRANTHORNE 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 4440
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 ☐

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

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.
/1255/64	Mr V R. Sylvester	Garage	29/10/64	App. CA.

DATE OF COMPLETION

MINISTRY DECISION

SPECIAL ORDERS

DRAINAGE

ADDRESS 15 POND HEAD LANE PARISH ~~WOODLEY~~ BARLEY 1.4.86

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	CLA
CA/0276	MR & MRS M. MOYNIHAN	Sh. Le. Ex.	5.5.91	APP

DATE OF COMPLETION

MINISTRY DECISION

SPECIAL ORDERS

DRAINAGE

ADDRESS 3 POND HEAD LANE

PARISH ~~WOODLEY~~ EARLEY (53) 1-4-86

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

BUILDER

Plan No.	Applicant	Description of Development	Date of Decision	Decision
/186/67	Exors of W.A. Wellman	outline - Detached Dwelling w/Landscape Proof	23.11.67	N/A - Refuse
/159/70	Mr. B.R. Williams	Alterations, Additions & double garage	19.2.70	App. App.
928/72	"	outline. demolition of existing dwelling & erection of 3 detached houses & garages	6.7.72	N/A Refuse
695/73	Mr. W.J. Bolton	outline - demolition of existing dwelling & erection of 4 detached houses	10.5.73	Not Known
P 1249	MESSRS T.S. & I.E. HARPER	ERECTION OF THE 3RD BUNGALOW	30.5.74	App N/A
/1292	" "	(Rem. of existing dwelling & erection of 2 bungalows)	5.9.74	n/a n/a
		DEMOLITION OF GARAGE & 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	~~OUTLINE~~ APP. ERECTION OF 3 DETACHED HOUSES & GARAGES.	1.7.72	n/a KCC
695/73	MR. B.J. BOLTON LTD	" " " 4 DETACHED HOUSES & GARAGES.	10.5.73	n/a KCC
P 1249	MESSRS T.S. & I.E. HARPER	THE 3RD BUNGALOW	30.5.74	N/A n/a
/1292	" "	ERECTION OF 2 BUNGALOWS	5.9.74	n/a C
SE 4528	MR + MRS K. TAY	EXTENSION TO THE REAR/SIDE GARAGE	6.12.75	App n/a
09695	"		15.1.76	n/a C/A
2A 038	"	REAR OF GARAGE TO RES.	10.12.85	App N/A
26599		RELAX COND 4 ON 09695	3.11.80	C/A
		PART GARAGE TO SHOWER		
37393			2.4.91	C/A
SRA 00090	"	PART NEW ROOF	13.3.91	App

DATE OF COMPLETION

MINISTRY DECISION

SPECIAL ORDERS

DRAINAGE

091074

WOKINGHAM DISTRICT COUNCIL

ENVIRONMENTAL SERVICES DEPARTMENT
(Engineering Services)

MEMORANDUM

PLANNING SERVICES	HPT 3552
POL	TLS
DC	EMF
APP	
CS	
19 OCT 2000	
COPIES TO:	ACK:

FROM: **Steve Auton**
Senior Assistant Engineer

MY REF: SNA/RB/P4
Extension: 6322

TO: **Nicky Lake**
Senior Planning Officer

YOUR REF:F/2000/1513

DATE: 17 October, 2000

LAND R/O 1-11 POND HEAD LANE, EARLEY

I refer to your memorandum dated 12th October regarding the unilateral undertaking proposed by the applicant.

I would prefer an unlimited time to use the contribution towards the crossing facility, if this is not acceptable the 5 year limit they propose is the least I can accept.

Regards

Steve Auton

£20,000 from their unilateral undertaking

Nicola Lake

To: Lisa Jarvis
Subject: RE: Pond Head Lane, Earley F/2000/1513

Sorry about this but do you know on which play area it would be located.

Nicky.

-----Original Message-----
From: Lisa Jarvis
Sent: 18 October 2000 13:06
To: Nicola Lake
Subject: RE: Pond Head Lane, Earley F/2000/1513

It would be spent on an item of play equipment. £5,000 is the cost of purchasing a piece of equipment and its installation.

Lisa

-----Original Message-----
From: Nicola Lake
Sent: 18 October 2000 13:02
To: Lisa Jarvis
Subject: RE: Pond Head Lane, Earley F/2000/1513

Hi

Thanks for the response could you please give me some idea what the money would be spent on and how the figure of £5,000 was calculated please.

Thanks
Nicky.

-----Original Message-----
From: Lisa Jarvis
Sent: 18 October 2000 09:13
To: Nicola Lake
Subject: Pond Head Lane, Earley F/2000/1513

Further to our telephone conversation yesterday, regarding the above application I can confirm Leisure Services requirements.

As no open space or play provision is to be provided on site in accordance with Wokingham District Councils Standards an off site contribution to enhance existing facilities in the area is required. For a development of this size we would be requesting a sum in the region of £5,000.

Please let me know if you require further information at this stage. I would be grateful if you would keep me informed on the progress of this application.

Lisa

Nicola Lake

From: Chris Hamilton
Sent: 18 October 2000 17:38
To: Nicola Lake
Subject: FW: Pond Head Lane, Earley - Proposed Development

I have no idea where this is in relation to existing service provision, so I am working blind. Assuming that the site is within 30 minutes by foot or public transport of an existing library, we would be looking for a contribution of £20 per projected occupant. That would probably produce a derisory sum and something more would be welcome.

If the site is further from any existing library, we might need to seek contributions towards an extension of the mobile service or new buildings. That would need more careful consideration.

If the developer is unwilling to volunteer a contribution, we would need to consider our position before we exposed ourselves to the potential cost of an appeal.

Chris Hamilton
Head of Libraries and Lifelong Learning
Wokingham District Council
Shute End, Wokingham, Berks RG40 1WN

Tel: 0118 974 6261 Fax: 0118 974 6259
Mobile: 07801 664382

-----Original Message-----
From: Hilary Wardale
Sent: Wednesday, October 18, 2000 4:00 PM
To: Nigel Shaw; Chris Hamilton
Cc: Helen Rowlay
Subject: Pond Head Lane, Earley - Proposed Development

For Your Information:

We have just been given details of above Planning application, for 4 x 4-bed houses, 9 x 3-bed houses, 8 x 2-bed houses and 2 x 2-bed flats.

Requests for contributions need to be sent to Nichola Lake in Planning by 4pm tomorrow for consideration. Sorry for such short notice, we've just been told too.

Hilary Wardale
(Ext 6166)

2·7 x 23 x 20 = £1,242

Nicola Lake

To: Hilary Wardale
Subject: RE: Pond Head Lane

Hi

Just a quick note to confirm that:

9 (0.2 / 5 x 0.4771) x 1.06 = £1,498.48p + £11,982.24p = £13,480.72p.

Thanks for the help, i realy do appreciate it.

Nicky.

-----Original Message-----
From: Hilary Wardale
Sent: 20 October 2000 10:42
To: Nicola Lake
Subject: RE: Pond Head Lane

Hi Nicola
The transfer rate for Bulmershe is 0.2 / 5 x 0.4771 (= 0.019) as historical figures indicate that 47.71% of Year 11 transfer to the Sixth Form. Therefore, for 9 replacement houses of 3+ bedrooms, the Sixth Form contribution works out to be **9 x 0.2 / 5 x 0.4771x £8,267 x 1.06 = £1,505.10**

Hence total contribution required is: £11, 982.24 + £1,505.10 = £13,487.34

For your information, we need to know how many dwellings are being replaced (& what type they are, eg 1 or 2 bedroomed flats, or 3+ bedroomed houses etc) because theoretically there may be pupils living in them. Our calculations are based on the increase in pupils due to additional housing being built on the site. So it helps us if you can let us know what dwellings are being demolished.
Thanks
Hilary

-----Original Message-----
From: Nicola Lake
Sent: 20 October 2000 09:13
To: Hilary Wardale
Subject: RE:

Hi

Thanks for getting back to me. I do appreciate it. I didn't realise that if any house are to be demolished that they would come off the figures i'm just trying to find out home may beds the four houses which are to demolished are. I can see that you don't differenciate between 3 and 4 bed house. I'm pritty sure that the houses are all three bed plus, so if there is no differentiation i will simply amend the figure so that ther will be only 9 3+beds, that would mean that the figures would be:

Secondary Contribution: 9 x 0.2 x £6,280 x 1.06 = £11,982.24p

Sixth Form Contribution: 9 x transfer rate (0.019) x £8,267 x 1.06 = £2,164.47

Total education contribution: £14,146.71p

i wasn't sure if the transfer rate is 0.019. that is what if works out as from the calculations that you gave me, but if you have rounded the figure up or down that would not be correct. Can you let me know if that is correct please.

Thanks very much,

Nicky.

-----Original Message-----
From: Hilary Wardale
Sent: 19 October 2000 18:15
To: Nicola Lake
Subject: RE:

Sorry for the delay in replying to you.

I've based the calculation on the assumption that there are no dwellings being demolished to make space for the new build.

Location: Pondhead Lane, Earley, Wokingham

Proposal: 23 dwellings

Replacing: No existing dwelling(s)

Net gain: 23 dwellings

Type: 13 x (3+ bedroomed houses)
8 x 2 bedroomed houses
2 x 2 bedroomed flats

School Designated Area: Primary: **Loddon Infant/Junior**
Secondary: **Bulmershe**

Primary schools have surplus capacity at this time. Therefore no education contribution is required for the primary sector.

It is assumed that no Secondary pupils are generated from 2-bedroomed properties.

Secondary Contribution: 13 x 0.2 x £6,280 x 1.06 = £ 17,307

Sixth Form Contribution: 13 x transfer rate x £8,267 x 1.06 = £ 2,174

TOTAL **= £ 19,481**

Bulmershe Secondary school is full, and due to planned housing for the area and the over-all projected growth for the LEA, there will be no surplus at the school in the foreseeable future. There are plans to add a 2 classroom extension at the school during the 00/01 financial year to meet projected demand for the area. There will be associated rationalisation of accommodation. The secondary funds requested from this development will be used towards this.

Hilary Wardale

-----Original Message-----
From: Nicola Lake
Sent: 19 October 2000 16:49
To: Hilary Wardale
Subject:

I am very disappointed not to have had confirmation form you that there are no further Education requirements with regards to the Pond Head Lane site, by 4:00pm as agreed with yourself. I assume that you will be contacting me Friday morning instead.

Nicola Lake

Tel: (0118) 974 6481 (Direct Line)
E-mail: Nicola.Lake@wokingham.gov.uk
Date: 19 Oct 2000
My ref: NL/F/2000/1514
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 P H Edwards
The Edwards Irish Partnership
36 Langborough Road
Wokingham
Berkshire
RG40 2BT

PRIVATE AND CONFIDENCIAL AND WITHOUT PREJUDICE.

Dear Mr Edwards,

ERECTION OF 23 DWELLINGS AT LAND TO THE REAR OF 1-11 POND HEAD LANE, EARLEY. APPLICATION NUMBER F/2000/1514.

It is considered that the following levels of contributions towards services and infrastructure would be required in connection with the above development.

- **Off-Site Leisure Provision** - £5,000 – for an item of play furniture for Skelmerdale West Play Area.
- **Highways** - £20,000 plus the lengthening of the right turn lane of Wokingham Road into Pond head Lane and the revision of the kerb line of the southern side of the new junction.
- **Libraries** – A requirement of £1,242 (£20 per person based on 2.7 people per household.
- **Education** – Will require Secondary Contributions: £11,982.24
  £ 1,498.48
  Total education requirement of £13,480.72.

Please could you confirm in writing whether these requirements are acceptable to your clients and that they are willing to enter into a legal agreement .

I hope this information is of assistance to you.

Yours sincerely,

NICOLA LAKE.
Senior Planning Officer.

BANCROFT DEVELOPMENTS

PLANNING SERVICES | HPT 35680
POL | TLS
DC NL | ENF
APP |
CS |
24 OCT 2000
COPIES TO: | ACK: | FILE:

Stratfield House,
265, High Street, Crowthorne,
Berkshire RG45 7AH
Tel: (01344) 780100
Fax: (01344) 780238

Ms N Lake
Senior Planning Officer
Wokingham District Council
P O Box 157
Shute End
Wokingham
Berkshire RG40 1WR

23 October 2000

Dear Ms Lake

ERECTION OF 23 DWELLINGS at LAND to the rear of 1-11 POND HEAD LANE, EARLEY - APPLICATION NO. F/2000/1514

Thank you for your letter dated 19 October 2000, which was sent to our Architect, Paul Edwards of the Edwards Irish Partnership. I am pleased to confirm that the contributions towards services and infrastructure, as shown below, are acceptable to ourselves and we are prepared to enter into a legal agreement to that effect :

- **Off-site Leisure Provision - £5000**
  for an item of play furniture for Skelmerdale West Play Area.

- **Highways - £20000**
  plus the lengthening of the right turn lane of Wokingham Road into Pond Head Lane and the revision of the kerb line of the southern side of the new junction.

- **Libraries - £1,242**
  £20 per person based on 2.7 people per household

- **Education - £13,480.72**
  ie secondary contributions of £11,982.24 and £1,498.48

We understand that this matter will now go forward to the Planning Committee recommended for approval on Wednesday 8 November.

Many thanks for all your assistance in this matter.

Yours sincerely

PATRICK BANCROFT

Tel: (0118) 974 6481 (Direct Line)
E-mail: Nicola.Lake@wokingham.gov.uk
Date: 25 Oct 2000
My ref: NL/F/2000/1514
Your ref:

Cllr Mrs C Smith.
7 Northam Close
Earley
Berkshire
RG6 3AJ

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

PRIVATE & CONFIDENTIAL

Dear Cllr Smith,

PROPOSED DEMOLITION OF 3, 3A, 13 AND 15 POND HEAD LANE AND ERECTION OF 23 DWELLINGS ON LAND TO THE REAR OF 1-11 POND HEAD LANE, EARLEY. APPLICATION NUMBER F/2000/1514.

I write to advise you of the proposed levels of developer contributions that have been requested and agreed by the developers on the above development, should the Development Control Committee be minded to approve the application as:

- **Off-Site Leisure Provision** - £5,000 – for an item of play furniture for Skelmerdale West Play Area.
- **Highways** - £20,000 plus the lengthening of the right turn lane of Wokingham Road into Pond head Lane and the revision of the kerb line of the southern side of the new junction.
- **Libraries** – A requirement of £1,242 (£20 per person based on 2.7 people per household.
- **Education** – Will require Secondary Contributions: £11,982.24
  Sixth Form Contribution: £ 1,498.48
  Total education requirement of £13,480.72.

During a recent telephone conversation with Cllr Swindells, he asked me to confirm some information on a site to the east of the application. The site to which I believe the Councillor referred to; was identified as a possible housing site within the Loddon Area Local Plan as PWE10. This site has not received a planning application to date. Any issue of future contribution for this development would only be resolved if an application were to be submitted. I have enclosed a copy of a plan that shows the current application site and the site that was proposed under the Loddon Area Local Plan.

I hope this information is of assistance to you.

Yours sincerely,

Lake.

NICOLA LAKE.
Senior Planning Officer.

Tel: (0118) 974 6481 (Direct Line)
E-mail: Nicola.Lake@wokingham.gov.uk
Date: 25 Oct 2000
My ref: NL/F/2000/1514
Your ref:

Cllr D Swindells,
12 Culford close
Lower Earley
Berkshire
RG6 3AS

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

PRIVATE & CONFIDENTIAL

Dear Cllr Swindells,

PROPOSED DEMOLITION OF 3, 3A, 13 AND 15 POND HEAD LANE AND ERECTION OF 23 DWELLINGS ON LAND TO THE REAR OF 1-11 POND HEAD LANE, EARLEY. APPLICATION NUMBER F/2000/1514.

I write to confirm the proposed levels of developer contributions that have been requested and agreed by the developers on the above development, should the Development Control Committee be minded to approve the application as:

- **Off-Site Leisure Provision** - £5,000 – for an item of play furniture for Skelmerdale West Play Area.
- **Highways** - £20,000 plus the lengthening of the right turn lane of Wokingham Road into Pond head Lane and the revision of the kerb line of the southern side of the new junction.
- **Libraries** – A requirement of £1,242 (£20 per person based on 2.7 people per household.
- **Education** – Will require Secondary Contributions: £11,982.24
  Sixth Form Contribution: £ 1,498.48
  Total education requirement of £13,480.72.

I am also able to confirm that the site to which I believe you referred to during our telephone conversation, was a site that was identified as a possible housing site within the Loddon Area Local Plan as PWE10. This site has not received a planning application to date. Any issue of future contribution for this development would only be resolved if an application were to be submitted. I have enclosed a copy of a plan that shows the current application site and the site that was proposed under the Loddon Area Local Plan.

I hope this information is of assistance to you.

Yours sincerely,

NICOLA LAKE.
Senior Planning Officer.

Tel: (0118) 974 6481 (Direct Line)
E-mail: Nicola.Lake@wokingham.gov.uk
Date: 25 Oct 2000
My ref: NL/F/2000/1514
Your ref:

Cllr Mrs D F Carpenter,
8 Stanton Close
Earley
Berkshire
RG6 7DX

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

PRIVATE & CONFIDENTIAL

Dear Cllr Carpenter,

PROPOSED DEMOLITION OF 3, 3A, 13 AND 15 POND HEAD LANE AND ERECTION OF 23 DWELLINGS ON LAND TO THE REAR OF 1-11 POND HEAD LANE, EARLEY. APPLICATION NUMBER F/2000/1514.

I write to advise you of the proposed levels of developer contributions that have been requested and agreed by the developers on the above development, should the Development Control Committee be minded to approve the application as:

- **Off-Site Leisure Provision** - £5,000 – for an item of play furniture for Skelmerdale West Play Area.
- **Highways** - £20,000 plus the lengthening of the right turn lane of Wokingham Road into Pond head Lane and the revision of the kerb line of the southern side of the new junction.
- **Libraries** – A requirement of £1,242 (£20 per person based on 2.7 people per household.
- **Education** – Will require Secondary Contributions: £11,982.24
  Sixth Form Contribution: £ 1,498.48
  Total education requirement of £13,480.72.

During a recent telephone conversation with Cllr Swindells, he asked me to confirm some information on a site to the east of the application. The site to which I believe the Councillor referred to; was identified as a possible housing site within the Loddon Area Local Plan as PWE10. This site has not received a planning application to date. Any issue of future contribution for this development would only be resolved if an application were to be submitted. I have enclosed a copy of a plan that shows the current application site and the site that was proposed under the Loddon Area Local Plan.

I hope this information is of assistance to you.

Yours sincerely,

NICOLA LAKE.
Senior Planning Officer.

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
Wokingham District Council
P.O. Box 157
Shute End
Wokingham
Berks
RG40 1WR

25 October 2000

Ref: PHE/FJ/1351

For the attention of Nicola Lake.

Dear Sirs,

RE: PROPOSED RESIDENTIAL DEVELOPMENTS – 3, 13 AND 15 POND HEAD LANE – EARLEY.
APP NO. F/2000/1514.

Following our telephone conversation yesterday afternoon concerning the house types and elevations on the above site, I am pleased to enclose six copies of revised drawing No. 1351/07A and new drawing 1351/10 for your approval.

Drawing 1351/10 shows the appearance of the two detached houses on plots 1 and 2 as requested.

Drawing 1351/07A shows the appearance of the three terraced houses on plots 3, 4 and 5 where the changes have been made to create two 2-bedroom units and one 3-bedroom unit.

I trust all details are now acceptable and that the application will go forward to the committee meeting on 8th November 2000 with a recommendation for approval.

Yours faithfully

Paul Edwards.

Paul Edwards
Partner

. Encs.
Cc. Lennon Planning Ltd.
Cc. Bancroft Developments

Certificate No: 921607

peter brett associates
CONSULTING ENGINEERS

16 Westcote Road, Reading
Berkshire RG30 2DE.

Direct lines to Snook House
Tel: 0118 950 8777
Fax: 0118 950 8198
email: snook@pba.co.uk
Internet: www.pba.co.uk

Your Ref:

Our Ref: 11037/SNK/DMH/DA/MAM
(Please quote when replying)

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25 OCT 2000	
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Mr S N Auton
Senior Assistant Engineer
Environmental Services Department
Wokingham District Council
PO Box 153
Shute End
Wokingham
Berkshire RG40 1WL

23 October 2000

Dear Mr Auton

RE: DEVELOPMENT AT POND HEAD LANE, EARLEY

Following our telephone conversation, I confirm the following two outstanding points on highway matters.

1. In conjunction with its construction, our client will arrange for white lining in Pond Head Lane around the new access bell mouth to emphasis the 'through route' to the northern end of the lane. (You will supply a sketch of your requirements).

2. You accepted that our client's already agreed highway contribution will be deemed to cover the cost of any necessary road marking alteration on Wokingham Road.

I am copying this to the planning case officer, Nichola Lake, so that she may write a favourable committee report this week.

Yours faithfully

David Hunter
Senior Associate

cc P Bancroft - Bancroft Developments
P Edwards - Edwards Irish
R Huntley - Lennon Planning
Ms N Lake - Wokingham District Council - Planning Dept
(also by FAX 23/10/00)

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Brian Balchin *DIC CEng MICE FConsE*
Nigel Brown *Dipl-Ing BSc DIC MSc CEng MICE MCIT MILT*
Richard Dawson *BSc MSc CEng FICE FCIWEM FConsE*
John Rushton *BEng MSc CEng MICE MStructE*
Keith Mitchell *BSc MSc MIHT MILT*
David Atherton *BSc MSc CEng CGeol FICE FIMM FCIWEM MInstWM FGS*
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Anthony Russell *BTp MSc MRTPI MIHT*

Regional Director:
Peter Ralph *IEng AMICE MIHT*

Senior Associates:
Robert Brickwood *BEng CEng MStructE*
Peter Chong *BSc MSc CEng MICE MStructE MIEM*
Victor Dunham *CEng FStructE PEng MBEng*
David Hunter *TD BA DipTE CEng MICE FIHT MIQA*
Benjamin Mitchell *BSc CEng MICE MCIWEM*
Richard Puttock *BSc MSc FGS*
Richard Swinden *BSc CEng MICE*
Scott Witchalls *MSc MCIT MIHT MILT*

Associates:
Brian Allen *BSc CEng MICE MIQA*
Timothy Allen *MIHT MILT*
Kenneth Amblin *BSc CEng MICE MStructE MAPS*
Mark Anderson-Hammersley *Eur Ing BEng MA CEng MIEE MIHT MIMgt*
Len Arnot *BSc CEng MICE MCIWEM MInstWM AEARA*
Bruce Blaine *BScEng CEng MICE MCIWEM*
Jay Chandarana
Simon Davis *BSc MSc MCIT MIHT MILT*
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Alan Fry *BSc MSc CEng MICE MIHT*
Henk Gelens *Ing BSc MIHT*
Peter Hollely *BSc CEng MICE*
Ian King *BSc CEng MICE MIHT*
Paul Lacey *BSc MICE FIHT DipTE CEng*
Anthony O'Connor *BSc MSc MBA CEng MIStructE MIEI*
Robert Parker *BA MTD MCIT MIHT DMS*
Bob Pinkett *BA FCIT FILT MIHT*
David Povey *CEng MStructE FFB*
Tony Sheach *BEng CEng MICE MCIT MILT MIHT*
Paul Swindale *BSc CEng MICE MIHT MCIWEM*

Practice Manager:
William Booth FCA

Financial Controller:
David Norgrove

The Edwards Irish Partnership
Architects & Surveyors

36 Langborough Road, Wokingham, Berks. RG40 2BT
Tel: 0118-989-4403 Fax: 0118-989-4383 E-mail: t[illegible]@virgin.net

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Environmental Services Department
Wokingham District Council
Council Offices
PO Box 157
Shute End
Wokingham
Berks
RG40 1WR

17 October 2000

Ref: PHE/FJ/1351

For the attention of Mike Thorpe.

Dear Sirs,

RE: RESIDENTIAL DEVELOPMENT - 3,13 AND 15 POND HEAD LANE – EARLEY -.
APP NO. F/2000/1514.

Following my letter dated 5th October 2000; I am pleased to enclose six copies of Joanne Bindley's landscape drawing 0142/1a.

This drawing has been revised to accord with our site layout drawing 1351/05B.

I trust all the details are to your approval and the application will go forward to the committee meeting on 7th November 2000 with a recommendation for approval.

Yours faithfully

Paul Edwards.

Paul Edwards
Partner

. Encs.
Cc. Patrick Bancroft
Cc. Lennon Planning Ltd

For plan see Officer File or Part One.

Date: 09 October 2000

To: Highways

We have received Revised Plans for the following planning application:

Application Number: F/2000/1514

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).

Applicant: Bancroft Developments C/O The Edwards Irish Partnership

Case Officer: Nicola Lake

The new plans show the following: Amended layout of access, and revised parking scheme. Drawing no 1351/05B.

Comments are required by 30/10/2000.

Should you have any queries regarding this application please contact the case officer Nicola Lake on (0118) 974 6481.

CONDITIONS

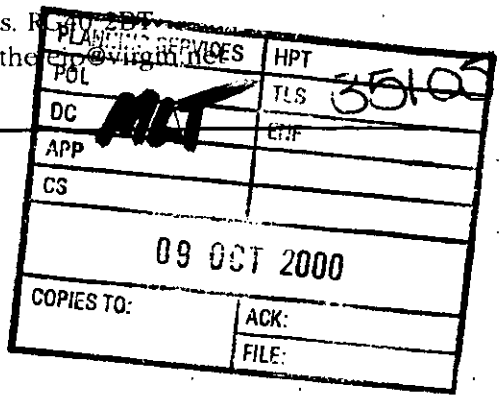
C122 Parking
R122
C123 - Communal Parking
R123
C129 - Construction Vehicles
R129
C130 - Mud
R130
C131 - Access
R131

The agreed contribution of £20000 towards crossing facilities and revision to the lining for right turning vehicles on A329 to be secured by a suitable legal agreement.

SN AITON 19.10.00

The Edwards Irish Partnership
Architects & Surveyors

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



Environmental Services Department
Wokingham District Council
Council Offices
PO Box 157
Shute End
Wokingham
Berks
RH40 1WR

05 October 2000

REVISED PLAN

1514

Ref: PHE/FJ/1351

For the attention of Mike Thorpe.

Dear Sirs,

RE: RESIDENTIAL DEVELOPMENT – 3,13 AND 15 POND HEAD LANE – EARLY.
APP No. F/2000/1514

Following our meeting this morning I am pleased to enclose six copies of revised drawings 1351/05B for your approval.

The drawing has been revised to show: -

1. The houses on plots 1 & 2 set back from the kerb as agreed.
2. Additional visibility splays of 2.500 x 31.00 and 2.500 x 50.00m shown.
3. Car parking reduced from 39 unassigned spaces to 35 unassigned spaces as agreed.
4. Car parking layout amended to show smaller parking areas and more landscape planting.

As discussed prior to the committee meeting on 7th November 2000, you will be obtaining details of the contributions likely to be requested, other than the Highway contribution.

I look forward to hearing from you shortly.

Yours faithfully

Paul Edwards.

Paul Edwards
Partner
. Encs.
Cc. Bancroft Developments
Cc. Lennon Planning

BANCROFT DEVELOPMENTS

Stratfield House,
265, High Street, Crowthorne,
Berkshire RG45 7AH
Tel: (01344) 780100
Fax: (01344) 780238

Mr S Lewis
Wokingham District Council
Environmental Services Department
P O Box 157
Wokingham
Berkshire
RG40 1WR

FAX NO., 0118 974 6484

APP	33539
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24 August 2000

Dear Mr Lewis

POND HEAD LANE, EARLEY
Application no's. F/2000/1513 and F/2000/1514

Following our recent telephone conversation, our Highways Consultants, Peter Brett Associates (David Hunter) has repeatedly tried to contact Tom Callaghan to discuss the various highway matters associated with this site. I fully appreciate that Mr Callaghan is a very busy man, but it is frustrating that we have been unable to speak to him or arrange a meeting.

We are still keen to try and resolve matters with him along the lines I discussed with you. If there is anything you can do to help us with regard to this matter, I would be grateful.

David Hunter can be contacted at Peter Brett Associates, 16 Westcote Road, Reading RG30 2DE, Tel 0118 950 8777.

Thank you for your assistance,

Yours sincerely

PATRICK BANCROFT

NHBC

Registered in England No. 2176285 VAT Registration No. 527 1346 57
Bancroft Developments is the trading style of Bancroft Developments Ltd.

EARLEY TOWN COUNCIL

Council Offices Radstock Lane Earley Reading Berkshire RG6 5UL
Tel: 0118 966 8995 Fax: 0118 975 6681

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To: SIMON LEWIS **From:** MADDY BRISTOW

Fax: 0118 974 6484 **Pages:** 2

Phone: **Date:** 23-6-00

Re: App. F/2000/1513/1514 **CC:**

☐ **Urgent** ☐ **For Review** ☐ **Please Comment** ☐ **Please Reply** ☐ **Please Recycle**

• **Comments:**

Town Council's observations on above application follow.

Apologies for delay

Maddy Bristow

THAMES VALLEY
POLICE

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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

Date 18th October 2000

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www.securedbydesign.com

Ms. N. Lake
Planning Services
Wokingham District Council
PO Box 157
Shute End
Wokingham
BERKS.
RG40 1WR

Your Ref. 1514

Dear Ms. Lake.

Pond Head Road, Earley.

Thank you for the details of this application.

The amendments make no significant difference to my earlier comments.

I am disappointed that the requirement to amend access has not also been included to deter access for anti-social / offending purposes, as the revised plan still shows an ungated alley between plots 19 & 20. Should this pass as proposed, and the route be used for unlawful access in the future, victims would have redress under both the Crime & Disorder Act and the new Human Rights Act.

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 development include burglary and car crime. These risks are significantly reduced by incorporating 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.

Yours sincerely.

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

TO: **DEVELOPMENT CONTROL**
Nicola Lake

FROM: Environmental Design

DATE: 20 October 2000

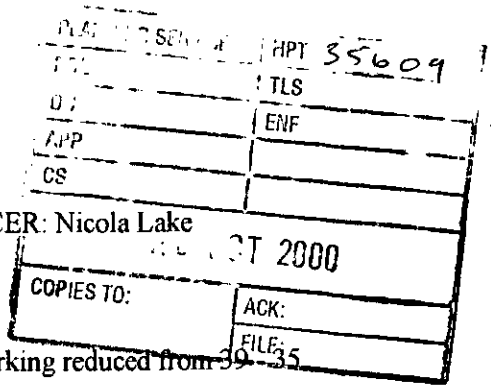
Location:	Land rear of 1-11 Pond Head Lane, Earley
Proposal:	Proposed demolition of 3, 3a, 13 & 15 Pond Head Lane and erection of 23 dwellings (duplicate application)
Application Number:	F/2000/1514

In response to your consultation dated 9 October 2000 for the above application, the landscape comments are as follows:

I have no objection to the proposals, having re-evaluated the site in the light of concerns raised by the landscape consultant dated 22 June 2000.
The landscape proposals as shown on drawing 0142/1A are acceptable.

Catherine Brimble

Catherine Brimble
Landscape Architect



TOWN COUNCIL OBSERVATION SHEET

APPLICATION NO: F/2000/1514 PLANNING OFFICER: Nicola Lake

PARISH: EARLEY

PROPOSAL: Revised Plans: showing plots 1 and 2 set back, car parking reduced from 39 - 35 spaces.

ADDRESS: 1 - 11 Pond Head Lane

APPLICANT: Bancroft Developments Ltd.

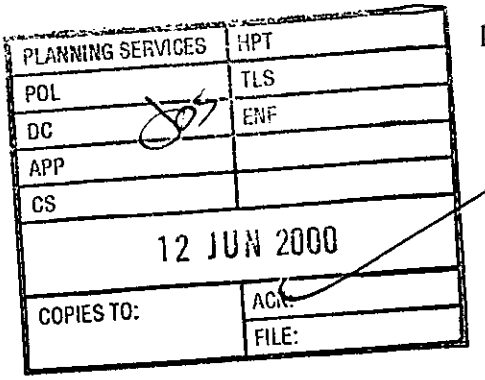
Councillors considered that these revisions did nothing to alleviate the concerns previously raised by the Town Council, and felt, therefore, that the observations already made should still be taken into account when considering this application.

SIGNED: _____ DATE: 19 OCT 2000

CLERK TO EARLEY TOWN COUNCIL

15

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.

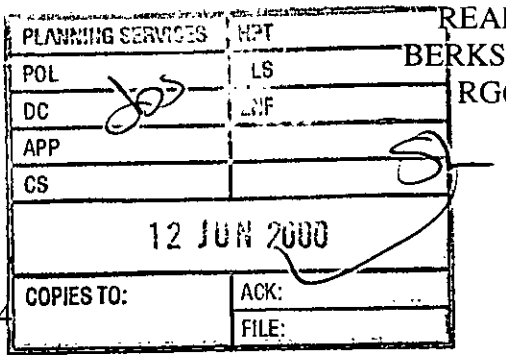
The proposal refers to an intention to make it a through road, in due course, for possible further development. I am concerned about detrimental value to my property, the loss of amenity and all-round disruption.

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

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

WORK SHEET FOR : Simon Lewis

Application Number : F/2000/1514

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/2000/1514

Appraisal :

See committee report of the 29 November 2000

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

Application Number:F/2000/1514
Reasons for Refusal

No	Std Con	Std Reas	Non Std Conditions / Reasons for Refusal
1.			The proposed development has unacceptable internal relationships 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.
		N16	BSP – H5, H9,
			LALP – LH1, LH8, LBE5, LBE1, LBE2, LBE9, LT5, LT6,
			WDLP – Housing Density, WH6, WOS3, WBE1, WBE11, WT6, WT7

RECORD OF SITE VISIT

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

APPLICATION NUMBER: F/2000/1514

OFFICER: Simon Lewis

DATE OF SITE VISIT:.....

1 SITE/STATUTORY NOTICE DISPLAYED ? YES - on Telegraph pole.

2. DESCRIPTION OF SURROUNDINGS

3. DESCRIPTION OF SITE/BUILDING

4. RELATIONSHIP TO ADJOINING PROPERTIES

5. SITE CONSTRAINTS

TREES

ACCESS/PARKING

LEVELS

BOUNDARY TREATMENT

OTHERS

MINUTES OF A MEETING OF THE DEVELOPMENT CONTROL COMMITTEE HELD ON WEDNESDAY 29 NOVEMBER 2000 FROM 7.00 PM TO 10.10 PM

Present: Mr KA Malvern (Chairman), Mrs JA Lissaman (Vice-Chairman), Mrs DC Beatty Mr MJ. Bryant, Mr SR Conway, Mr TP Dredge, Mr RFN Eke, Fiona Rolls, Mrs MA Long, and Mrs M Robertson.

Also present under Standing Order 39: Mr EC Preston, Mr ND Rose, Mr AJ Ross, Mrs ELM Siggery and Mr D Swindells.

162. MINUTES

The Minutes of the meeting of the Committee held on 8 November 2000 were confirmed as a correct record and signed by the Chairman.

163. APOLOGIES FOR ABSENCE

An apology for absence was received from Mr. JL Earnshaw.

164. APPLICATION NO: 2000/1514. PROPOSED DEMOLITION OF 3, 3A 13 & 15 POND HEAD LANE AND THE ERECTION OF 23 DWELLINGS (DUPLICATE APPLICATION), LAND TO THE REAR OF 1-11 POND HEAD LANE EARLEY, FOR BANCROFT DEVELOPMENTS

The Committee considered a report about this application set out on Agenda pages 1451 to 1471.

Members were reminded that consideration of the application had been deferred at the Committee meeting of 8 November 2000, to enable a site visit to be undertaken.

In explaining the report, the Head of Planning and Transportation informed Members that an additional letter of objection had been received since the despatch of the Agenda.

Prof. Kirkbride and Mr Hill, local residents attended the meeting and spoke in opposition to the development.

Mr. D Swindells, a local Member attended the meeting and spoke in opposition to the proposal.

Mrs. ELM Siggery attended the meeting and spoke in opposition to the proposal.

During the discussion of the application, Members expressed concern regarding the internal layout of the site, site density, highways issues, and the cumulative effect of development on the local flood plain.

RESOLVED: That Application No: 2000/1514 be refused on the grounds that the internal layout was inadequate, resulting in a poor environment for future occupiers caused by too high a site density.

MINUTES OF A MEETING OF THE DEVELOPMENT CONTROL COMMITTEE HELD ON WEDNESDAY 8 NOVEMBER 2000 FROM 7.00 PM TO 9.45 PM

Present: Mr KA Malvern (Chairman), Mrs JA Lissaman (Vice-Chairman), Mrs DC Beatty Mr MJ Bryant, Mr SR Conway, Mr TP Dredge, Mr JL Earnshaw, Mr RFN Eke, Fiona Rolls, Mrs MA Long, and Mrs M Robertson.

Also present under Standing Order 39: Mrs DF Carpenter, Mrs ELM Siggery

151. MINUTES

Subject to the addition of the following paragraph in Minute No: 150, the Minutes of the meeting of the Committee held on 18 October 2000 were confirmed as a correct record and signed by the Chairman;

"The Chairman of Committee declared an interest in the following application and left the room for the duration of the item. The Vice-Chairman, Mrs JA Lissaman took the Chair."

152. APOLOGIES FOR ABSENCE

An apology for absence was received from Mr BJS Patman.

156. APPLICATION NO: 2000/1514, PROPOSED DEMOLITION OF 3, 3a 13 AND 15 POND HEAD LANE AND ERECTION OF 23 DWELLINGS (DUPLICATE APPLICATION), LAND TO THE REAR OF 1-11 POND HEAD LANE EARLEY, FOR BANCROFT DEVELOPMENTS

The Committee considered a report on this application as set out on Agenda pages 1380 to 1399.

In explaining the report, the Head of Planning and Transportation informed Members that three additional letters of objection had been received since the dispatch of the Agenda.

A representative of Earley Town Council, attended the meeting and spoke in opposition to the proposal.

Prof. Kirkbride, a local resident attended the meeting, and spoke in opposition to the proposal.

Mrs. DF Carpenter, a local Member, attended the Meeting and spoke in opposition to the proposal.

Mrs. ELM Siggery spoke in opposition to the proposal.

In considering the proposal, Members expressed concern relating to highways issues at the site and the impact of the proposal on the character of the surrounding area.

RESOLVED: That Application No: 2000/1514 be deferred to enable a site visit to be undertaken.

Application No F/2000/1514 | **Received** 10.05.00 | **Earley.**

Applicant: Bancroft Developments.
Location : Land to the rear of 1-11 Pond Head Lane, Earley.
Proposal : Proposed demolition of 3, 3a, 13 and 15 Pond Head Lane and erection of 23 dwellings. (Duplicate application).

1. **Planning History** – The site is located on land to the rear of 1-11 Pond Head Lane. The dwellings which occupy number 3 and 3a were originally granted planning permission in 1974 and are located to the rear of the frontage dwellings. The frontage dwellings numbers 13 and 15, which are also proposed for removal, pre-date the planning system. There have been no other relevant planning applications on this site.

2. **Proposal** – The proposed development is to demolish the existing dwellings on numbers 3 and 3a, and 13 and 15. The area of land that is currently 13 and 15, will be used to create a new access way to the land at the rear, with two frontage dwellings to either side of the new road. On the land to the rear of these two new four-bedroomed dwellings on the plot of 3 and 3a, there would be a further 21 dwellings erected. In total the proposed development is for 4 four-bedroomed dwellings, 9 three-bedroomed dwellings, 8 two-bedroomed dwellings and a block of 2 two-bedroomed maisonettes. The proposal would create in total 21 new dwelling and 4 replacement houses.

3. **Consultations** -
   - ***Earley Town council:*** Recommends refusal. (see attached comments).
   - ***Landscaping:*** No objection subject to conditions.
   - ***Crime Prevention Design Adviser:*** Has no major concerns regarding community safety and security. He does suggest a gate to the rear access lane to number 19 and 20.
   - ***Policy and Plans:*** No objection.
   - ***Environmental Health:*** No objection subject to conditions.
   - ***Railtrack:*** No objection subject to conditions.
   - ***Letters of Objection:*** There have been 24 letters of objection from local residents on the original plans and 3 additional letters of objection to the revised plans. A petition with 161 signatures has also been received The objections can be summarised as follows:
     - Increased on-street parking.
     - Increased traffic movements during rush hour, leading to congestion and a highway hazard.
     - Increased noise and disturbance during construction and after.
     - Overdevelopment of the site.
     - Loss of privacy from overlooking.
     - Out of keeping with the character and appearance of the surrounding area.
     - Would lead to further future development of a connecting site.
     - Loss of value of the existing dwellings.
     - Increased danger on a route to a school.
     - Existing companies on Pond Head Road have already increase traffic.
     - People currently use the junction to the front of the site for turning.

- The right turn filter lane on Wokingham Road is too small.
- Increased danger to children who play in the street.
- Increased pollution.
- Concern about impact upon the existing mains sewers.
- Loss of trees.
- Development would be forward of the building line.
- Proposal would clash with the existing driveways.
- Increased demand upon local services.
- Poor visibility on the new junction.

4. **Appraisal** – Main issues:

A. Principle of Development. (Policy H5 of the Berkshire Structure Plan; Policy LH1 of the Loddon Area Local Plan; Policy WH6 and Housing Density Policy of the Wokingham District Local Plan (Deposit Draft) as modified.
B. Housing Mix and Density. (Policies H5 and H9 of the Berkshire Structure Plan; Policies LH1, LH8 and LBE5 of the Loddon Area Local Plan; Policies WH6 and the Housing Density Policy of the Wokingham District Local Plan (Deposit Draft) as modified.
C. Impact upon the residential amenity of the neighbouring dwellings. (Policies LBE1, LBE2 and LBE5 of the Loddon Area Local Plan; Policies WOS3 and WBE1 of the Wokingham District Local Plan (Deposit Draft) as modified.
D. Impact upon the character and appearance of the surrounding area. (Policies LBE1, LBE2 and LBE5 of the Loddon Area Local Plan; Policies WOS3 and WBE1 of the Wokingham District Local Plan (Deposit Draft) as modified.
E. Impact upon the existing trees. (Policies LBE1, LBE2 and LBE9 of the Loddon Area Local Plan; Policies WOS3, WBE1 and WBE11 of the Wokingham District Local Plan (Deposit Draft) as modified.
F. Impact upon Highways Safety. (Policies LT5 and LT6 of the Loddon Area Local Plan; WT6 and WT7 of the Wokingham District Local Plan (Deposit Draft) as modified.
G. Services, Amenities and Infrastructure Provision.
H. Concerns of Residents and Earley Town Council.

A. Principle of Development.

The site is located within the identified settlement where development is usually acceptable in principle, subject to meeting the other policies within the District's development plans. The site would be designated as 'previously-used land' as it is currently existing dwelling and garden area. Therefore, the principle of development would be in accordance with the guidance as outline in PPG3 – Housing.

B. Housing Mix and Density.

The proposed development is to erect 4 four-bedroomed dwellings, 9 three-bedroomed dwellings, 8 two-bedroomed dwellings and a block of 2 two-bedroomed maisonettes on a site sized approximately 0.58 hectares. This would represent a net density of 39.7 dwellings per hectare.

Although the site is not within 400m of a local centre or 800m to a town or district centre, it does have particularly good access to alternative modes of

transport (bus corridor, park and ride and cycle routes), which allows travel to other retail facilities. Therefore the site is considered to be in a sustainable location, and development at a density of approximately 40 dwellings per hectares would be acceptable in principle. Hence, the proposed development would comply with the District's policy on housing density.

The proposed development would provide 44% of the dwellings as 2 bedroomed; 39% would be 3 bedroomed and only 17% of the dwellings would be 4 bedroomed. Therefore, the proposed housing mix is in accordance with the district's housing need and policy WH6 of the Wokingham District Local Plan (Deposit Draft) as modified.

C. Impact upon the residential amenity of the neighbouring dwellings.
The revised plans for the proposed development has resulted in the relocation of the access road, from running along the boundary of the site with number 11 Pond Head Lane, to be located between the two proposed 4 bedroomed dwellings. The road would at approximately 30m into the site start to curve towards the boundary with number 11. This is to allow the location of a block of three dwellings on the opposite side of the access road. Therefore the proposed road would be located such that there would be minimal detrimental noise or disturbance to the current and future occupiers of numbers 11 or 17.

The proposed development would be on land that both dwellings along Pond Head Lane and Wokingham Road would back onto. However the minimum distance from the rear of the closest dwelling, along Wokingham Road, would still be approximately 31m to the boundary of the application site. The closest residential dwellings to the boundary of the site and the dwellings, which front onto Pond Head Lane, are numbers 5 and 7. However the approximate distance from the main rear elevation of these dwellings to the rear boundary to the site is approximately 34m. Therefore there would be no overlooking, overbearing or overshadowing of the adjacent residential dwellings.

There are already two business located within Pond Head Lane. These together with the existing dwellings and the close proximity of the A329(M), the railway line and Wokingham Road (approx.60m), means that there is already a level of general noise and disturbance within the surrounding area of the development. It is therefore considered that the proposed development would not increase the level of noise and disturbance to a level which would have a significant detrimental impact upon the residential amenity of the adjacent dwellings.

D. Impact upon the character and appearance of the surrounding area.
The existing dwellings within Pond Head Lane are of a variety of sizes and styles. The two frontage dwellings, which are proposed to be demolished at number 13 and 15, are two-storey gable fronted, 3 bedroomed dwellings. The existing dwelling to the north, Number 17 Pond Head Lane, originally was of a similar design to that of Number 13 and 15, however it has in recent years been significantly extended, with a two storey side extension and a flat roofed side facing dormer window. The dwelling to the opposite side of the site is one of a semi-detached pair. The two 4-bedroomed dwellings which will replace numbers 13 and 15 , will have a central two storey section with a side cat-slide roof with a front facing dormer window. It would be similar in form to that of number 17.

The revised plans for the proposed development have pulled the replacement frontage dwellings slightly further back on their sites. This means that the plot 1 dwelling will stand 2m forward of number 17 and while the plot 2 dwelling would stand only 60cm forward of number 11. This would be a similar relationship as currently exists between the existing dwellings and the street pattern. Therefore, the proposed replacement frontage dwelling would not be out of keeping with the existing dwellings along Pond Head Lane.

The proposed dwellings would have adequate private amenity space. While the rear garden areas of the terraced dwelling would be only as wide as the houses themselves, the shortest garden area of the terrace house would be at least 12m long. While the adjacent dwellings have larger garden areas, there are dwellings only a short distance away with garden areas of a similar size to the proposed dwellings. Hence the proposed development would not be out of keeping with the character or appearance of the surrounding area.

E. Impact upon the existing trees.
The Landscape Architect is satisfied that the proposed development and replacement landscaping scheme would have no significant detrimental impact upon the quality of the existing landscape of this area.

F. Impact upon the highway safety.
The Highway Authority is satisfied that the visibility splays shown on the amended drawing and the relevant alterations to the southern corner of the proposed new junction into the development, to create greater definition to the existing spur road, would mean that motorists would be able to enter and leave the proposed site in a safe manner.

There is an existing right turn lane on Wokingham Road with enough room to allow two cars to wait out of the flow of traffic for a suitable opportunity to turn into Pond Head Lane. It is recommended that the developers would be required via a condition to increase the length of this bay to allow three cars room to wait when turning right. This will help to maintain the flow of traffic along Wokingham Road.

A financial contribution of £20,000 has been agreed by the developer in order to compensate for additional traffic created by the development. This will be used for all or part of either safe routes to schools initiatives or to improve local sustainable transport initiatives and local traffic management schemes in the vicinity of the application site, by way of providing a pedestrian crossing over Wokingham Road.

The site is located along an existing bus corridor, with regular services into Reading and Wokingham. The site is also very close to an existing cycle route and a further proposed cycle route will pass along Pond Head Lane itself. It is 900m to the 'Park and Ride' site at the Showcase Cinema and to the Earley Train Station. Therefore, due to the wide selection of alternative modes of transport within easy reach of the site, the highway authority are satisfied that the proposed number of parking spaces would not result in an increase in on-street parking along Pond Head Lane. Accordingly, the proposed development would have no significant detrimental impact upon the highway safety of the surrounding area.

G. Services, Amenities and Infrastructure Provision.
Policy WOS4 of the Wokingham District Local Plan (Deposit Draft) as modified requires that development proposals will be expected to have some regard to existing levels of infrastructure, services and amenities. This is expanded upon in Supplementary Planning Guidance. Provision of additional facilities or contributions need to meet the relevant test as laid down in Circular 1/97 'Planning Obligations'.

As stated above a contribution of £20,000 has been agreed for off-site highway improvements. There is also a requirement to provide open space or off-site financial contributions towards improving existing facilities. In this regard a financial contribution of £5,000 has been agreed to provide and install an additional piece of play equipment for the Skelmerdale West Play area. This play area, is the closest facility to the development and is within the 240m radius distance that is recommended by the NPFA and Council policy.

The proposed development would also impact upon the number of people wishing to use the local library facilities and a contribution of £1,242 has been agreed to improve the local library facilities. The proposed development would have a direct effect upon the upon education. The development would fall within the Bulmershe catchment area for secondary education. A financial contribution of £13,480 has also been agreed which would contribute toward the future expansion of the existing school.

H. Concerns of local residents and Earley Town Council.
The concerns of the Town Council and local residents have been noted. Some of these concerns have been addressed in the above appraisal. However the Town Council and some of the local residents have raised the possibility that the current application would set a precedent for further such development within the area. The site plan does state that the new roadway could give access to a future extension of the development. However the current application must be determined on the information which is currently submitted as part of this application. The possible future extension to the site would be likely to be on adjacent land which was designated as an identified housing site within the Loddon Area Local Plan.

Objections were also raised that the proposed development would reduce the value of the existing dwellings. However this is not a relevant planning consideration. There were also concerns that the proposed development would lead to an increase in the level of pollution. However, the development is located on previously-developed land and is located in close proximity to alternative sustainable modes of transport.

Another concern is the additional pressure which would be placed upon the existing main sewer system. This issue is controlled under separate legislation by Thames Water and should not form part of the consideration of this application.

5. **Conclusion** – The proposed development would have no significant detrimental impact upon the residential amenity of the existing dwelling or upon the character or appearance of the surrounding area. Similarly, the proposed new accessway and parking provision for the development would have no detrimental impact

upon the highway safety of Pond Head Lane and the surrounding area. Therefore, the proposed development would be in accordance with the policies of the District's Development Plan.

6. **Recommendation** – To GRANT planning permission, subject to a legal agreement for £20,000 towards off-site improvements to either safe routes to schools initiatives or to the improvement of local sustainable transport initiatives and local traffic management schemes; £5,000 towards off-site leisure provision, which would fund an additional piece of play equipment at Skelmerdale West Play Area; £1,242 towards library provision; £13,480 towards secondary education and the following conditions:

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.

Nicola Lake.

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.

SIGNED: _____ DATE: 22 JUN 2000

Clerk To Earley Parish/Town Council.

3560

TOWN COUNCIL OBSERVATION SHEET

APPLICATION NO: F/2000/1514 PLANNING OFFICER: Nicola Lake

PARISH: EARLEY

PROPOSAL: Revised Plans: showing plots 1 and 2 set back, car parking reduced from 39 to 35 spaces.

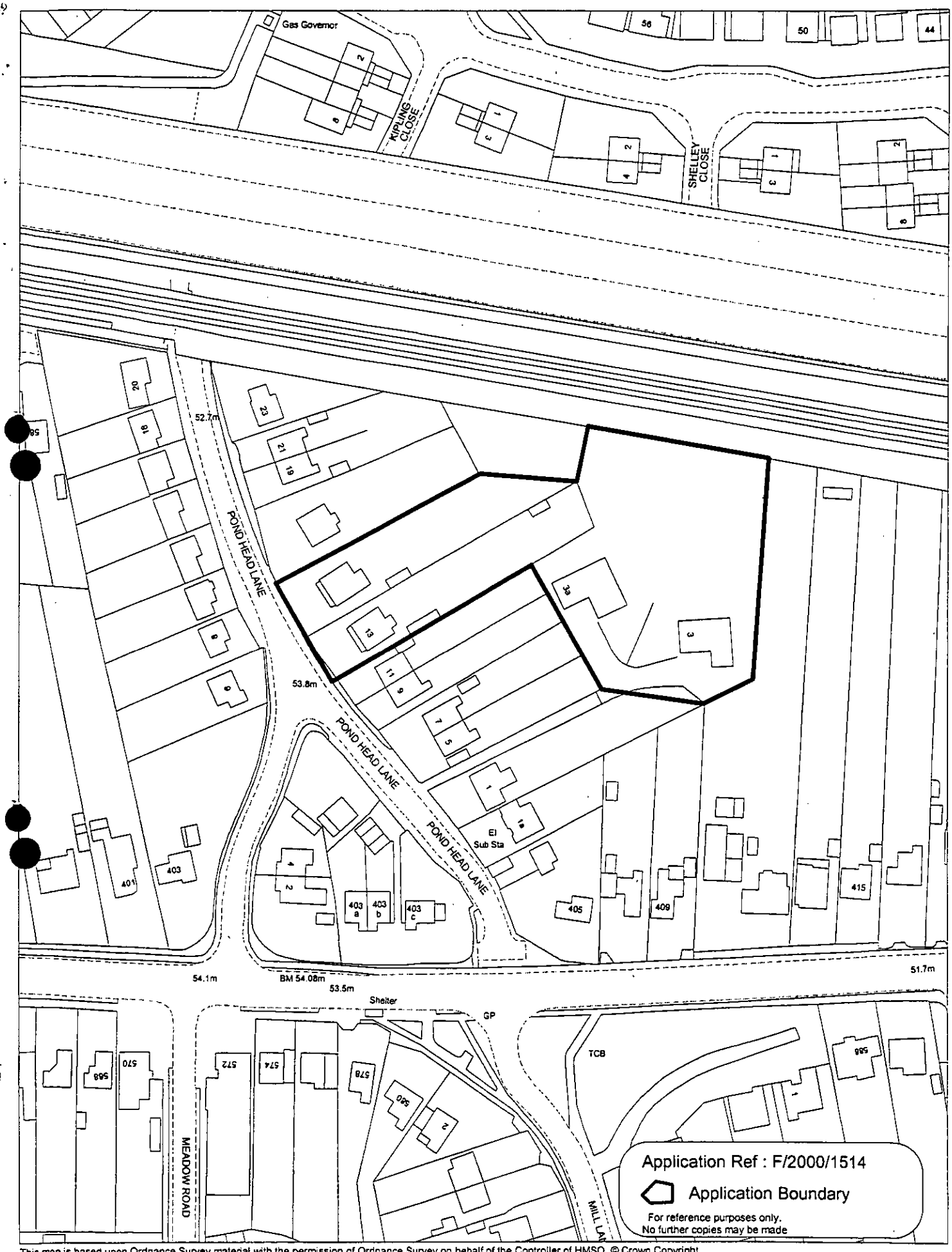
ADDRESS: 1 - 11 Pond Head Lane

APPLICANT: Bancroft Developments Ltd.

Councillors considered that these revisions did nothing to alleviate the concerns previously raised by the Town Council, and felt, therefore, that the observations already made should still be taken into account when considering this application.

SIGNED: _____ DATE: 19 OCT 2000

CLERK TO EARLEY TOWN COUNCIL



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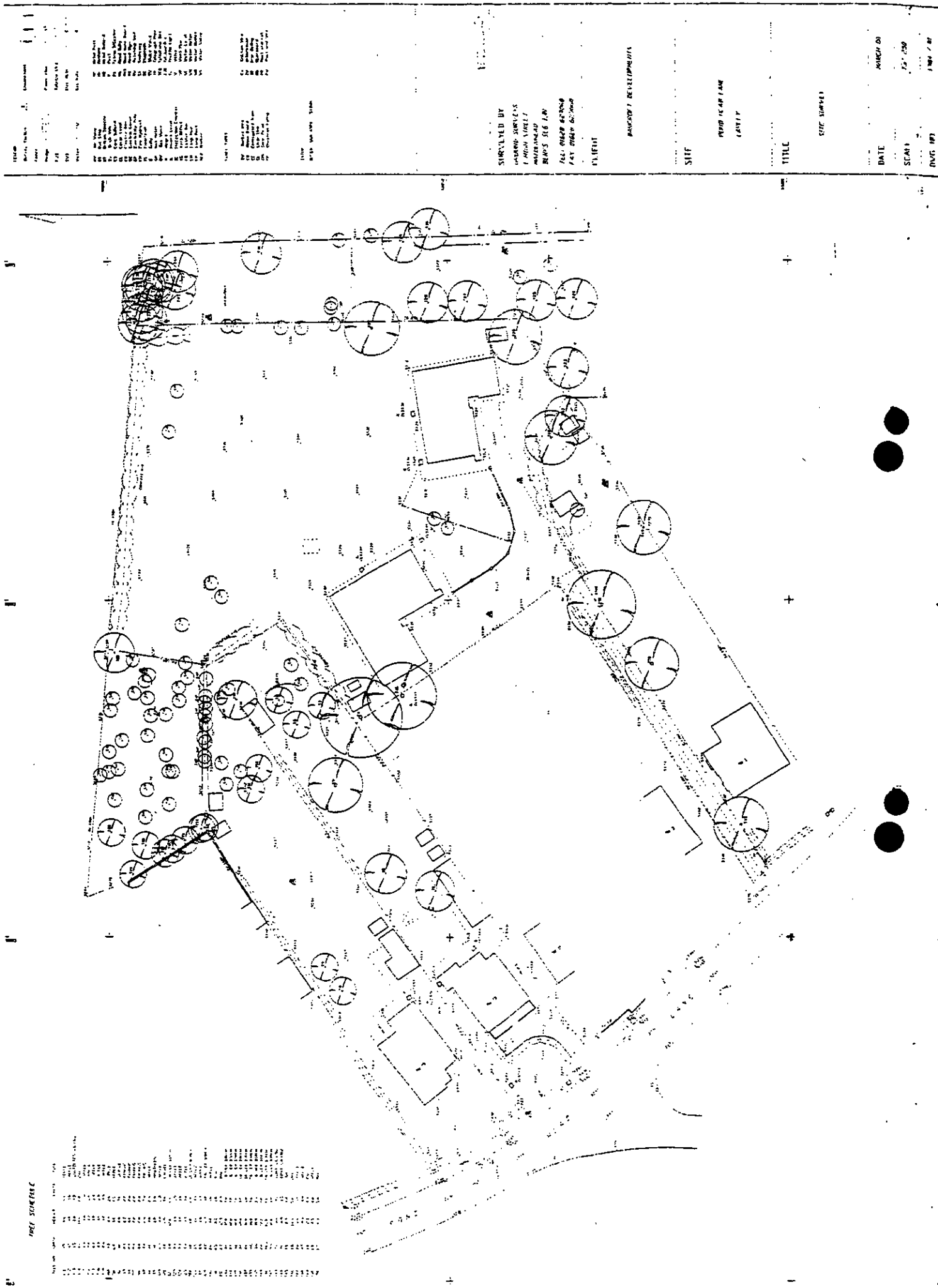
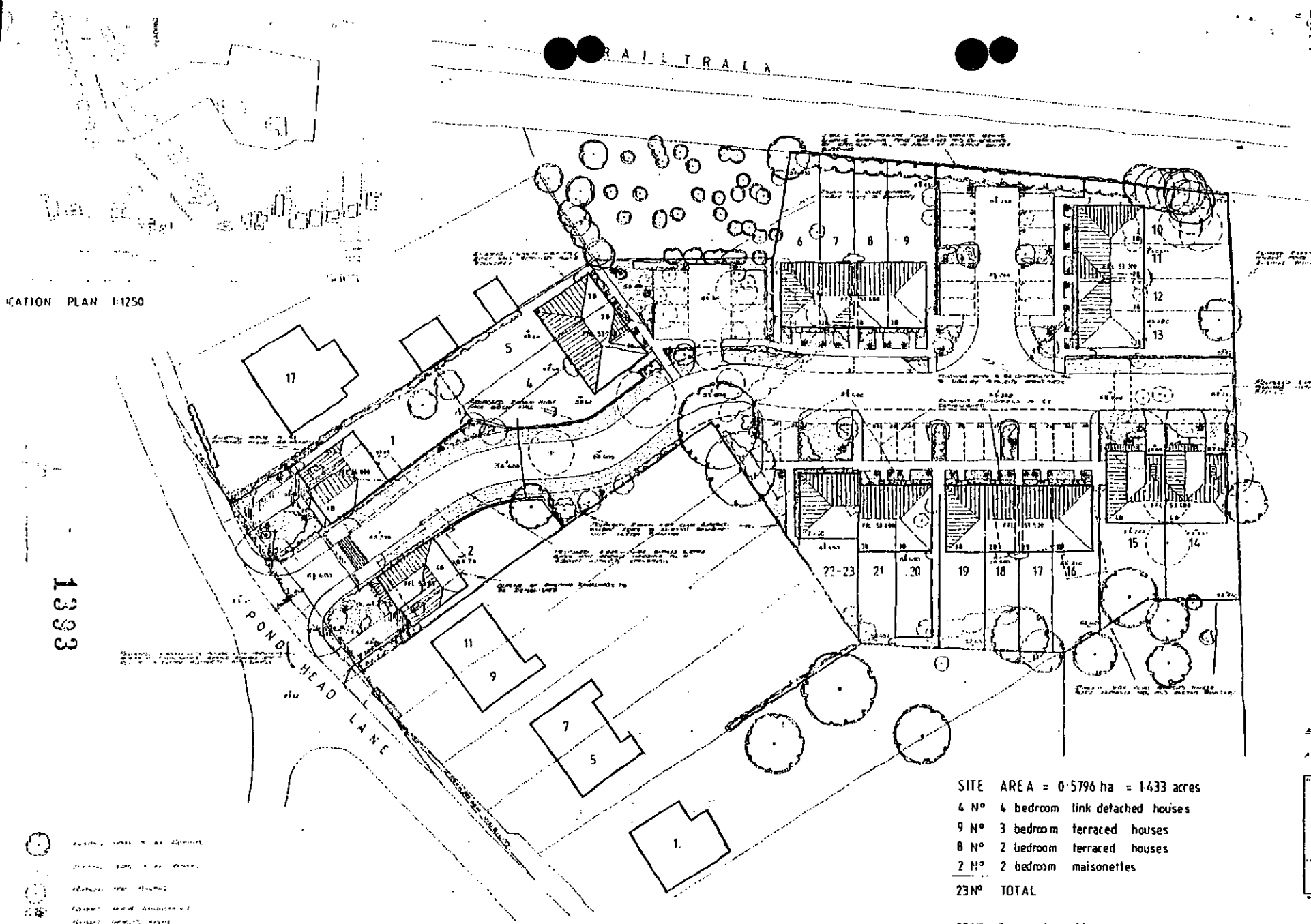
Development Control Section, Environmental Services, Wokingham District Council.

8 November 2000

Scale: 1 : 1250





ICATION PLAN 1:1250

Notes

SITE AREA = 0·5796 ha = 1·433 acres

4 N°	4 bedroom	link detached	houses
9 N°	3 bedroom	terraced	houses
8 N°	2 bedroom	terraced	houses
2 N°	2 bedroom	maisonettes	
23 N°	TOTAL		

35 N° Communal parking spaces

1514

REVISED PLAN

Proposed residential development
3 13 and 15 Pond Head Lane
EARLEY
Berks

Bancroft Developments

SITE PLAN

1:250 May 2000

The Edwards Irish Partnership
Architects & Surveyors

Job 1351 Dwg. 05 B

Notes

All dimensions and levels on site are to be checked prior to commencement of work.

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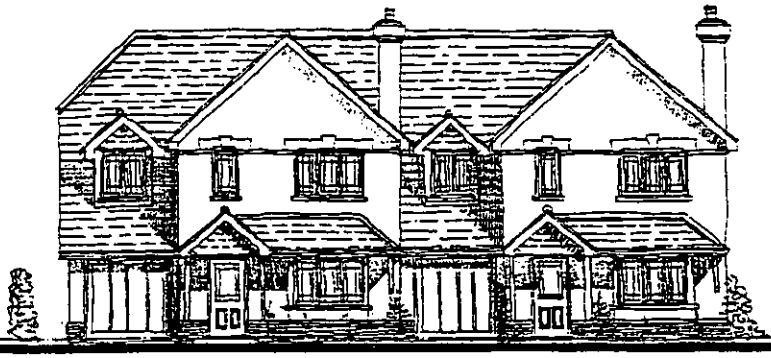
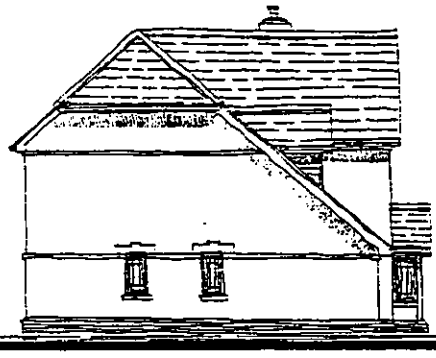
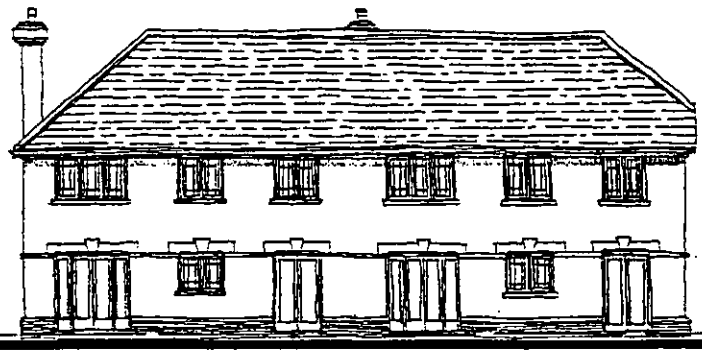


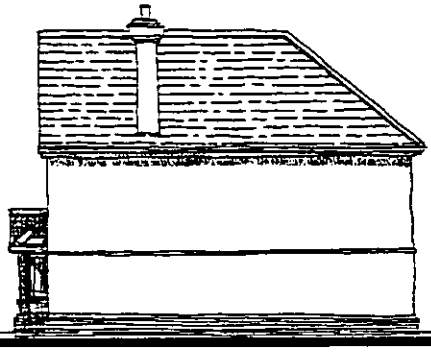
FRONT ELEVATION



SIDE ELEVATION



REAR ELEVATION



SIDE ELEVATION

MATERIALS

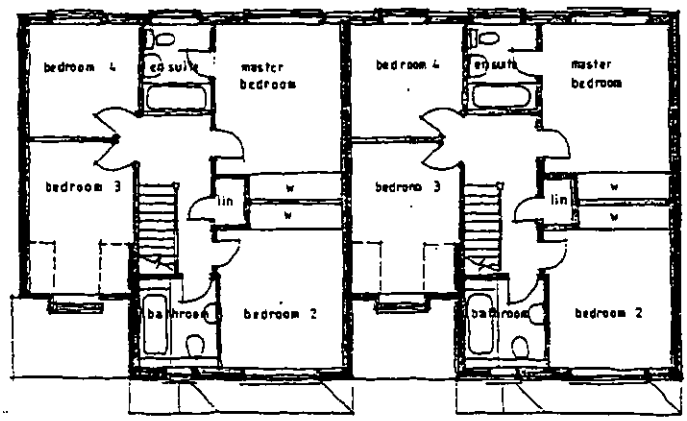
ROOF : Redland Richmond roofing slates with dry verge and ridge tiles.

WALLS : Multi stock facing brickwork with red stock brick plinth and stone string courses and lintols.

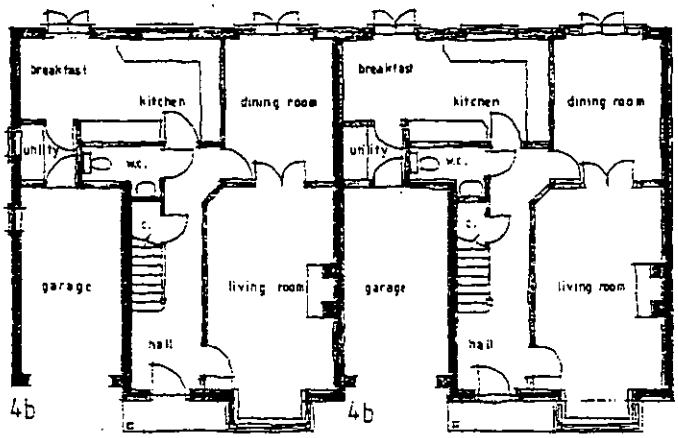
WINDOWS : White upvc casement windows with leaded light glazing.

EAVES : White painted fascia and soffit.

GROSS INTERNAL FLOOR AREA = 125.83 m² = 1355 ft²



FIRST FLOOR



GROUND FLOOR

Project: Proposed residential development
3, 13 and 15 Pond Head Lane
EARLEY
Berks

Client: Bancroft Developments

Drawing: 4 bed house types
plots 1, 2, 14 and 15

Scale: 1:100 Date: April 2000

1394

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

Job 1351 Dwg. 06

Notes

All dimensions and levels on site are to be checked prior to commencement of work

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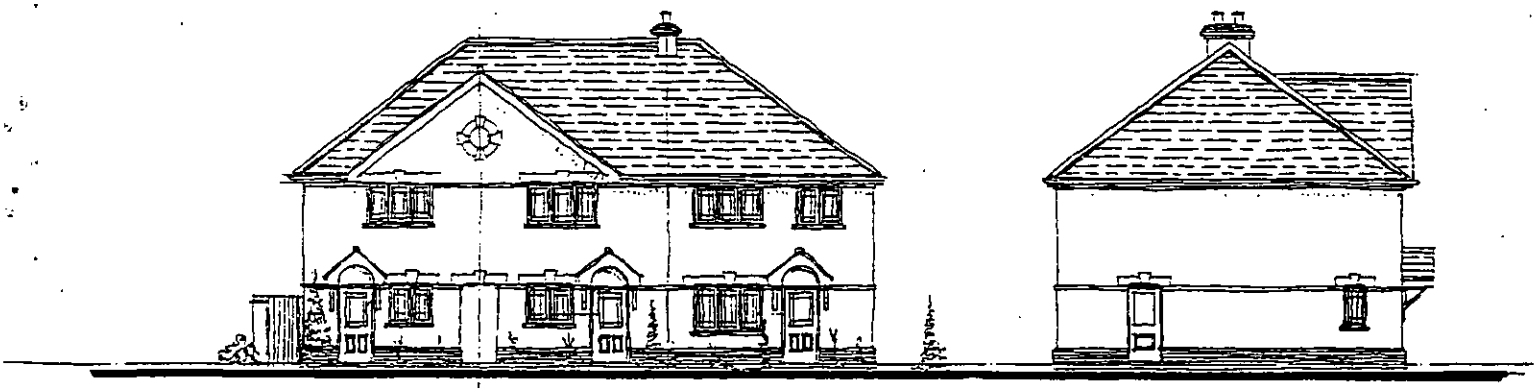
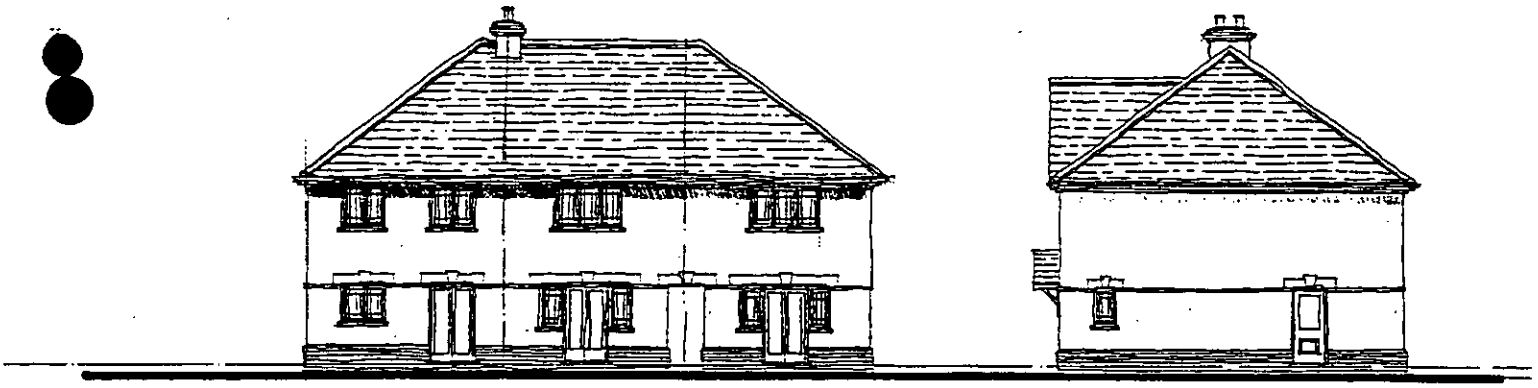


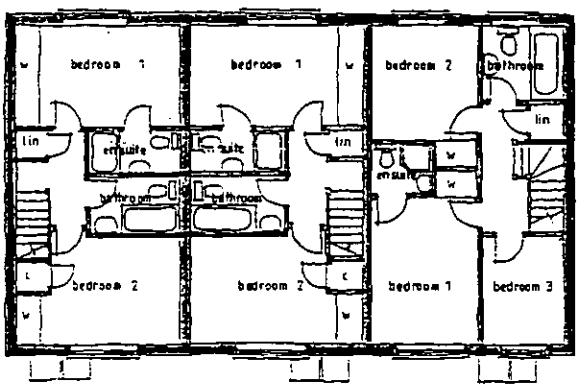
FRONT ELEVATION

SIDE ELEVATION

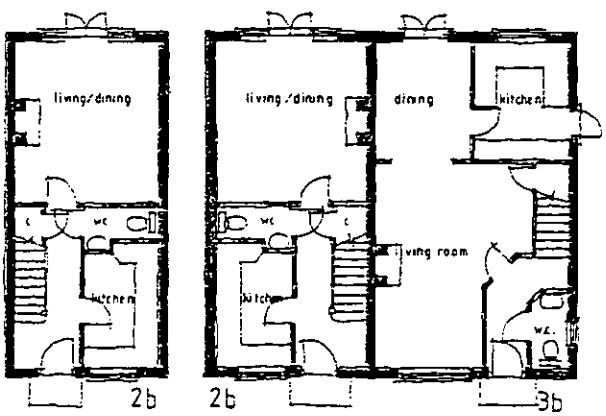


REAR ELEVATION

SIDE ELEVATION



FIRST FLOOR



GROUND FLOOR

MATERIALS

Roof : Redland Richmond rolling slates with terracotta ridge tiles.

Walls : Multi-stock facing brickwork with red stock plinth and stone string courses and lintels

Windows : White upvc casement windows with leaded light glazing.

Eaves : White painted fascia and soffit

Gross internal floor areas 3 bed houses = 85.30 m² = 887 ft²

2 bed house = 66.30 m² = 714 ft²

A: Plots 3 and 4 changed to 2 bedroom units. 24.10.2000.

Project: Proposed residential development
3 13 and 15 Pond Head Lane
EARLEY
Berks

Client: Bancroft Developments

Drawing: 2 and 3 bedroom house types plots 3, 4 and 5

Scale: 1:100 Date: May 2000

1395

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

Job 1351 Dwg. 07 A

Notes

All dimensions and levels on site are to be checked prior to commencement of work.

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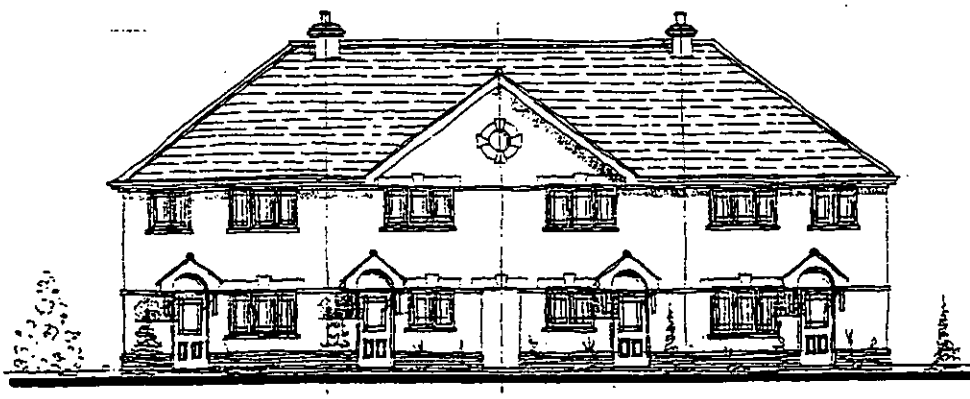
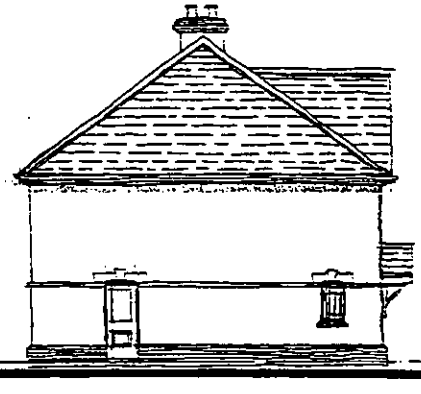


FRONT ELEVATION



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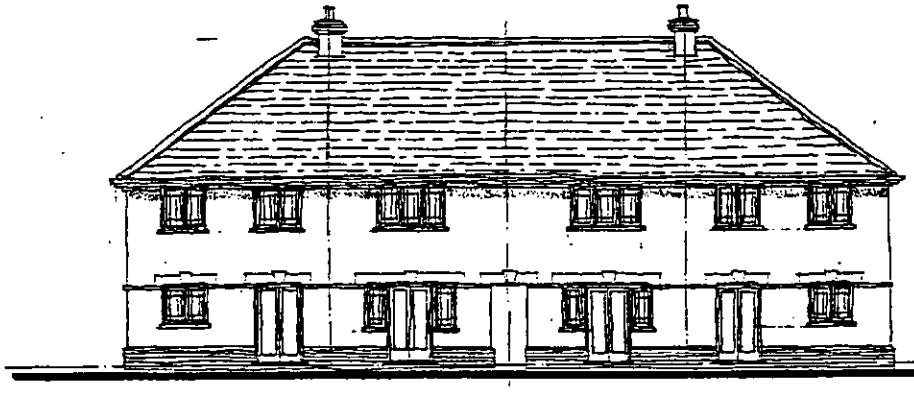

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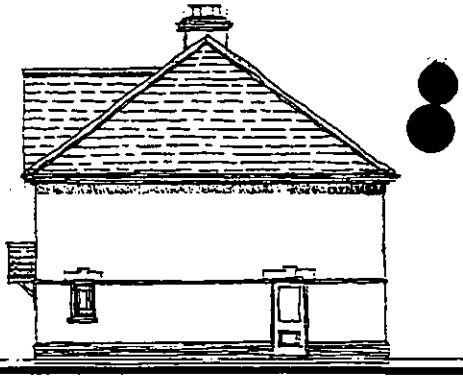
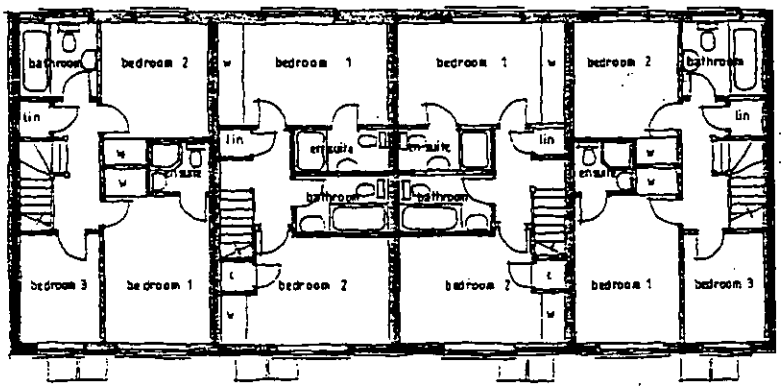


SIDE ELEVATION

18 MAY 2000 15:4



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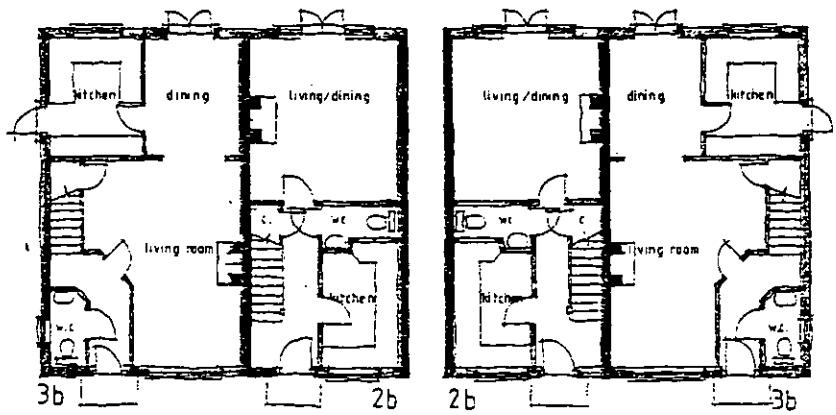

GROUND FLOOR

MATERIALS

Roof : Redland Richmond pewter slates with terracotta nodal tiles.

Walls : multi-stock facing brickwork with red stock plinth and stone string courses and lintels

Windows : White upvc casement windows with leaded light glazing

Eaves : White painted fascia and soffit

Gross internal floor areas 3 bed house 93.30 m² : 1007 ft²

2 bed houses : 66.30 m² : 714 ft²

Project	Proposed residential development 3 13 and 15 Pond Head Lane EARLEY Berks
Client	Bancroft Developments
Drawing	2 and 3 bedroom house types plots 6-13 and 16-19
Scale	1:100
Date	May 2000

1396

The Edwards Irish Partnership
Architects & Surveyors
36 Langborough Road, Wokingham, Berks, RG40 2BT
Tel: 0118-989-4403 Fax: 0118-989-4383 E-mail: tiep@virgin.net

Job 1351 Dwg. 08

Notes

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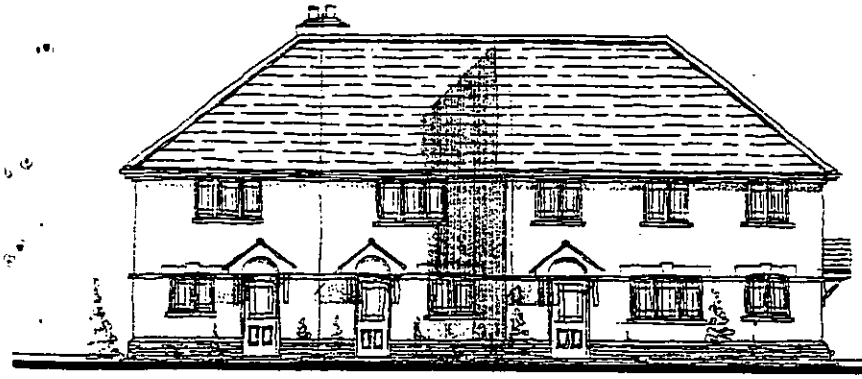

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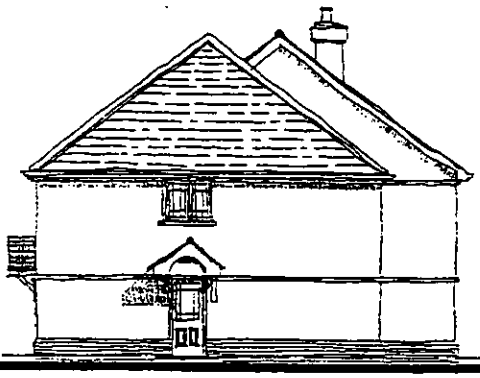

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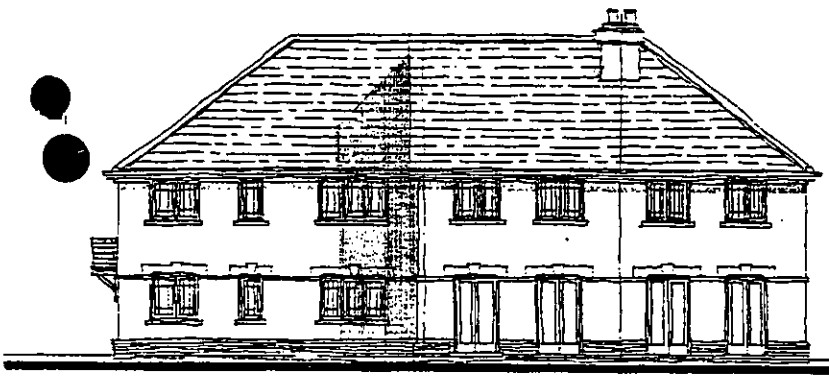

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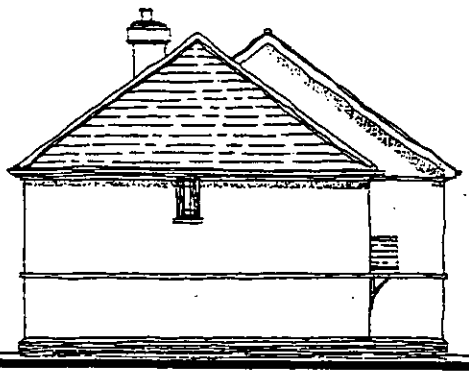
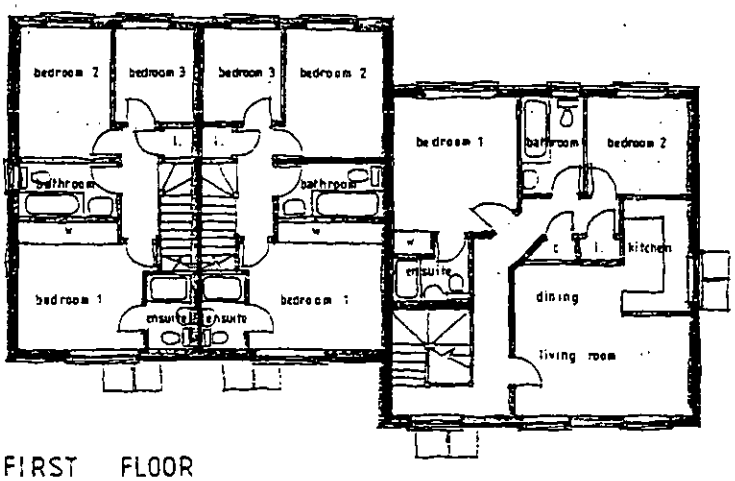
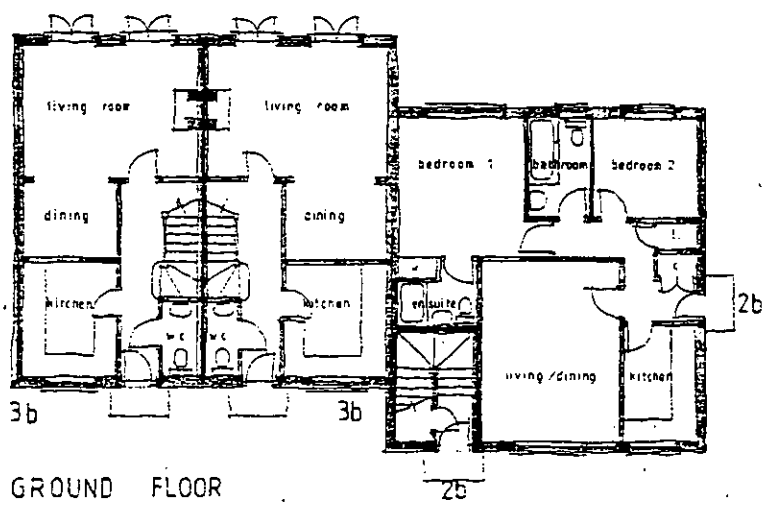


SIDE ELEVATION

10.MAY2000 15:14



FIRST FLOOR



GROUND FLOOR

MATERIALS

Roof : Redland Richmond roofing slates with terracotta ridge tiles.

WALLS : Multi stock facing brickwork with red stock plinth & stone string course.

WINDOWS : White UPVC casement windows with heated low glazing.

EAVES : White painted fascia and soffit

GROSS INTERNAL FLOOR AREAS. 3 BED HOUSE. = 80.75 m² = 870 FT².

2 BED FLAT = 67.77 m² = 730 FT².

Project: Proposed residential development
3, 13 and 15 Pond Head Lane
EARLEY
Berks

Client: Bancroft Developments

Drawing: 2 bed flat and 3bed house type plots 20 - 23

Scale: 1:100 Date: May 2000

The Edwards Irish Partnership
Architects & Surveyors
36 Langborough Road, Wokingham, Berks. RG40 2BT
Tel: 0118-989-4403 Fax: 0118-989-4360 E-mail: the.edwardsirish.net

1397

Job 1351 Dwg. 09

Notes

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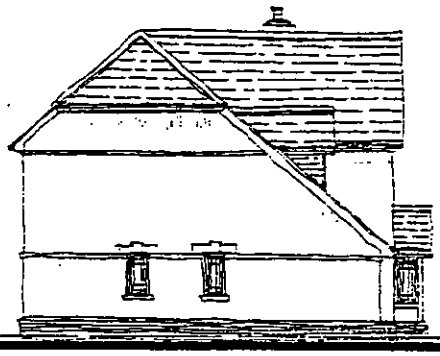
FRONT ELEVATION



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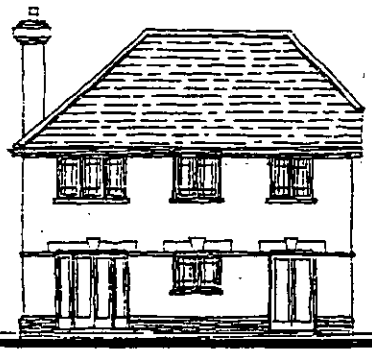

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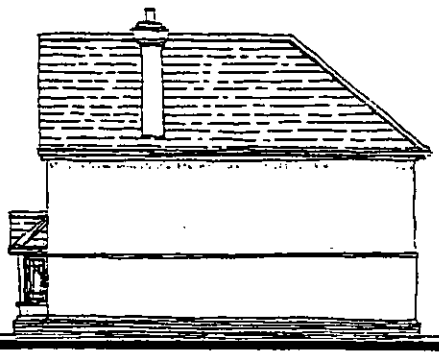

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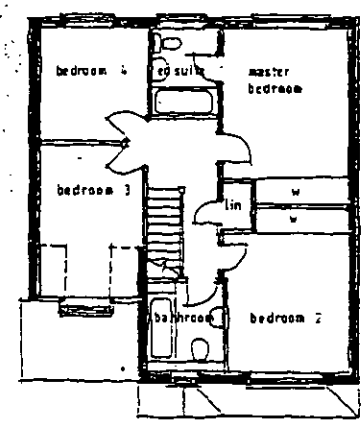
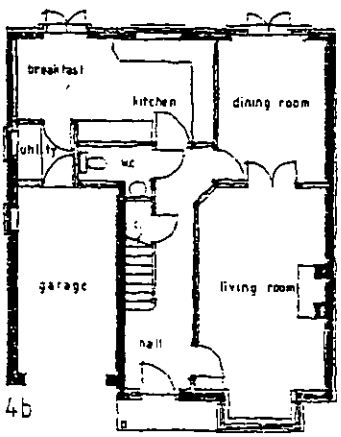


FIRST FLOOR



4b

GROUND FLOOR

MATERIALS

Roof : Redland Richmond roofing slates with Rubella ridge tiles.

WALLS : Multi stock facing brickwork with red stock brick plinth and stone coping cornices and lintels.

WINDOWS : White upvc casement windows with leaded light glazing.

EAVES : White painted fascia and soffit.

GROSS INTERNAL FLOOR AREA = 125.83 m² = 1355 ft²

Proposed residential development
3, 13 and 15 Pond Head Lane
EARLEY
Berks

Client
Bancroft Developments

Drawing
4 bed house types
plots 1 and 2

Scale 1:100 Date October 2000

1398

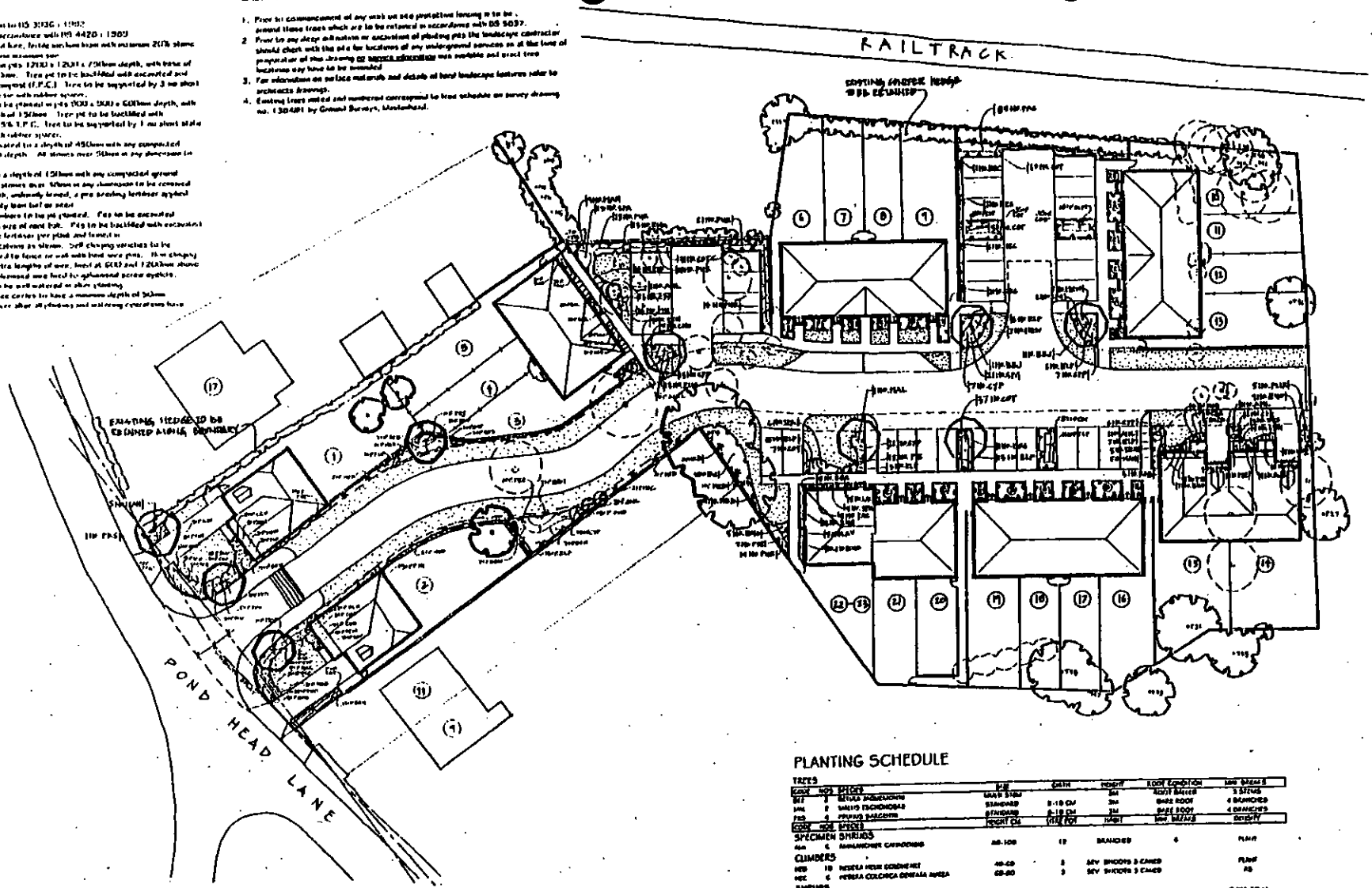
The Edwards Irish Partnership
Architects & Surveyors
6 Langworth Road, Wokingham, Berks RG40 2HT
Tel 0118 (969)-4402 Fax 0118-(969)-4393 E-mail the-eips@virgin.net

Job 1351 Dwg. 10

ING NOTES

GENERAL NOTES

1. Prior to commencement of any work on site protective fencing is to be erected around those trees which are to be retained in accordance with BS 5837.
2. Prior to any design submission or excavation of planting pits the landscape contractor should check with the site for locations of any underground services as at the time of preparation of this drawing no service information was available and exact tree locations may have to be amended.
3. For information on surface materials and details of hard landscape features refer to architects drawings.
4. Existing trees marked and numbered correspond to tree schedule on survey drawing no. 138481 by Ground Surveys, Maidenhead.



LEGEND

EXISTING TREES TO BE RETAINED AND PROTECTED

EXISTING TREES TO BE REMOVED

PROPOSED NEW TREE PLANTING (SEE SCHEDULE)

PROPOSED SPECIMEN SHRUB PLANTING (SEE SCHEDULE)

PROPOSED SHRUB PLANTING (SEE SCHEDULE)

PROPOSED CLIMBERS (SEE SCHEDULE)

PROPOSED AREAS OF GRASS

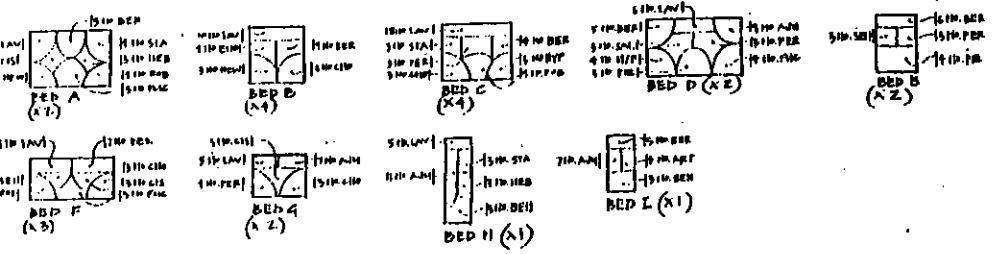
PROPOSED 2M HIGH BRICK WALL (SEE ARCHITECTS DETAIL)

PROPOSED 2M HIGH CLOSE BOARD FENCE

1.8M HIGH LARCH LAP FENCE

1368

PLANTING BED DETAILS 1:100 SCALE



PLANTING SCHEDULE

CODE	NOS	BOTANIC	POT	GIRTH	HEIGHT	ROOT CONDITION	MIN BRANCH
BET	9	BETULA JACQUEMONTII	MAIN STEM	STANDARD	8-10 CM	3M	ROOT BALLED
TIL	8	TILIA X EUCHLORA	STANDARD	8-10 CM	3M	ROOT BALLED	4 BRANCHES
TRE	4	PRUNUS AVIUM 'PLENA'	STANDARD	8-10 CM	3M	ROOT BALLED	4 BRANCHES

CODE	NOS	SPECIES	POT SIZE	HEIGHT	ROOT CONDITION	MIN BRANCHES
SPECIMEN SHRUBS						
AUC	6	AMELANCHIER CANADENSIS	60-100	10	BRANCHED	6
CLIMBERS						
WIS	10	WISTERIA FLORIBUNDA MACROBOTRYS	60-80	3	DEV SHOOTS 3 CANES	
HED	6	HEDERA COLCHICA DENTATA AUREA	60-80	3	DEV SHOOTS 3 CANES	
SHRUBS						
AUC	50	AUCUBA JAPONICA 'VARIEGATA'	10-30CM	1		
BET	9	BETULA UTILIS JACQUEMONTII	175-200	3	BRANCHED	5
BUX	95	BUXUS SEMPERVIRENS 'SUFFRUTICOSA'	30-40	3	BRANCHED	5
BUX	65	BUXUS SEMPERVIRENS ROSE GLOW	30-40	3	BRANCHED	5
CEA	21	CEANOTHUS 'DARK STAR'	30-40	3	BRANCHED	4
COR	263	CORNUS ALBA 'SIBIRICA'	30-40	3	BUSHY	4
CYT	84	CYTISUS X PRAECOX 'ALLGOLD'	30-40	3	BUSHY	5
EUO	110	EUONYMUS FORTUNEI 'EMERALD GAIETY'	30-40	3	BUSHY	4
EUO	25	EUONYMUS JAPONICUS 'EMERALD N GOLD'	30-40	3	BUSHY	4
EUO	143	EUONYMUS JAPONICUS 'EMERALD GAIETY'	30-40	3	BUSHY	4
FUC	32	FUCHSIA 'MRS POPPLE'	30-40	3	BUSHY	5
HEB	44	HEBE 'RAKAIENSIS'	30-40	3	BUSHY	5
HEB	35	HEBE 'WARLEYENSIS'	30-40	3	BUSHY	5
HYP	28	HYPERICUM 'HIDCOTE'	30-40	3	BUSHY	5
LAV	109	LAVANDULA 'HIDCOTE'	30-40	3	BUSHY	5
MAH	22	MAHONIA JAPONICA	30-40	3	STADDED	5
PAC	450	PACHYSANDRA TERMINALIS	60-100	1	BUSHY	4
PHO	46	PHOTINIA 'RED ROBIN'	30-40	3	BUSHY	5
PYR	127	PYRACANTHA 'ORANGE GLOW'	40-60	3	SPREADING	4
RU	59	RUBUS 'FLORIBUNDUS'	30-40	3	BUSHY	5
SOR	43	SORBUS 'JOSEPH ROCK'	30-40	3	BUSHY	5
SPI	36	SPIRAEA 'ARGUTA'	30-40	3	BUSHY	5
SPI	85	SPIRAEA 'BRIDAL WREATH'	30-40	3	BUSHY	5
SPI	39	SPIRAEA 'GOLDFLAME'	30-40	3	BUSHY	5
SPI	79	SPIRAEA 'ANTHONY WATERER'	30-40	3	BUSHY	5
SYR	19	SYRINGA 'MEYERI'	40-60	3	BUSHY	5
SYR	33	SYRINGA 'SUPERBA'	30-40	3	BUSHY	5

NORTH

REVISION A: AMENDED IN LINE WITH AECH LAYOUT 05B: 18.5.00

joanne brindley
chartered landscape architect
3 Sweet Home Barn Main Industrial Estate Bradnam West London SL3 0AU
Telephone 01753 885737 Facsimile 01753 885838
email joannebrindley@btinternet.com

client: BABCROFT DEVELOPMENTS

site: 8, 10 & 12, POND HEAD LANE, FARLEY, BERKS

drawing title: LANDSCAPE LAYOUT & PLANTING DETAILS

scale: 1:200

date: 17th May 2000

Applicationo	Name & Address
F/2000/1514	Mr A Barber & Miss V Savage 18 Pond Head Lane Earley Berks RG6 7ET
F/2000/1514	Mr & Mrs Smith 405 Wokingham Road Earley Berks RG6 7EL
F/2000/1514	A G Asdell 21 Pond Head Lane Earley RG6 7ET
F/2000/1514	M S Christopher 11 Pond Head Lane Earley RG6 7ET
F/2000/1514	Mr A Axtell 21 Pond Head Lane Earley RG6 7QT
F/2000/1514	Mr C J Bettles 6 Pond Head Lane Earley RG6 7ET
F/2000/1514	Mr & Mrs F G Spriggs 403 Wokingham Road Earley RG6 7EA
F/2000/1514	Mr & Mrs Edwards 403C Wokingham Road Earley RG6 7EJ
F/2000/1514	Stuart Beck 403B Wokingham Road Earley RG6 7EJ
F/2000/1514	L Farrelly & V Patel 10 Pond Head Lane Earley RG6 7ET
F/2000/1514	Dr I B Bryan 9 Pond Head Lane Earley RG6 7ET

F/2000/1514 Mr L Hill
8 Pond Head Lane
Earley
RG6 7ET

F/2000/1514 The West Family
"Pine Corner"
23 Pond Head Lane
Earley
Berks
RG6 7ET

F/2000/1514 Y & G Stevens
7 Pond Head Lane
Earley
Berks
RG6 7ET

F/2000/1514 Mr & Mrs Reyford
1a Pond Head Lane
Earley
Berks
RG6 7ET

F/2000/1514 Mr & Mrs Withers, Miss Withers
& Mr L Powles
16 Pond Head Lane
Earley
Berks
RG6 7ET

F/2000/1514 Mr A Wadham
19 Pond Head Lane
Earley
Berks
RG6 7ET

F/2000/1514 Mr A Hill
8 Pond Head Road
Earley
Reading
Berks
RG6 7ET

F/2000/1514 Mr & Mrs Heath
5 Pond Head Lane
Earley
Reading
Berks
RG6 7ET

F/2000/1514 N P Jones
427 Wokingham Road
Earley
RG6 7EL

F/2000/1514

Prof. P Kilbride
17 Pond Head Road
Earley
RG6 7ET

App. refused
Letter sent 11/12/00

Proposed residential development
31 and 31 Pond Head Lane
EARLEY
Berks

Bancroft Developments

SITE PLAN

1:500 MAY 2000

Job 1351 Dwg. 05 C

The Alexander Irish Partnership

SITE AREA = 0.5796 ha = 1.432 acres

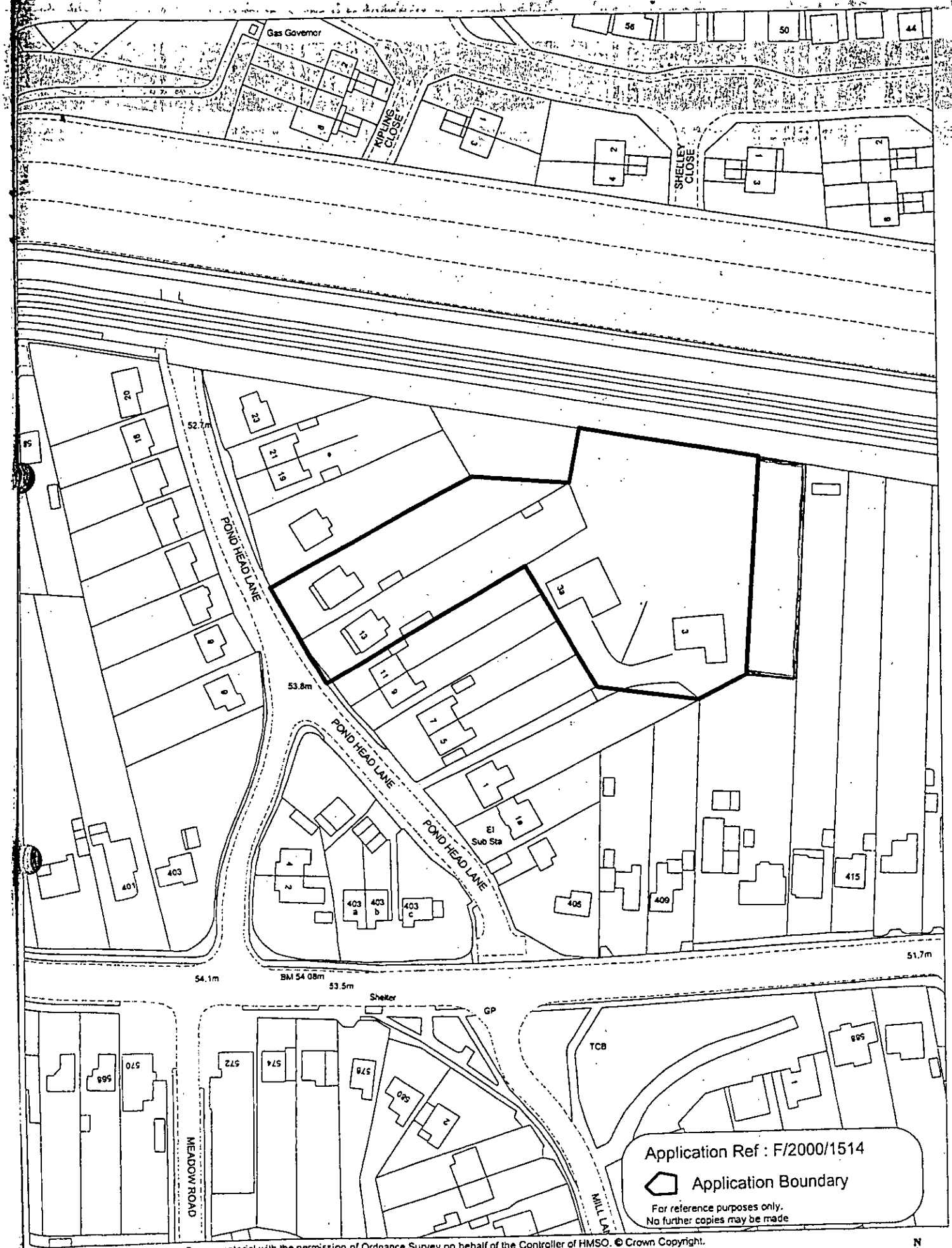
4 No 4 bedroom link detached houses
9 No 3 bedroom terraced houses
8 No 2 bedroom terraced houses
2 No 2 bedroom maisonettes

23№ TOTAL

35№ Communal parking spaces

POND HEAD LANE

LOCATION PLAN 1:2500



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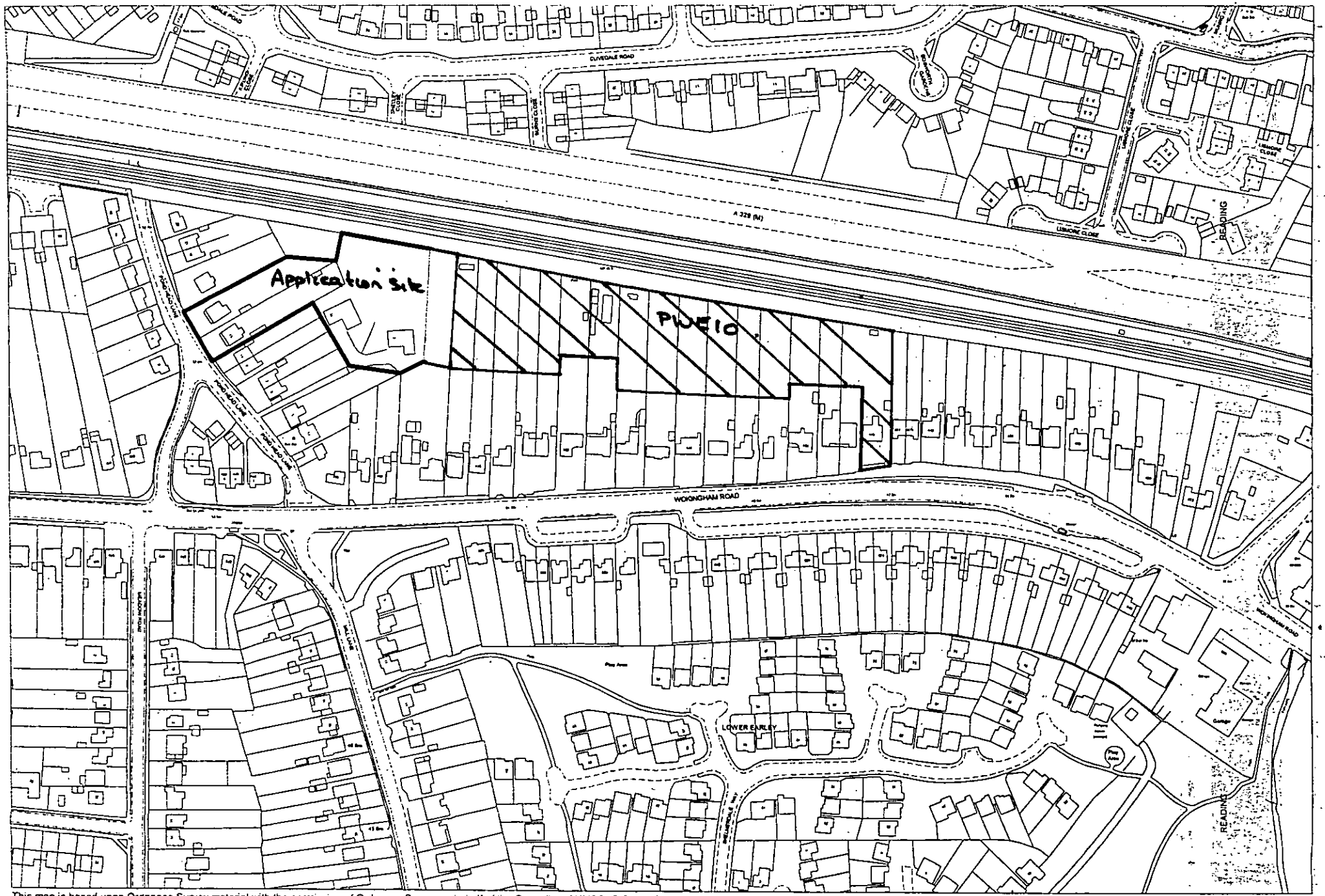
Development Control Section, Environmental Services, Wokingham District Council.

8 November 2000

Scale: 1 : 1250

N W E S

40



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Development Control Section, Environmental Services, Wokingham District Council.

25 October 2006

Notes

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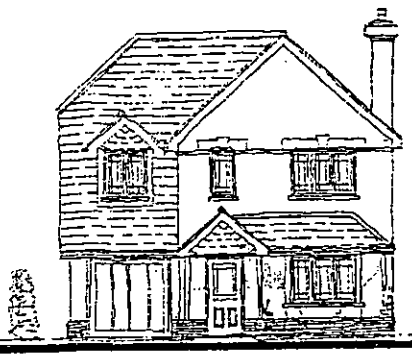

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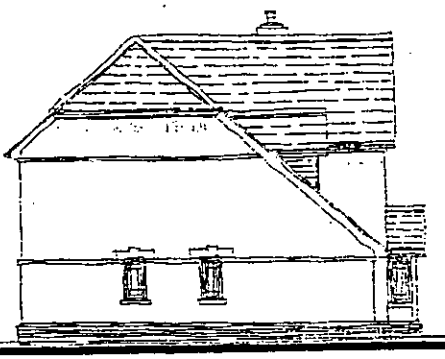
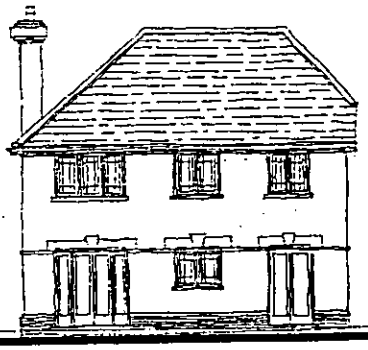


SIDE ELEVATION



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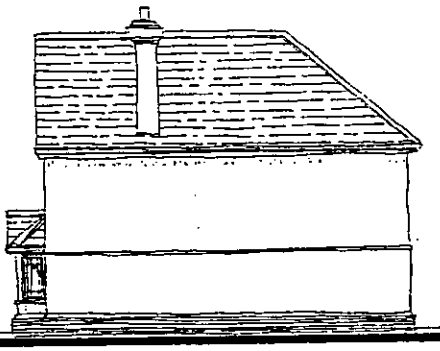

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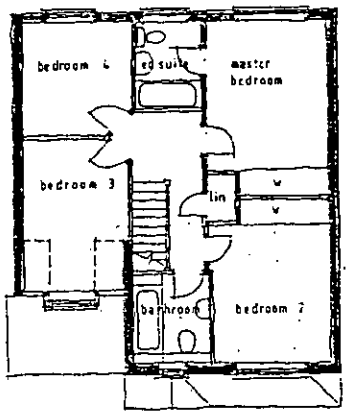
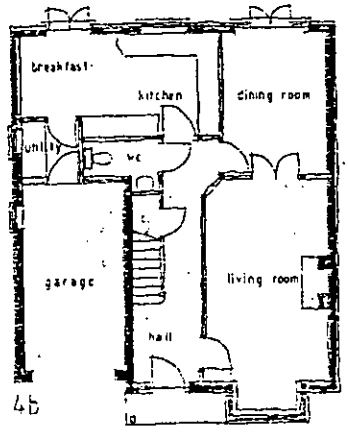


FIRST FLOOR



GROUND FLOOR

MATERIALS

Roof : Redland Richmond roofing slates all nominal ridge tiles.

WALLS : Multi stock facing brickwork with red stock brick plinth and stone string courses and lintols.

WINDOWS : White UPVC casement windows with leaded light glazing.

EAVES : White painted fascia and soffit

GROSS INTERNAL FLOOR AREA = 125.83 m²
= 1355 ft²

Project: Proposed residential development
3, 13 and 15 Pond Head Lane
EARLEY
Berks

Client: Bancroft Developments

Drawing: 4 bed house types
plots 1 and 2

Scale: 1:100 Date: October 2000

The Edwards Irish Partnership
Architects & Surveyors
45 Langworthy Road Wokingham Berks RG40 2HT
Tel 0118 9892402 Fax 0118 9894383 E mail the.eip@virgin.net

Job 1351 Dwg. 10

Notes

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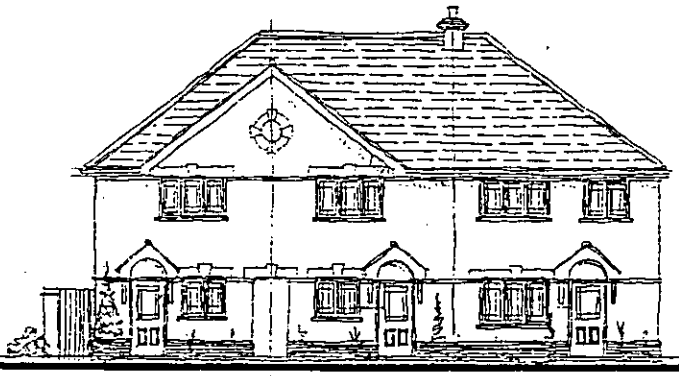
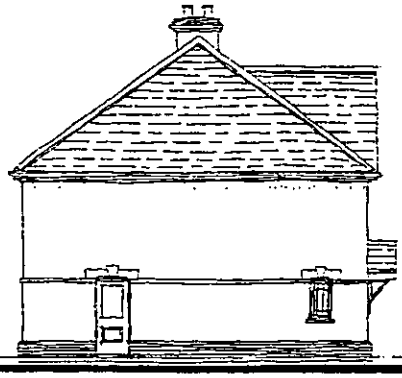
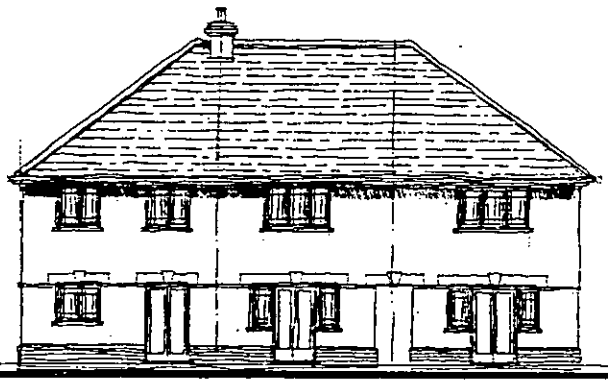


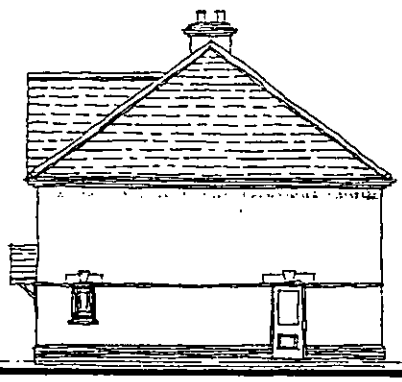
FRONT ELEVATION



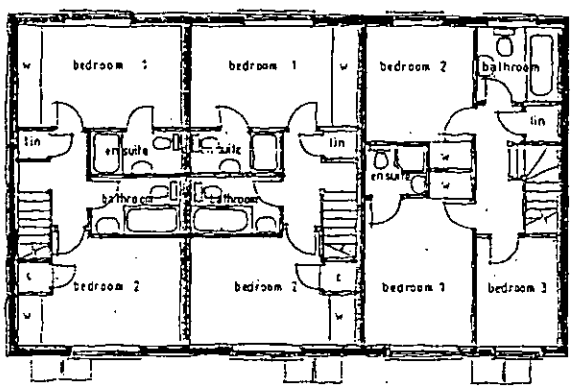
SIDE ELEVATION



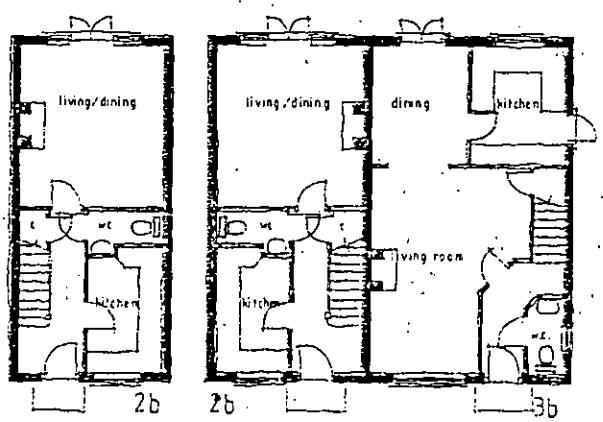
REAR ELEVATION



SIDE ELEVATION



FIRST FLOOR



GROUND FLOOR

MATERIALS

Roof : Redland Richmond paving slates with terracotta ridge tiles.

Walls : Multi-stock facing brickwork with red stock perch and stone string courses and lintels.

Windows : White upvc casement windows with leaded light glazing.

Eaves : White painted fascia and soffit

Gross internal floor areas 3 bed houses = 93.30 m² = 887 ft²

2 bed house = 66.30 m² = 714 ft²

A: Plots 3 and 4 changed to 2 bedroom units. 24.10.2000.

Project: Proposed residential development
3 13 and 15 Pond Head Lane
EARLEY
Berks

Client: Bancroft Developments

Drawing: 2 and 3 bedroom house types plots 3, 4 and 5.

Scale: 1:100 Date: May 2000

The Edwards Irish Partnership
Architects & Surveyors
36 Langborough Road, Wokingham, Berks, RG40 2BT
Tel: 0118-969-4403 Fax: 0118-989-4383 E-mail: the.eip@virgin.net

Job 1351 Dwg. 07 A

Notes

All dimensions and levels on site are to be checked prior to commencement of work.

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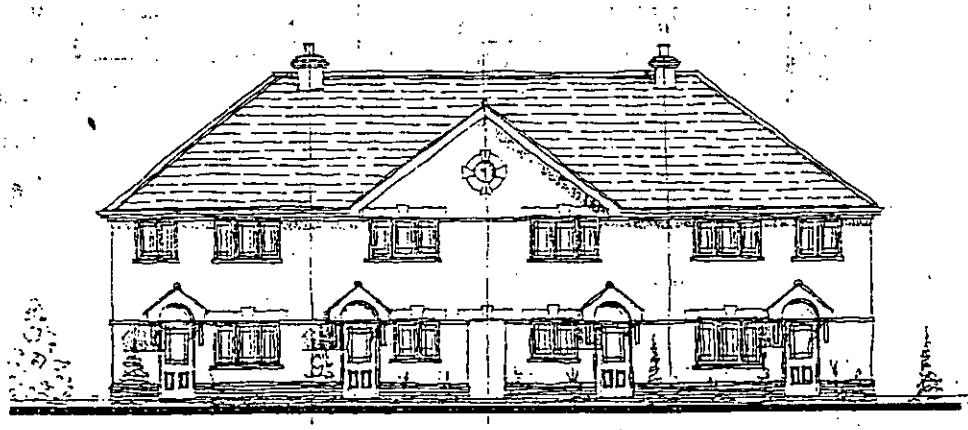
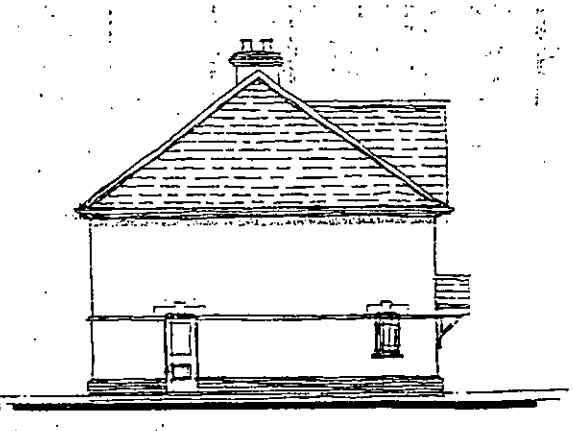
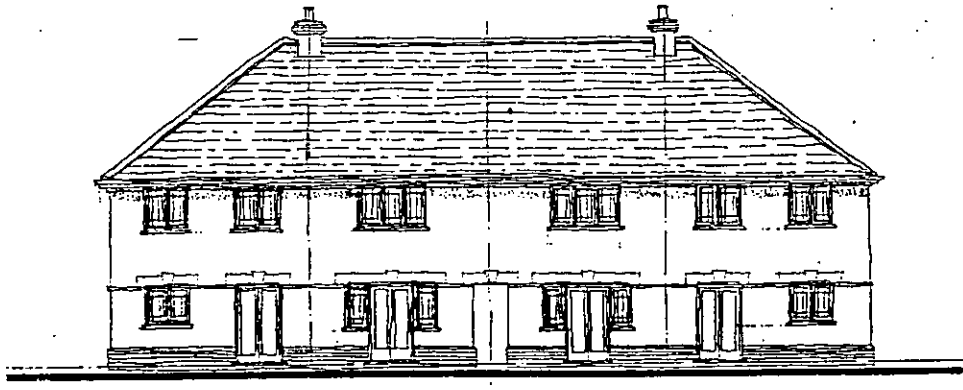


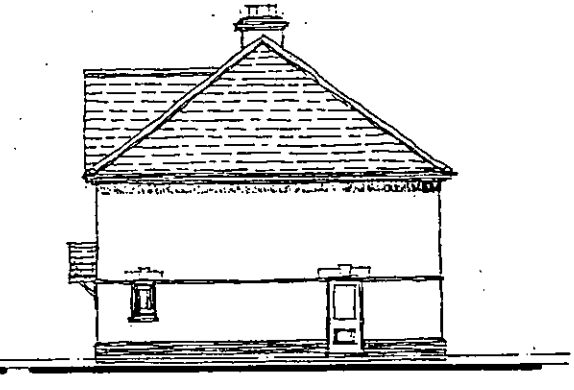
FRONT ELEVATION



SIDE ELEVATION

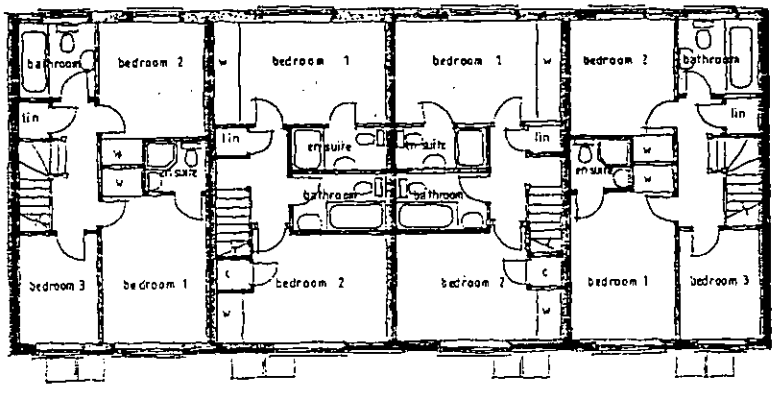


REAR ELEVATION

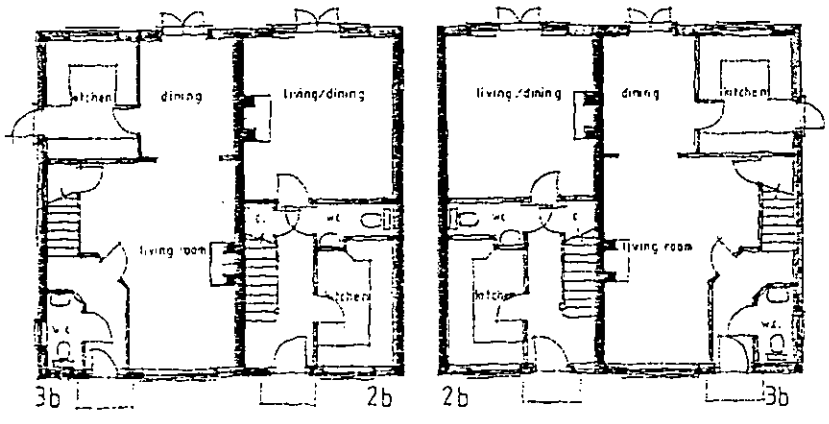


SIDE ELEVATION

16.11.2000 19:14



FIRST FLOOR



GROUND FLOOR

MATERIALS

Roof : Redland Richmond concrete slates with terracotta ridge tiles.

Walls : Multi-stock facing brickwork with red stock plinth and arris string courses and lintels

Windows : White UPVC casement windows with leaded light glazing

Eaves : White painted fascia and soffit

Gross internal floor areas 3 bed houses : 83.30 m² : 897 ft²

2 bed houses : 66.30 m² : 714 ft²

Project: Proposed residential development
3 13 and 15 Pond Head Lane
EARLEY
Berks

Client: Bancroft Developments

Drawing: 2 and 3 bedroom house types
plots 6-13 and 16-19

Scale: 1:100 Date: May 2000

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

Job 1351 Dwg. 08

Notes

All dimensions and levels on site are to be checked prior to commencement of work

This drawing is the copyright of The Edwards Irish Partnership.

FRONT ELEVATION

SIDE ELEVATION

REAR ELEVATION

SIDE ELEVATION

MATERIALS

Doors : Painted timber panelled doors with glazed panels

Walls : Multi stock facing brickwork with red clay plain tiled roofs

Windows : White upvc casement windows with leaded effect glazing

Eaves : White painted fascia and soffit

Gross internal floor area = 125.83 m²
= 1355 ft²

FIRST FLOOR

GROUND FLOOR

Proposed residential development
3, 13 and 15 Pond Head Lane
EARLEY
Berks

Client
Bancroft Developments

4 bed houses types
plots 1, 2, 14 and 15

Scale 1:100 Date April 2000

The Edwards Irish Partnership
Architects & Surveyors
36 Launceston Road Wokingham Berks RG40 2BT
Tel: 0118-989-4402 Fax: 0118-989-4383 E-mail: the.epw@virgin.net

Job 1351 Dwg. 06

Notes

All dimensions and levels on site are to be checked prior to commencement of work.

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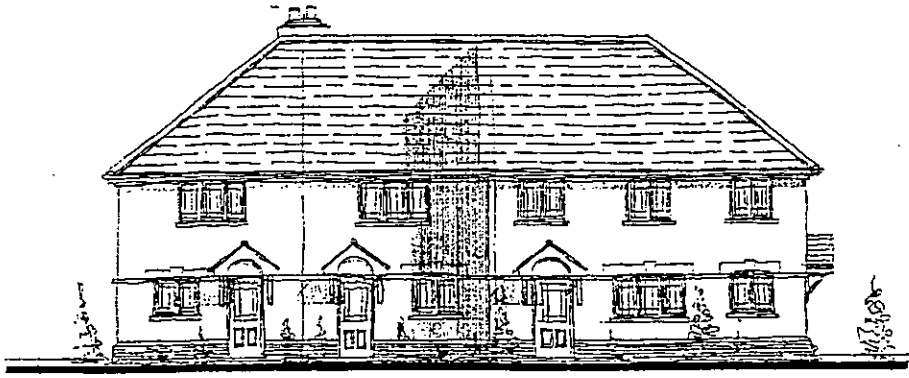

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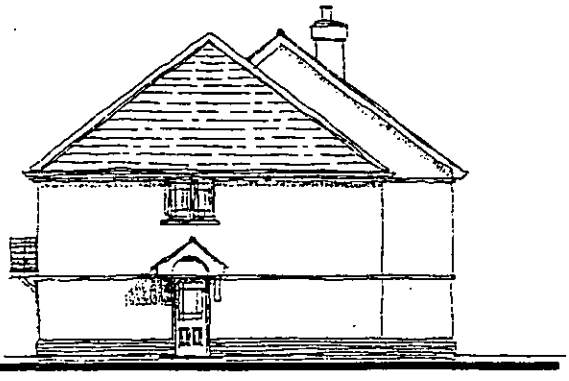
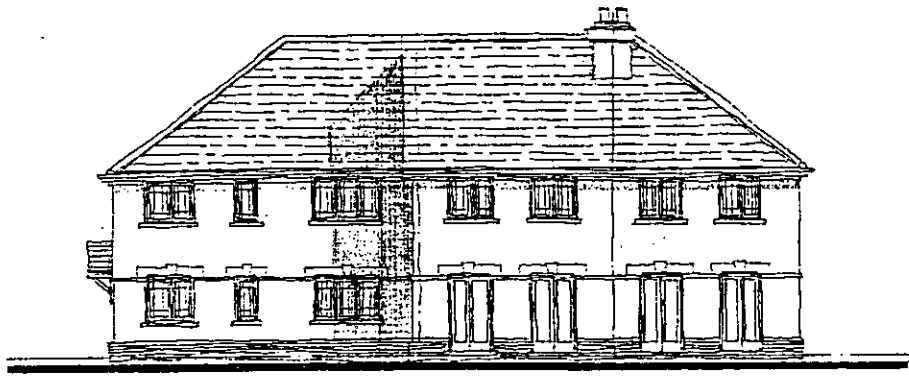
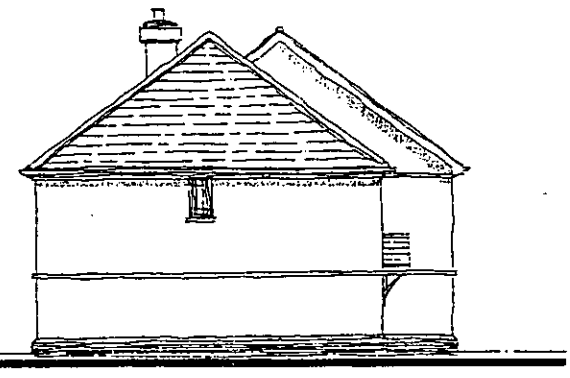


SIDE ELEVATION

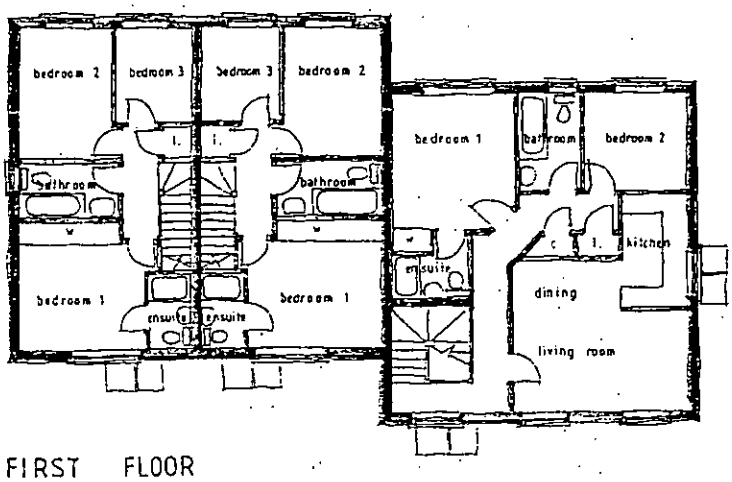


REAR ELEVATION

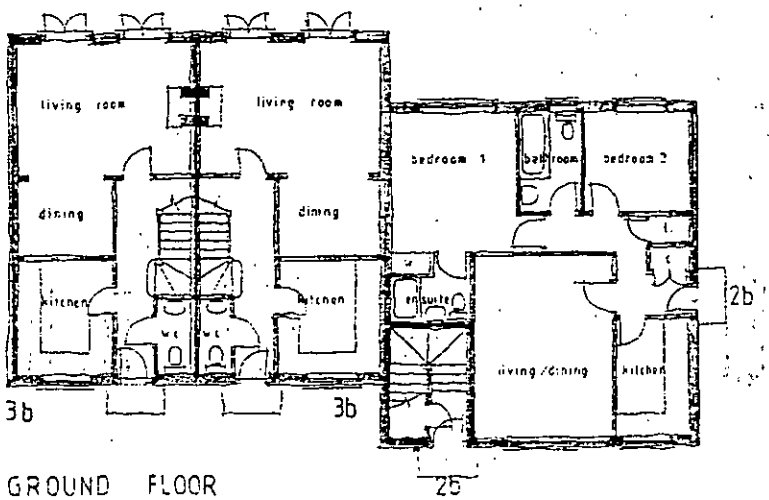


SIDE ELEVATION

10 MAY 2000 13:14



FIRST FLOOR



GROUND FLOOR

MATERIALS

Roof : Redland Richmond roofing slates with terracotta ridge tiles.

WALLS : Multi stock facing brickwork set with red stock plain stone string course and lintels.

WINDOWS. White UPVC casement windows with leaded light glazing.

EAVES : White painted fascia and soffit

GROSS INTERNAL FLOOR AREAS. 3 BED HOUSE : 80.75 m² = 870 FT².

2 BED FLAT : 67.77 m² = 730 FT².

Project: Proposed residential development
3, 13 and 15 Pond Head Lane
EARLEY
Berks

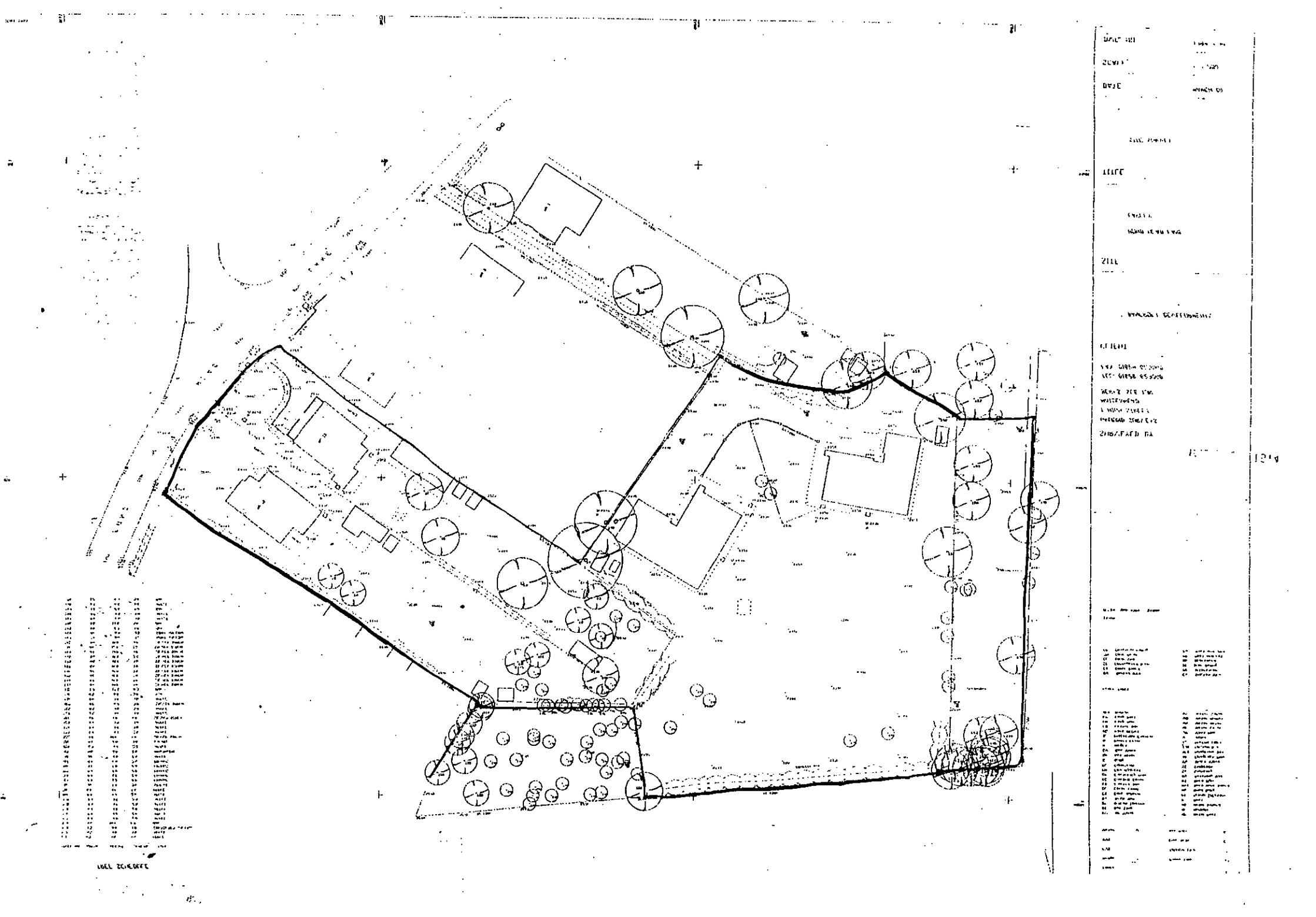
Client: Bancroft Developments

Drawing: 2 bed flat and 3bed house type plots 20 - 23

Scale: 1:100 Date: May 2000

The Edwards Irish Partnership
Architects & Surveyors
36 Langborough Road, Wokingham, Berks. RG40 2BT
Tel: 0118-989-4405 Fax: 0118-989-4383 E-mail: the.eip@virgin.net

Job 1351 Dwg. 09



FACILITIES

GENERAL NOTES

PLANNING NOTES

PLANNING SCHEDULE

PLANNING DEED DETAILS

LEGEND

GENERAL NOTES
PLANTING NOTES
PLANTING BED DETAILS 1:100 SCALE
PLANTING SCHEDULE
RAIL TRACK
SHRUB HEAD LANE
KEY PLAN
LANDSCAPE LAYOUT & PLANTING DETAILS

Development Control Section, Environmental Services, Wokingham District Council.

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The Edwards Irish Partnersh
Architects & Surveyors

Pond Head Lane

Agreed – Vis. onto Wok. Rd. acceptable
4.5 x 120 + 4.5 x 110

– Pond Head Lane 5.0m wide
with double yellow lines.

– 4.8m site road O.K for up to 25 units

– £20000 highway contribution towards infrastructure
works to provide crossing point in Woking Ham Road

HIGHWAYS CONSULTATION SHEET

From: Simon Lewis

Date: 26 May 2000

Application Number: F/2000/1514

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

Parish: EARLEY TOWN

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 within **7 days** of the above date.

✓ below as applicable;

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

Signed: _____ **Print name:** _____

Copy Only.

Nicola 1.30pm 28.11.00
MA Edwards is going to give you a ring.
Hal.

Recd 1.25pm 28.11.00

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 Planning Department
Wokingham District Council
Council Offices
Shute End
Wokingham
Berks
RG40 1BN

28 November 2000

Ref: PHE/FJ/1351

For the attention of Ms.Nichola Lake.

Dear Sirs,

RE: RESIDENTIAL DEVELOPMENT – 3,13 AND 15 POND HEAD LANE – EARLEY.

Following your telephone conversation with my client, Patrick Bancroft, this morning, I am pleased to enclose four copies of a sketch overlay drawing, No.1351/101sk.

The drawing shows an amended layout to plots 14 and 15 indicating a double garage to the end of the proposed development and thereby effectively preventing any further development beyond the current application site.

Both houses on plots 14 and 15 remain as small four bedroom units, which comply with the current housing mix for the site.

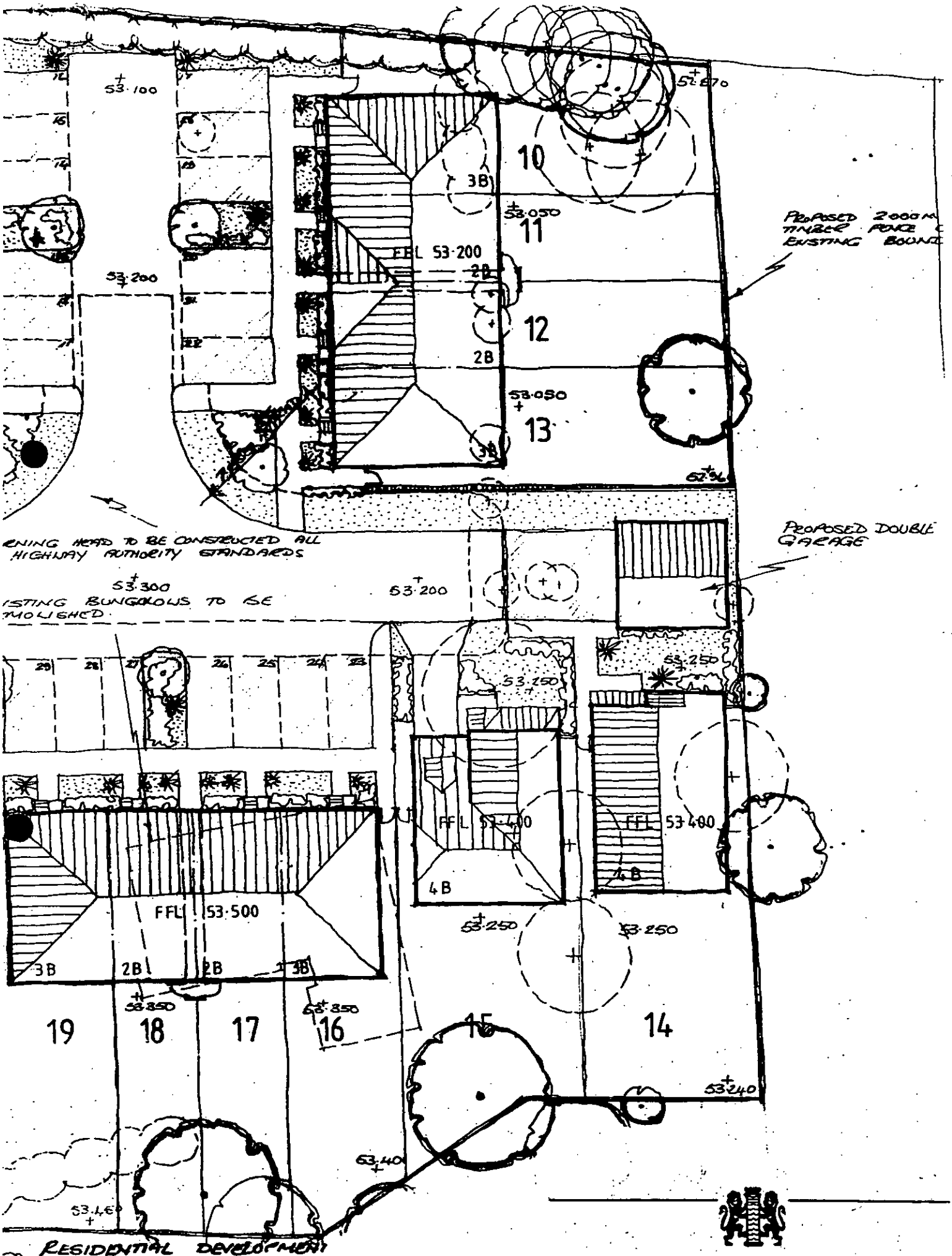
I trust this overlay sketch can be used in the committee meeting tomorrow evening to overcome some of the concerns of the councillors.

Yours faithfully

Paul Edwards.

Paul Edwards
Partner

. Encs.
Cc. Patrick Bancroft - Bancroft Developments. . Encs.
Cc. Mathew Pardoe - Lennon Planning. . Encs.



RESIDENTIAL DEVELOPMENT
3, 18 AND 15 POND HEAD LANE
EARLEY.
SKETCH OVERLAY.

The Edwards Irish Partnership
Architects & Surveyors
36 Langborough Road, Wokingham, Berks. RG40 2BT

Pond Head Lane.

Officer's notes on telephone calls.

19.10.00

Telephone Mr Edwards to explain the LDO requirements for contribution. He wasn't available so left message.

25.10.00

I telephoned Cllr Swindells, to advise about the LDO Agreement contributions. He asked about the adjoining site and asked me to confirm the information in writing to both himself and fellow ward members.

For plan see Part One or Officer file

Date: 09 October 2000

JB 35226 24/10

REPLY REQUIRED

To: Policy & Plans

We have received Revised Plans for the following planning application:

Application Number: F/2000/1514

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).

Applicant: Bancroft Developments C/O The Edwards Irish Partnership

Case Officer: Nicola Lake

The new plans show the following: Amended layout of access, and revised parking scheme. Drawing no 1351/05B.

Comments are required by 30/10/2000.

Should you have any queries regarding this application please contact the case officer Nicola Lake on (0118) 974 6481.

No obs

19/10/00.

(RING ONE)

REVISED PLANS | ADDITIONAL PLANS | MINOR AMENDMENTS | ADDITIONAL / REVISED PLANS TO COMPLY WITH CONDITIONS

1970

App No. (Planaps) /F/2000/1514 (Ludhouse) Date Rec. 9 oct 2000

Location: Land to the rear of 1-11 Pond Head Lane, Farley

Parish Farley

Applicant: Bancroft Developments

Description of attached plans Revised plans showing amended layout of access, and revised parking scheme.

Drawing No's: ~~133~~ 1351/05B.

CONSULTEES

Copies of plans will automatically be sent to Woodley Library, Part I Reg., Parish Council, Ward Councillors and the Case Officer unless specified.

Please tick which of the following you wish consulted.

OTHERS: All previous Consultees and objectors

Drawing No's

1. NK (Landscape & Trees) ____ ✓
2. NK (Env. Design) ____
3. XA (Highways) ____ ✓
4. NF (Building Control) ____
5. BC/DC Liaison ____

A full set of plans will be sent to all consultees unless particular drawing No's are specified in the spaces above.

NEIGHBOURS:

Date for Responses 21 Days.

FURTHER ACTION

Re-advertise App. Y (N) (Delete as required)

Redate Application Y (N) From ____

New Site Notice Y / (N)

New Description ____

CASE OFFICER NL.

Consultations Sent by Admin. on 09.10.PS.

Yellow - Part One Copy
Green - Officer's Copy

Date: 09 October 2000

To: Case Officer

We have received Revised Plans for the following planning application:

Application Number: F/2000/1514

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).

Applicant: Bancroft Developments C/O The Edwards Irish Partnership

Case Officer: Nicola Lake

The new plans show the following: Amended layout of access, and revised parking scheme. Drawing no 1351/05B.

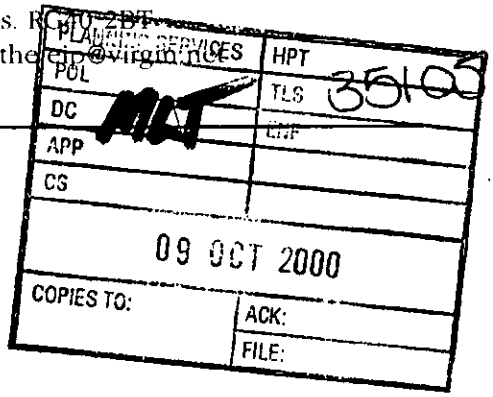
Comments are required by 30/10/2000.

Should you have any queries regarding this application please contact the case officer Nicola Lake on (0118) 974 6481.

The Edwards Irish Partnership

Architects & Surveyors

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



Environmental Services Department
Wokingham District Council
Council Offices
PO Box 157
Shute End
Wokingham
Berks
RH40 1WR

05 October 2000

REVISED PLAN

1514

Ref: PHE/FJ/1351

For the attention of Mike Thorpe.

Dear Sirs,

RE: RESIDENTIAL DEVELOPMENT – 3,13 AND 15 POND HEAD LANE – EARLY.
APP No. F/2000/1514

Following our meeting this morning I am pleased to enclose six copies of revised drawings 1351/05B for your approval.

The drawing has been revised to show: -

1. The houses on plots 1 & 2 set back from the kerb as agreed.
2. Additional visibility splays of 2.500 x 31.00 and 2.500 x 50.00m shown.
3. Car parking reduced from 39 unassigned spaces to 35 unassigned spaces as agreed.
4. Car parking layout amended to show smaller parking areas and more landscape planting.

As discussed prior to the committee meeting on 7th November 2000, you will be obtaining details of the contributions likely to be requested, other than the Highway contribution.

I look forward to hearing from you shortly.

Yours faithfully

Paul Edwards.

Paul Edwards
Partner
. Encs.
Cc. Bancroft Developments
Cc. Lennon Planning

Date: 09 October 2000

To: Part One

We have received Revised Plans for the following planning application:

Application Number: F/2000/1514

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).

Applicant: Bancroft Developments C/O The Edwards Irish Partnership

Case Officer: Nicola Lake

The new plans show the following: Amended layout of access, and revised parking scheme. Drawing no 1351/05B.

Comments are required by 30/10/2000.

Should you have any queries regarding this application please contact the case officer Nicola Lake on (0118) 974 6481.

Date: 09 October 2000

To: Woodley Library

We have received Revised Plans for the following planning application:

Application Number: F/2000/1514

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).

Applicant: Bancroft Developments C/O The Edwards Irish Partnership

Case Officer: Nicola Lake

The new plans show the following: Amended layout of access, and revised parking scheme. Drawing no 1351/05B.

Comments are required by 30/10/2000.

Should you have any queries regarding this application please contact the case officer Nicola Lake on (0118) 974 6481.

Date: 09 October 2000

To: Earley Town Council

We have received Revised Plans for the following planning application:

Application Number: F/2000/1514

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).

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

Case Officer: Nicola Lake

The new plans show the following: Amended layout of access, and revised parking scheme. Drawing no 1351/05B.

Comments are required by 30/10/2000.

Should you have any queries regarding this application please contact the case officer Nicola Lake on (0118) 974 6481.

Date: 09 October 2000

To: Landscape & Trees

We have received Revised Plans for the following planning application:

Application Number: F/2000/1514

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).

Applicant: Bancroft Developments C/O The Edwards Irish Partnership

Case Officer: Nicola Lake

The new plans show the following: Amended layout of access, and revised parking scheme. Drawing no 1351/05B.

Comments are required by 30/10/2000.

Should you have any queries regarding this application please contact the case officer Nicola Lake on (0118) 974 6481.

Date: 09 October 2000

To: Environmental Health

We have received Revised Plans for the following planning application:

Application Number: F/2000/1514

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).

Applicant: Bancroft Developments C/O The Edwards Irish Partnership

Case Officer: Nicola Lake

The new plans show the following: Amended layout of access, and revised parking scheme. Drawing no 1351/05B.

Comments are required by 30/10/2000.

Should you have any queries regarding this application please contact the case officer Nicola Lake on (0118) 974 6481.

Date: 09 October 2000

To: Policy & Plans

We have received Revised Plans for the following planning application:

Application Number: F/2000/1514

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).

Applicant: Bancroft Developments C/O The Edwards Irish Partnership

Case Officer: Nicola Lake

The new plans show the following: Amended layout of access, and revised parking scheme. Drawing no 1351/05B.

Comments are required by 30/10/2000.

Should you have any queries regarding this application please contact the case officer Nicola Lake on (0118) 974 6481.

Date: 09 October 2000

To: Highways

We have received Revised Plans for the following planning application:

Application Number: F/2000/1514

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).

Applicant: Bancroft Developments C/O The Edwards Irish Partnership

Case Officer: Nicola Lake

The new plans show the following: Amended layout of access, and revised parking scheme. Drawing no 1351/05B.

Comments are required by 30/10/2000.

Should you have any queries regarding this application please contact the case officer Nicola Lake on (0118) 974 6481.

Date: 09 October 2000

To: Case Officer, Part One, Woodley Library, Earley Town Council, Landscape & Trees, Environmental Health, Policy & Plans, Highways

---

We have received Revised Plans for the following planning application:

Application Number: F/2000/1514

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).

Applicant: Bancroft Developments C/O The Edwards Irish Partnership

Case Officer: Nicola Lake

The new plans show the following: Amended layout of access, and revised parking scheme. Drawing no 1351/05B.

Comments are required by 30/10/2000.

Should you have any queries regarding this application please contact the case officer Nicola Lake on (0118) 974 6481.

Tel. 0118 974 6481

Date: 09 October 2000

Your Ref:

My Ref: F/2000/1514

The Owner/Occupier
23 Pond Head Lane
Earley
Berkshire

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

PLEASE QUOTE APPLICATION NUMBER WHEN REPLYING

Dear Sir/Madam

Application Number: F/2000/1514

Site Address: Land rear of 1-11, Pond Head Road, Earley, Reading

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

Revised/additional plans show: Amended layout of access, and revised parking scheme. Drawing no 1351/05B.

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I look forward to hearing from you.

Yours faithfully,

John Mitchell

John Mitchell
Development Control Manager

Tel. 0118 974 6481

Date: 09 October 2000

Your Ref:

My Ref: F/2000/1514

The Owner/Occupier
5 Pond Head Lane
Earley
Berkshire

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

PLEASE QUOTE APPLICATION NUMBER WHEN REPLYING

Dear Sir/Madam

Application Number: F/2000/1514

Site Address: Land rear of 1-11, Pond Head Road, Earley, Reading

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The application is available for inspection at Wokingham District Council's offices during the following times: PLANNING DEPARTMENT, SHUTE END, WOKINGHAM TEL (0118) 974 6428 8.30 - 5.00 Monday - Thursday & 8.30 - 4.00 Friday, or at: WOODLEY LIBRARY, HEADLEY ROAD, WOODLEY (9.30am - 7.00pm Mon, Thurs & Fri. 9.30am - 5.00pm Tues, 9.30am - 1.00pm Saturday. Closed all day Wednesday)

Please quote reference number F/2000/1514 in all communications and any response should be addressed to Nicola Lake the case officer dealing with this application at the above address.

I look forward to hearing from you.

Yours faithfully,

John Mitchell

John Mitchell
Development Control Manager

Tel. 0118 974 6481

Date: 09 October 2000

Your Ref:

My Ref: F/2000/1514

The Owner/Occupier
403c Wokingham Road
Earley
Berkshire

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

PLEASE QUOTE APPLICATION NUMBER WHEN REPLYING

Dear Sir/Madam

Application Number: F/2000/1514

Site Address: Land rear of 1-11, Pond Head Road, Earley, Reading

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

Revised/additional plans show: Amended layout of access, and revised parking scheme. Drawing no 1351/05B.

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John Mitchell

John Mitchell
Development Control Manager

Tel. 0118 974 6481

Date: 09 October 2000

Your Ref:

My Ref: F/2000/1514

The Owner/Occupier
405 Wokingham Road
Earley
Berkshire

Environmental Services Department
Planning Services
P.O. Box 157
Shute End, Wokingham
Berkshire RG40 1WR
Tel: (0118) 974 6000
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I look forward to hearing from you.

Yours faithfully,

John Mitchell

John Mitchell
Development Control Manager

Tel. 0118 974 6481

Date: 09 October 2000

Your Ref:

My Ref: F/2000/1514

Councillor Carpenter
8 Stanton Close
Earley
Reading
RG6 7DX

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

PLEASE QUOTE APPLICATION NUMBER WHEN REPLYING

Dear Councillor

Application Number: F/2000/1514

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

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Please quote reference number **F/2000/1514** in all communications and any response should be addressed to **Nicola Lake** the case officer dealing with this application.

If you have any queries regarding this matter please contact the case officer on 0118 974 6481.

I look forward to hearing from you.

Yours faithfully,

John Mitchell

John Mitchell
Development Control Manager

Tel. 0118 974 6481

Date: 09 October 2000

Your Ref:

My Ref: F/2000/1514

Councillor Smith
7 Northam Close
Lower Earley
Reading
RG6 3AJ

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

PLEASE QUOTE APPLICATION NUMBER WHEN REPLYING

Dear Councillor

Application Number: F/2000/1514

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

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Yours faithfully,

John Mitchell

John Mitchell
Development Control Manager

Tel. 0118 974 6481

Date: 09 October 2000

Your Ref:

My Ref: F/2000/1514

Councillor Swindells
12 Culford Close
Lower Earley
Reading
RG6 3AS

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

PLEASE QUOTE APPLICATION NUMBER WHEN REPLYING

Dear Councillor

Application Number: F/2000/1514

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Yours faithfully,

John Mitchell

John Mitchell
Development Control Manager

Tel. 0118 974 6481

Date: 09 October 2000

Your Ref:

My Ref: F/2000/1514

Mrs D Mander
Woodley Town Council
The Pavilion
Woodford Park
Haddon Drive
Woodley
Berkshire
RG5 4LY

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

PLEASE QUOTE APPLICATION NUMBER WHEN REPLYING

Dear Sir/Madam

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I look forward to hearing from you.

Yours faithfully,

John Mitchell

John Mitchell
Development Control Manager

Tel. 0118 974 6481

Date: 09 October 2000

Your Ref:

My Ref: F/2000/1514

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

Environmental Services Department
Planning Services
P.O. Box 157
Shute End, Wokingham
Berkshire RG40 1WR
Tel: (0118) 974 6000
Fax: (0118) 974 6484
Minicom No: (0118) 974 6991
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I look forward to hearing from you.

Yours faithfully,

John Mitchell

John Mitchell
Development Control Manager

Tel. 0118 974 6481

Date: 09 October 2000

Your Ref:

My Ref: F/2000/1514

Crime Prevention Design Advisor
PC Stubbs
Thatcham Police Station
Chapel Street
Thatcham
Berkshire
RG13 1QL

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

PLEASE QUOTE APPLICATION NUMBER WHEN REPLYING

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I look forward to hearing from you.

Yours faithfully,

John Mitchell

John Mitchell
Development Control Manager

PLANNING SERVICES	HPT
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05 OCT 2000	
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	FILE:

24

6 Pond Head Lane

NL 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 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)

C. J. Bettles

PLANNING SERVICES	HPT
POL	TLS
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CS 065	NC
03 OCT 2000	
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	FILE:

To Nicola Lake
Planning Division

2 Pond Head Lane,
Earley Reading Berks
RG6 7EJ

1-10-00

Planning Application
2000 1513/1514

Dear Ms N. Lake,

With reference to my telephone call to you on the 2nd instant regarding the above plan, I was informed that you were awaiting for an adjustment to Bancroft's Plan, which I understand was rejected, but until I telephoned, neither I or my neighbours had not received any notification of this, yet when we sent our letter of objection to Brestol (Mrs Bibi) we were told that we would be informed, but we were not; why did we not receive a further letter of explanation from Mrs Bibi or your Council.

I therefore now respectfully request that the following information be given to me.

1 What Decision was made on Plan 1513/1514 by the Council
2 What action has now to be taken by Bancroft.
3 Does Bancroft have to re-submit Plans.
4 What action must we the residents now take.
5 Do we have again view new Plans when submitted.
6 Do we have to go through the same procedure as before via Earley Council.

I will be very obliged if you will supply me with the requested information, as soon as possible

Yours Faithfully M. A. Hill

Tel: (0118) 974 6454

Date:

My ref: F/2000/1514

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/2000/1514
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/2000/1514

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/2000/1514
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).

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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/2000/1514**
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/2000/1514

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

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Yours faithfully

John Mitchell
Development Control Manager

Received by Wokingham District Council

Application No: F/2000/1514

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

26 May 2000

Wokingham District Council
Planning Application

Town and Country Planning (General Development Procedure) Order 1995 – Notice under Article 8

AND/OR

Planning (Listed Buildings and Conservation Areas) Regulations 1990 and Planning (Listed Buildings and Conservation Areas) Act 1990

Application No: F/2000/1513 & F/2000/1514

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

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

This application is being advertised in the Reading Chronicle newspaper on the 09/06/2000 for the following reason(s);

PROPOSAL IS A MAJOR DEVELOPMENT

The application can be inspected at Wokingham District Council's offices during the following times:

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

WOODLEY LIBRARY HEADLEY ROAD WOODLEY (9.30am - 7.00pm Mon, Thurs & Fri. 9.30am - 5.00pm Tues, 9.30am - 1.00pm Saturday. closed all day Wednesday)

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

Date: 09/06/2000

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WOKINGHAM DISTRICT COUNCIL

MEMORANDUM

From: Joanne Ellis, Environmental Health

My Ref: JPE/pond2

To: Simon Lewis, Planning

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

Date: 09 August 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

The acoustic assessment has been evaluated and I have the following comments:

The site falls within the upper range of Noise Exposure Category B, the guidance given in PPG 24 states that in such case "noise should be taken into account when determining planning applications and where appropriate conditions imposed to ensure an adequate level of protection against noise"

The World Health Organisation "Guidelines for Community Noise" (WHO 1999) recommends that to protect a majority of people from being seriously annoyed during the daytime, the sound pressure level on terraces and outdoor living areas should not exceed 55dB LAeq. The current proposals would result in many garden areas having a LAeq value greater than this, plots 6-10 would have noise levels of 62-63dB(A). A scheme to ensure that garden areas below 55dB(A) are achieved should be submitted. This may involve extending the length and height of the proposed noise barrier but I suspect will not be achievable without also changing the layout and design.

The current proposals would result in internal noise levels of 47-52dB(A) during the daytime and 41-46dB(A) at nightime when the windows are open on rooms positioned nearest the noise source. This exceeds the internal noise levels recommended by BS8233: 1987 Sound Insulation and Noise Reduction for Buildings, which are 30-40dB(A) in bedrooms and 40-45dB(A) in living areas. Although these noise levels can be achieved through the provision of double-glazing and an appropriate ventilation system most people will prefer to be able to open the windows. The site layout should be designed so that no habitable rooms are positioned close to the noise source.

Any noise attenuation scheme should also provide an adequate barrier along the access road to protect No. 11 from noise disturbance due to traffic movements in and out of the site.

The current proposals would not provide adequate noise mitigation measures but 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 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 unless the Authority agrees an alternative period in writing.

2. 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.

3. 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.

Should the proposal be refused wholly or partly on grounds given above, I would be grateful to be consulted on the wording of the decision notice relating to my comments.

Please forward these comments to the applicants for their information and should you or the applicant have any queries regarding these points please do not hesitate to contact me to discuss them.



Joanne Ellis

WOKINGHAM DISTRICT COUNCIL

MEMORANDUM

PLANNING SERVICES	DT
DOL	FLS
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DS	
12 JUN 2000	
COPIES TO:	ACK
	FILE:

From: Joanne Ellis, Environmental Health My Ref: JPE/pond

To: Simon Lewis, Planning Your Ref: F/2000/1513
F/2000/1514

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

To:
Policy And Plans Section

From: Simon Lewis

Date: 26 May 2000

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 within **7 days** of the above date.

See attached

Rec P+P 30/5

To:
Policy And Plans Section

V PS

29940

LW

REPLY REQUIRED 7/6

From: Simon Lewis

Date: 25 May 2000

Application Number: F/2000/1513

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 within **7 days** of the above date.

Same plans for both applications

See attached

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
FA329(N)
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.

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.

paras 61-62

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.

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

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
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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.)

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.

SIGNED: _____ DATE: 22 JUN 2000

Clerk To Earley Parish/Town Council.

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.

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

17 Oct 2000 - spoke to Neil about the lack of specific reference to landscaping and the issue on no landscaping issue.

RAILTRACK

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Outside Party Engineer
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Tel 0207 902 3183
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Wokingham District Council
Environmental Services Department
Planning Services
P.O. Box 157
Shute End
Wokingham
Berkshire RG40 1WR

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 30**m** 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 2**m** 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.

The Edwards Irish Partnership

Architects & Surveyors

36 Langborough Road, Wokingham, Berks. RG40 2HT

Tel: 0118-989-4403 Fax: 0118-989-4383 E-mail: the.eip@virgin.net

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Environmental Services Dept.
Wokingham District Council
P.O. Box 157
Council Offices
Shute End
Wokingham
Berks
RG40 1WR

1st June 2000

For the attention of Simon Lewis

Dear Sir

Proposed residential development 3,13 and 15 Pond Head Lane Earley
App. Nos. F/2000/1512 and F/2000/1513

Following the recent submission of the two applications for the above site, I am now in receipt of a report on the Traffic Considerations prepared by Peter Brett Associates. I am pleased to enclose two copies of the report for each application.

Should you require any further information please do not hesitate to contact me.

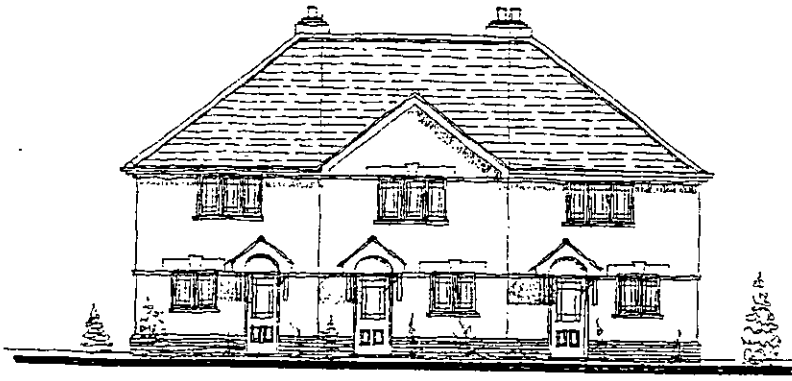
Yours faithfully

P H Edwards

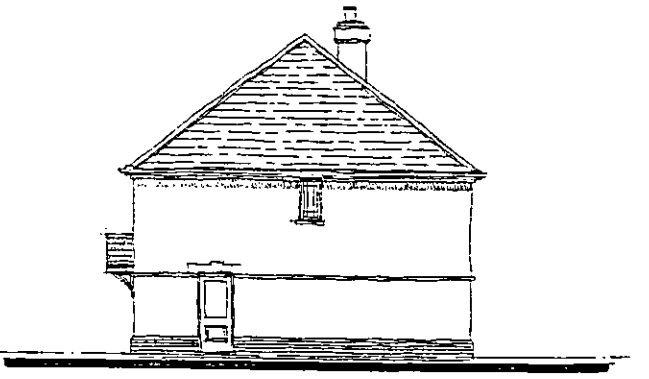
Notes

All dimensions and levels on site are to be checked prior to commencement of work

This drawing is the copyright of The Edwards Irish Partnership



FRONT ELEVATION



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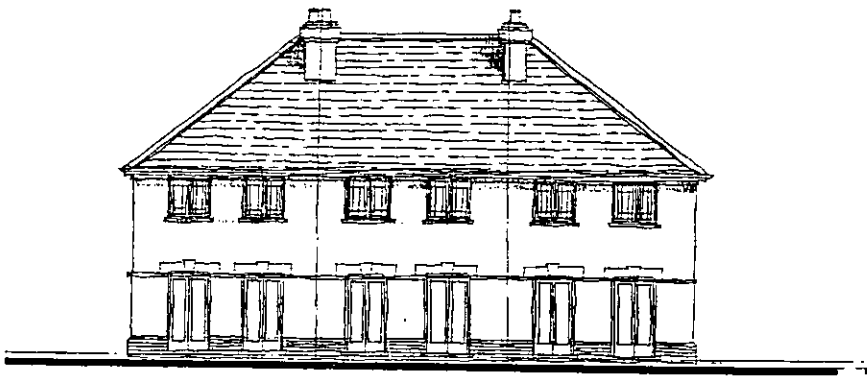

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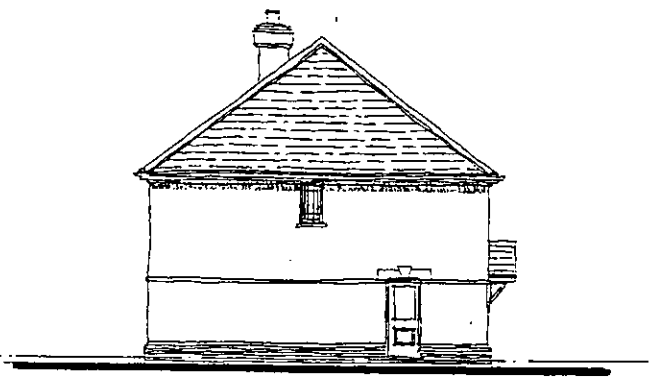
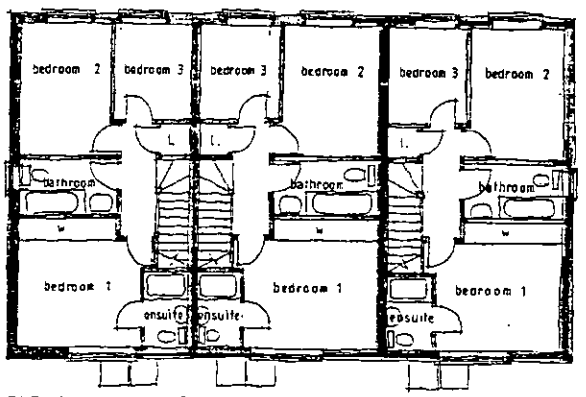


SIDE ELEVATION



FIRST FLOOR

MATERIALS

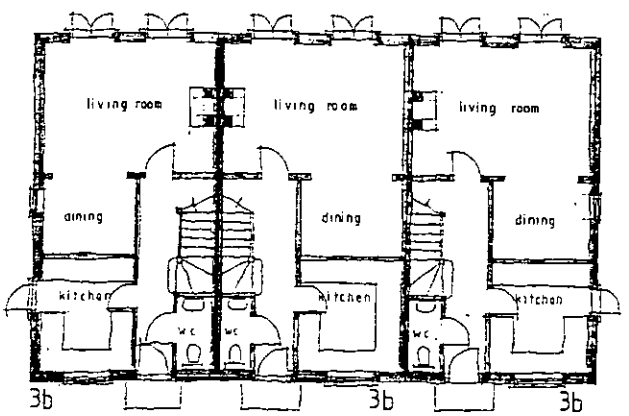
Roof : Redland Richmond roofing slates with terracotta ridge tiles.

WALLS : Multistock facing brickwork with red brick plinth and stone string courses and lintols

WINDOWS : White upvc windows with leaded light glazing.

EAVES : White painted fascia and soffit.

GROSS INTERNAL Floor AREA : 80.75 m²
: 870 ft²



GROUND FLOOR

Project: Proposed residential development
3, 13 and 15 Pond Head Lane
EARLEY
Berks

Client: Bancroft Developments

Drawing: 3 bed house type
plots 3-5

Scale: 1:100 Date: April 2000

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

Job1351 Dwg. 07

Notes

All dimensions and levels on site are to be checked prior to commencement of work

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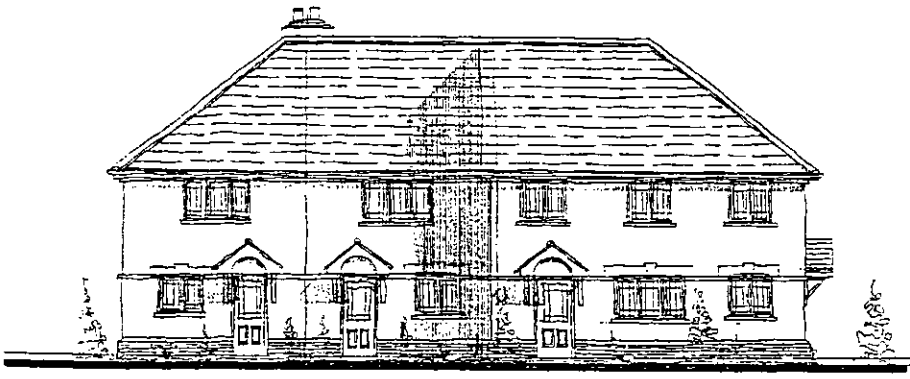

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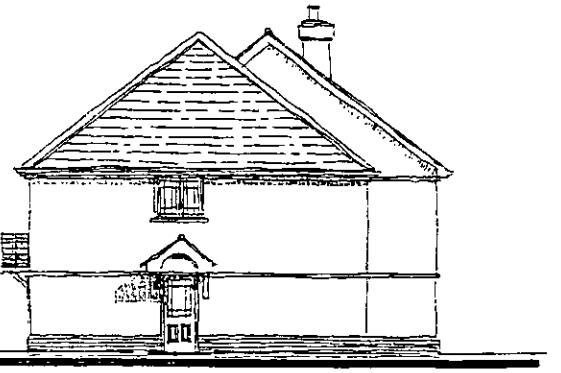

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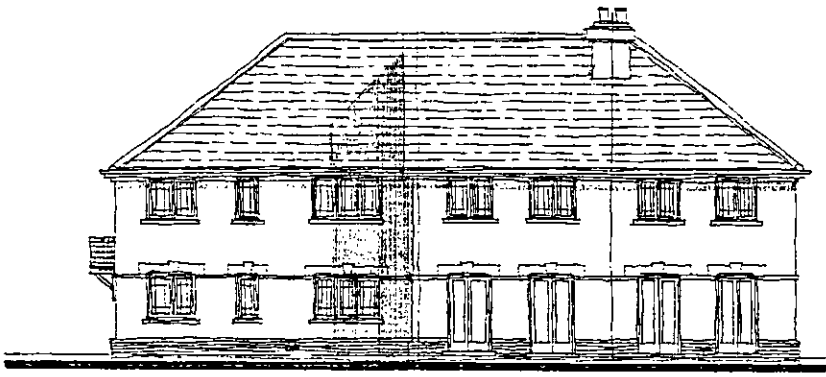
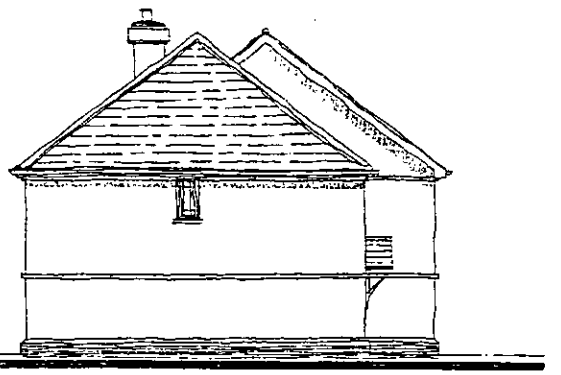


REAR ELEVATION



SIDE ELEVATION

10.MAY2000 15:4

MATERIALS

Roof : Eaglend Richmond roofing slates with terracota ridge tiles.

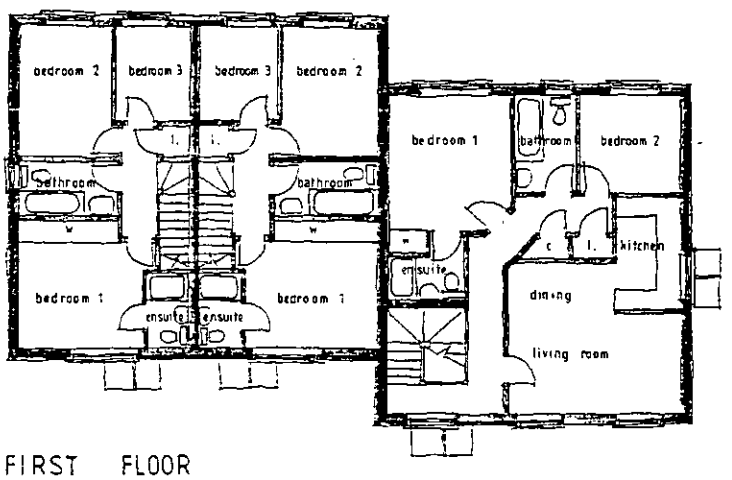
WALLS : Multi stock facing brickwork with all red brick plinth & stone string courses and lintels.

WINDOWS : White UPVC casement windows with leaded light glazing.

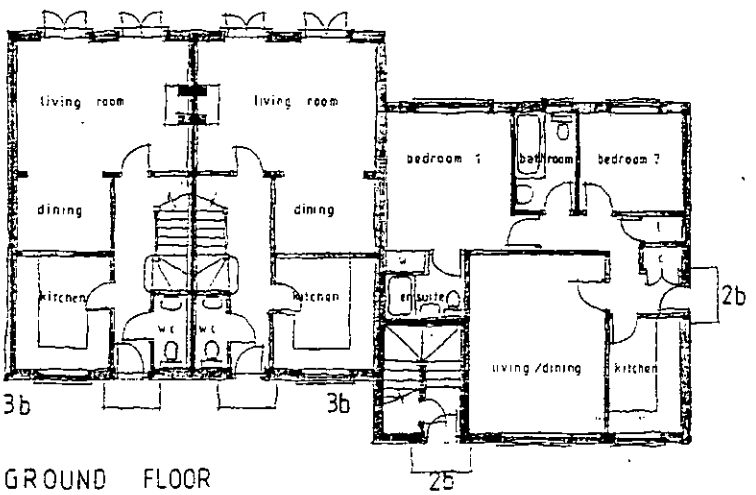
EAVES : White painted fascia and soffit.

GROSS INTERNAL FLOOR AREAS. 3 BED HOUSE : 80.75 m² = 870 ft².

2 BED FLAT : 67.77 m² = 730 ft²



FIRST FLOOR



GROUND FLOOR

Project: Proposed residential development
3, 13 and 15 Pond Head Lane
EARLEY
Berks

Client: Bancroft Developments

Drawing: 2 bed flat and 3bed house type plots 20 - 23

Scale: 1:100 Date: May 2000

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

Job 1351 Dwg. 09



SURVEYED BY

GALLOWAY SURVEYS
1 HIGH STREET
MAIDENHEAD
BERKS SL6 1JN

TEL: 01628 622000
FAX: 01628 623456

CLIENT

BANCROFT DEVELOPMENTS

SITE

ROYAL YEARLING
LANTLEY

TITLE

SITE SURVEY

DATE MARCH 02

SCALE 1:250

DWG. NO. 1994 / 01

1514

Notes

All dimensions and levels on site are to be checked prior to commencement of work.

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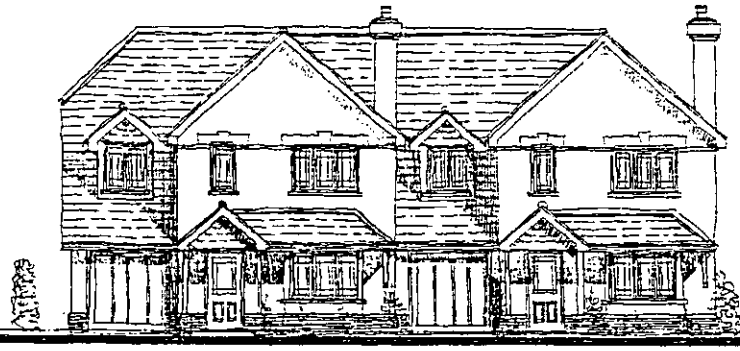
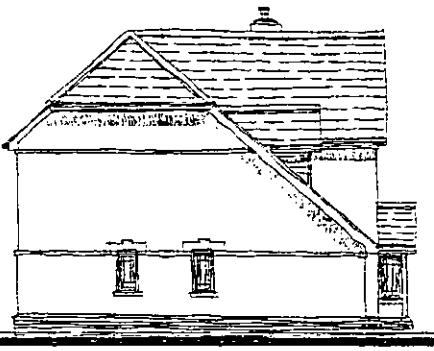
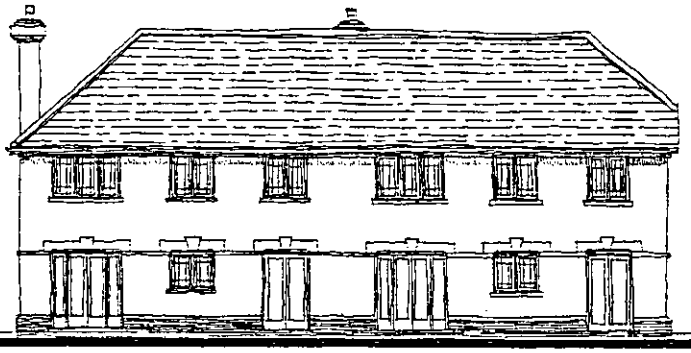


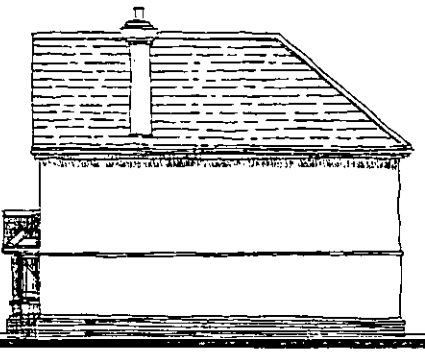
FRONT ELEVATION



SIDE ELEVATION



REAR ELEVATION



SIDE ELEVATION

13.4

MATERIALS

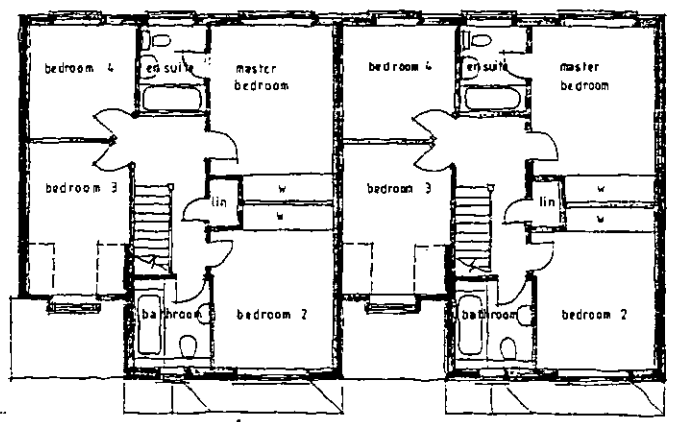
ROOF : Redland Richmond roofing slates with Minicamo ridge tiles.

WALLS : Multi stock facing brickwork with red stock brick plinth and stone string courses and lintols.

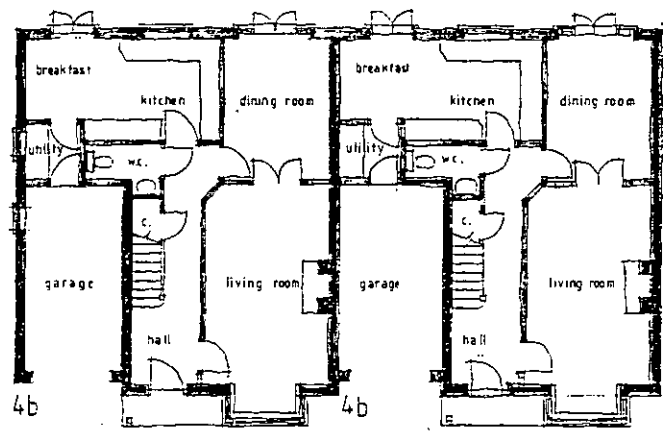
WINDOWS : White UPVC casement windows with leaded light glazing.

EAVES : White painted fascia and soffit.

GROSS INTERNAL FLOOR AREA : 125.83 m² = 1355 ft².



FIRST FLOOR



GROUND FLOOR

Project: Proposed residential development
3, 13 and 15 Pond Head Lane
EARLEY
Berks

Client: Bancroft Developments

Drawing: 4 bed house types
plots 1, 2, 14 and 15

Scale: 1:100 Date: April 2000

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

Job 1351 Dwg. 06

Approved OS (UK) 99911

Notes

All dimensions and levels on site are to be checked prior to commencement of work.

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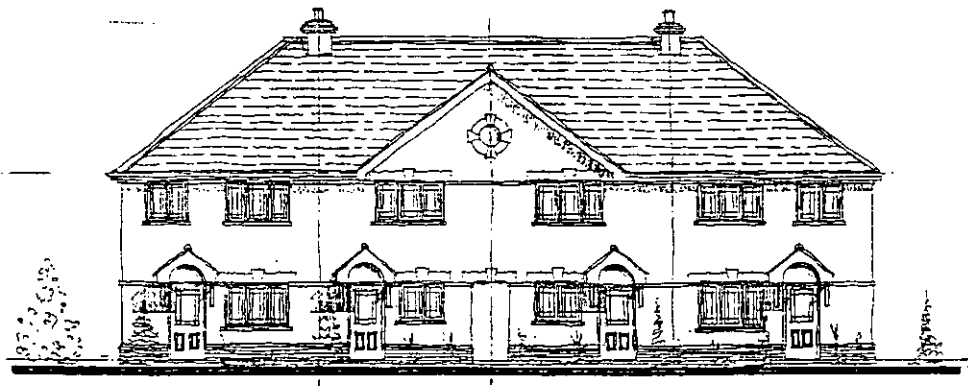
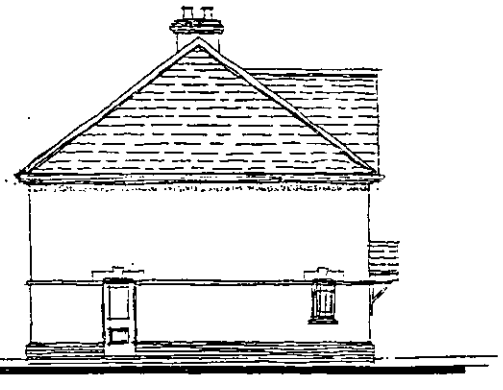


FRONT ELEVATION



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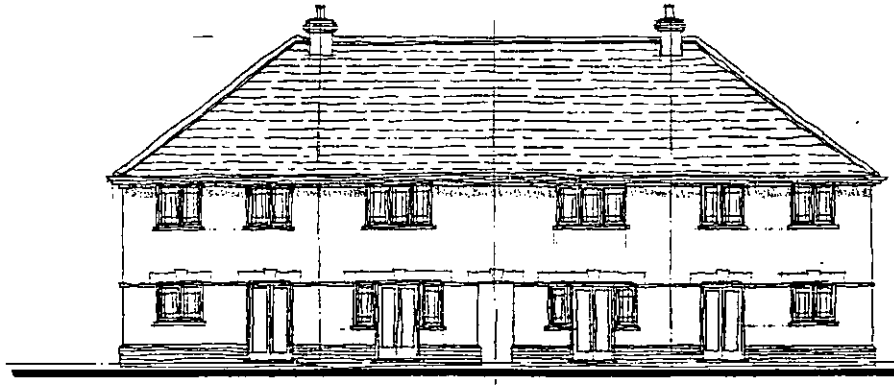
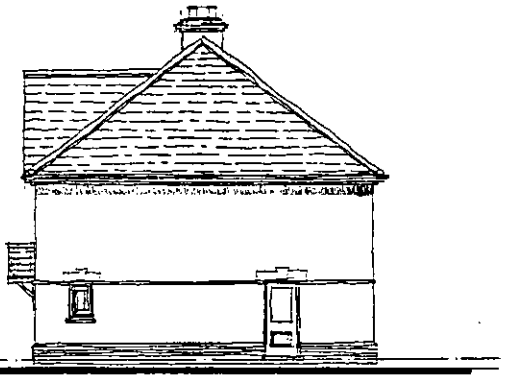
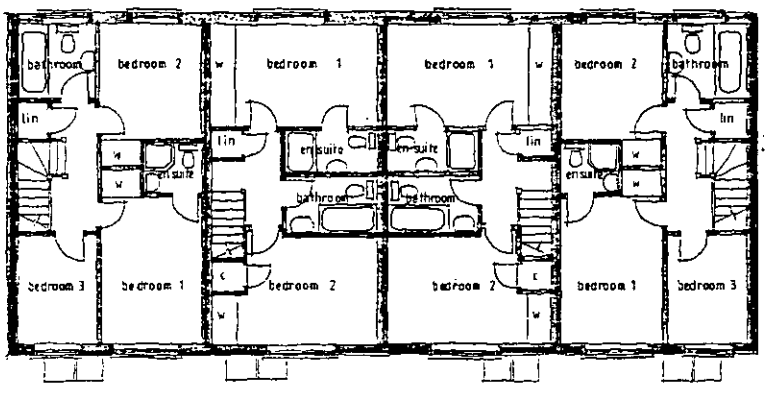


REAR ELEVATION

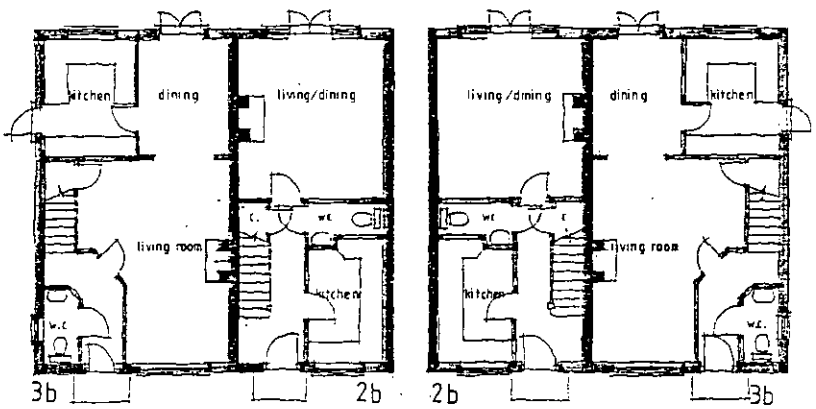


SIDE ELEVATION

16.11.2000 15:14



FIRST FLOOR



GROUND FLOOR

MATERIALS

Roof : Redland Richmond roofing slates with terracotta nodal tiles.

Walls : Multi-stock facing brickwork with red stock plinth and stone string courses and lintols

Windows : White upvc casement windows with leaded light glazing

Eaves : White painted fascia and soffit.

Gross internal floor areas 3 bed houses : 83.30 m² = 897 ft²

2 bed houses : 66.30 m² = 714 ft².

Project: Proposed residential development
3 13 and 15 Pond Head Lane
EARLEY
Berks

Client: Bancroft Developments

Drawing: 2 and 3 bedroom house types plots 6-13 and 16-19

Scale: 1:100 Date: May 2000

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

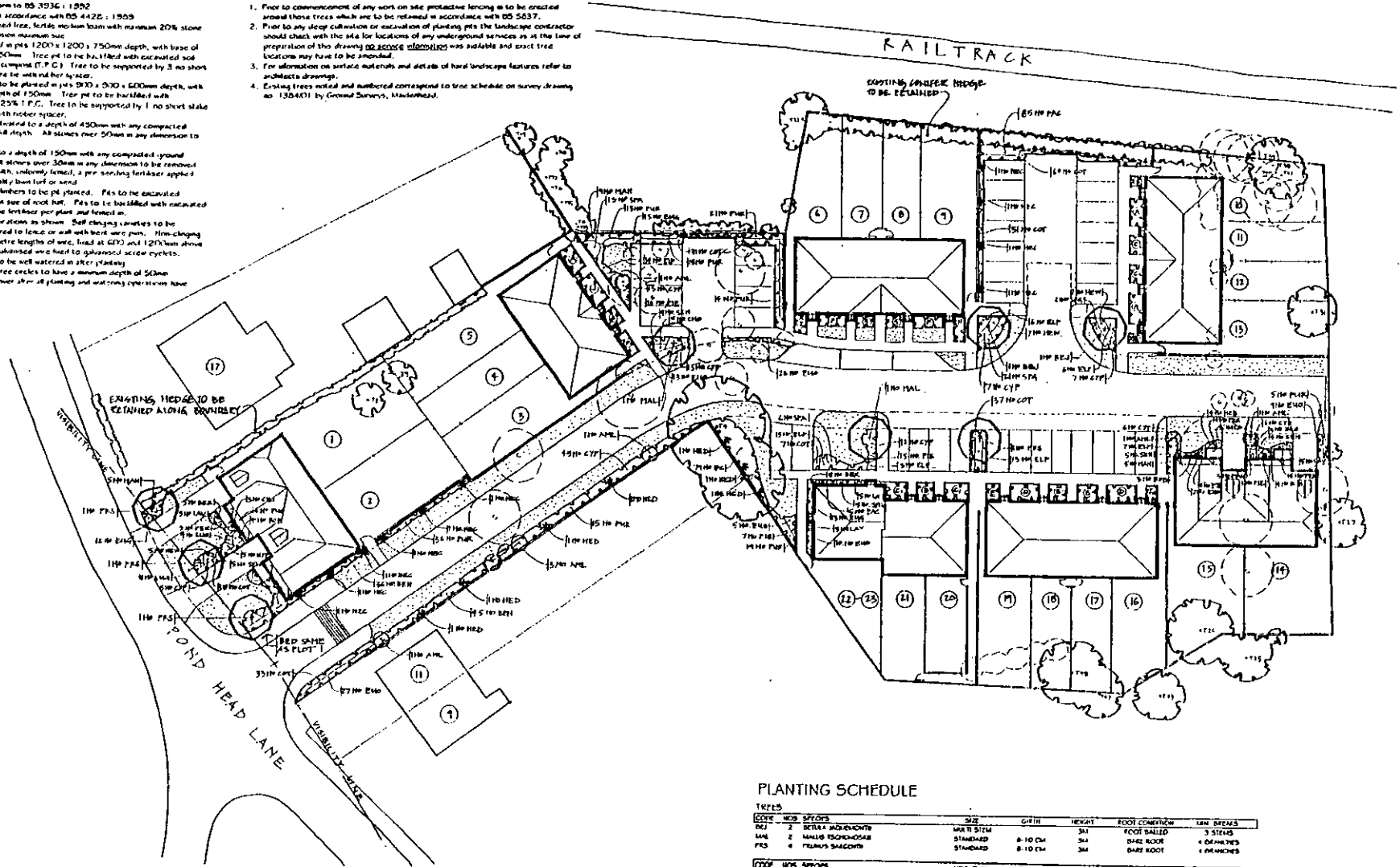
Job 1351 Dwg. 08

PLANTING NOTES

- All planting material is to conform to BS 3936 : 1992
- All planting operations to be in accordance with BS 4428 : 1989
- Any imported topsoil to be weed free, fertile medium loam with minimum 20% stone content of 50mm in any dimension maximum size
- Multi stem trees to be planted in pits 1200 x 1200 x 750mm depth, with base of pit broken up to a depth of 150mm. Tree pit to be backfilled with excavated soil mixed with 25% tree planting compost (T.P.C). Tree to be supported by 3 no short stakes and 3 no adjustable tree tie with rubber spacer.
- Ordinary nursery stock trees to be planted in pits 900 x 900 x 600mm depth, with base of pit broken up to a depth of 150mm. Tree pit to be backfilled with excavated material mixed with 25% T.P.C. Tree to be supported by 1 no short stake and 1 no adjustable tree tie with rubber spacer.
- Shrub planting areas to be cultivated to a depth of 450mm with any compacted ground broken up to a full depth. All stones over 50mm in any dimension to be removed.
- Grass areas to be cultivated to a depth of 150mm with any compacted ground broken up to a full depth. All stones over 50mm in any dimension to be removed. Area to be brought to a fine tilth, uniformly formed, a pre seeding fertiliser applied and rolled or seeded with quality lawn turf or seed.
- All containerised shrubs and climbers to be pit planted. Pits to be excavated 150mm deeper and wider than size of root ball. Pits to be backfilled with excavated material and 3kg of slow release fertiliser per plant and firmed in.
- All climbers to be planted in locations as shown. Self clinging varieties to be removed from canes and secured to fence or wall with bent wire pins. Non-clinging varieties to be trained up 1 metre lengths of wire, fixed at 600 and 1200mm above ground to fence or wall with galvanised wire fixed to galvanised screw eyelets.
- All shrub beds and trees to be well watered after planting.
- All shrub areas and weed free circles to have a minimum depth of 50mm pulverised bark mulch spread over after all planting and watering operations have been completed.

GENERAL NOTES

1. Prior to commencement of any work on site protective fencing is to be erected around those trees which are to be retained in accordance with BS 5837.
2. Prior to any deep cultivation or excavation of planting pits the landscape contractor should check with the site for locations of any underground services as at the time of preparation of this drawing no service information was available and exact tree locations may have to be amended.
3. For information on surface materials and details of hard landscape features refer to architects drawings.
4. Existing trees noted and numbered correspond to tree schedule on survey drawing no 1384/01 by Ground Surveys, Maidenhead.

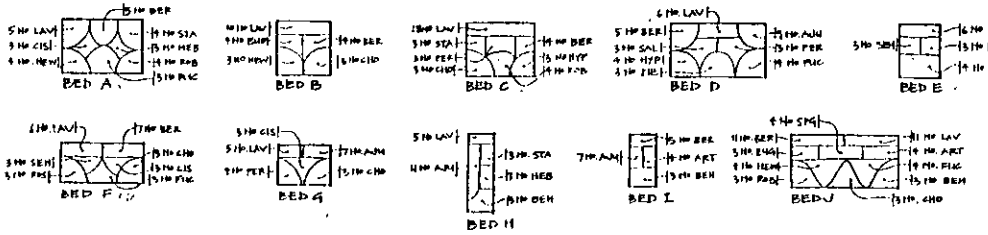


LEGEND

- EXISTING TREES TO BE RETAINED AND PROTECTED
- EXISTING TREES TO BE REMOVED
- PROPOSED NEW TREE PLANTING (SEE SCHEDULE)
- PROPOSED SPECIMEN SHRUB PLANTING (SEE SCHEDULE)
- PROPOSED SHRUB PLANTING (SEE SCHEDULE)
- PROPOSED CLIMBERS (SEE SCHEDULE)
- PROPOSED AREAS OF GRASS
- PROPOSED 2M HIGH FENCE & GATE WHERE NOT ARCHITECTS DETAIL
- PROPOSED 2M HIGH CLOSE BOARD FENCE
- 1.5M HIGH LARCH LAP FENCE

NORTH

PLANTING BED DETAILS 1:100 SCALE



PLANTING SCHEDULE

TREES

CODE	NOS	SPECIES	SIZE	GIRTH	HEIGHT	ROOT CONDITION	MIN BREAKS
BET	2	BETULA JACQUEMONTII	MULTI STEM		3M	ROOT BALLED	3 STEMS
MAL	2	MALUS TSCHONOSKII	STANDARD	8-10 CM	3M	BARE ROOT	4 BRANCHES
PRS	4	PRUNUS SARGENTII	STANDARD	8-10 CM	3M	BARE ROOT	4 BRANCHES

CODE	NOS	SPECIES	HEIGHT CM	LITRE POT	MAINT	MIN BREAKS	DENSITY
SPECIMEN SHRUBS							
AML	9	AMELANCHIER CANADENSIS	80-100	12	BRANCHED	C	PLANT
CLIMBERS							
HED	7	HEDERA HELIX GOLDHEART	40-60	3	SEV SHOOTS 3 CANES		PLANT
HEC	10	HEDERA COLCHICA DENTATA AUREA	60-80	3	SEV SHOOTS 3 CANES		AS
SHRUBS							
AJU	90	AJUGA REPTANS ATROPURPUREA	10-30CM	1			7 PER SQ M
ART	8	ARTEMESIA POWIS CASTLE	20-30	2			4 PER SQ M
BER	128	BERBERIS THUNBERGII ATRO MANA	20-30	1	BRANCHED	S	5 PER SQ M
BER	98	BERBERIS THUNBERGII ROSE GLOW	30-40	3	BRANCHED	S	5 PER SQ M
CIS	21	CISTUS SILVER PINK	20-30	2	BRANCHED	S	5 PER SQ M
COT	286	COTONEASTER CORAL BEAUTY	20-300	2	BRANCHED	S	5 PER SQ M
CHO	50	CHOISYA TERNATA	30-40	3	BUSHY	C	3 PER SQ M
CYP	119	CYTISUS x PRAECOX ALLGOLD	30-40	2	BUSHY	S	3 PER SQ M
ELP	64	ELAEAGNUS PUNGENS MACULATA	30-40	3	BRANCHED	C	3 PER SQ M
EUE	63	EUONYMUS EMERALD 'n GOLD	20-300	2	BUSHY	C	4 PER SQ M
EUG	128	EUONYMUS EMERALD GAIETY	20-300	2	BUSHY	C	4 PER SQ M
FUC	23	FUCHSIA MRS POPPLE	20-30	3	BUSHY	C	4 PER SQ M
HEW	54	HEBE MRS WINDER	30-40	3	BUSHY	S	3 PER SQ M
HEB	15	HEBE RAKAIENSIS (SUBALPINA)	30-40	2	BUSHY	S	3 PER SQ M
HYP	30	HYPERICUM HIDCOTE	30-40	3	BUSHY	S	4 PER SQ M
LAV	208	LAVANDULA HIDCOTE	20-30	1	BUSHY	S	5 PER SQ M
MAH	22	MAHONIA JAPONICA	30-40	3	LEADERS		3 PER SQ M
PAC	168	PACHYSANDRA TERMINALIS	20-300	1	BUSHY		4 PER SQ M
PER	31	PEROVSKIA BLUE SPIRE	20-30	2			3 PER SQ M
PYR	170	PYRACANTHA ORANGE GLOW	40-60	3	UNDERWATERS	S	3 PER SQ M
RIE	59	RIBES FLAMING SILVER	30-40	3	BUSHY	C	3 PER SQ M
ROB	42	ROSA BONICA	BUDDED	4	BUSHY	CLIMB A	4 PER SQ M
ROS	9	ROSA RED BELLS	BUDDED	4	BUSHY	CLIMB A	4 PER SQ M
SAL	6	SALVIA TRUCOLOR	20-30	2	BRANCHED	S	5 PER SQ M
SKN	43	SKIMMIA RUBELLA	30-40	2	BUSHY	S	4 PER SQ M
SPG	11	SPIRAEA GOLDFLAME	30-40	2	BUSHY	C	4 PER SQ M
SPA	19	SPIRAEA ARGUTA	40-60	3	BUSHY	C	3 PER SQ M
STA	25	STACHYS LANATA	20-30	2			4 PER SQ M

joanna bringley
chartered landscape architect
1 Acorn House Beer Mains Industrial Estate Blackwater West Yorkshire GU17 9AB
Telephone: 01276 856757 Facsimile: 01276 855215
email: joanna.bringley@btinternet.com

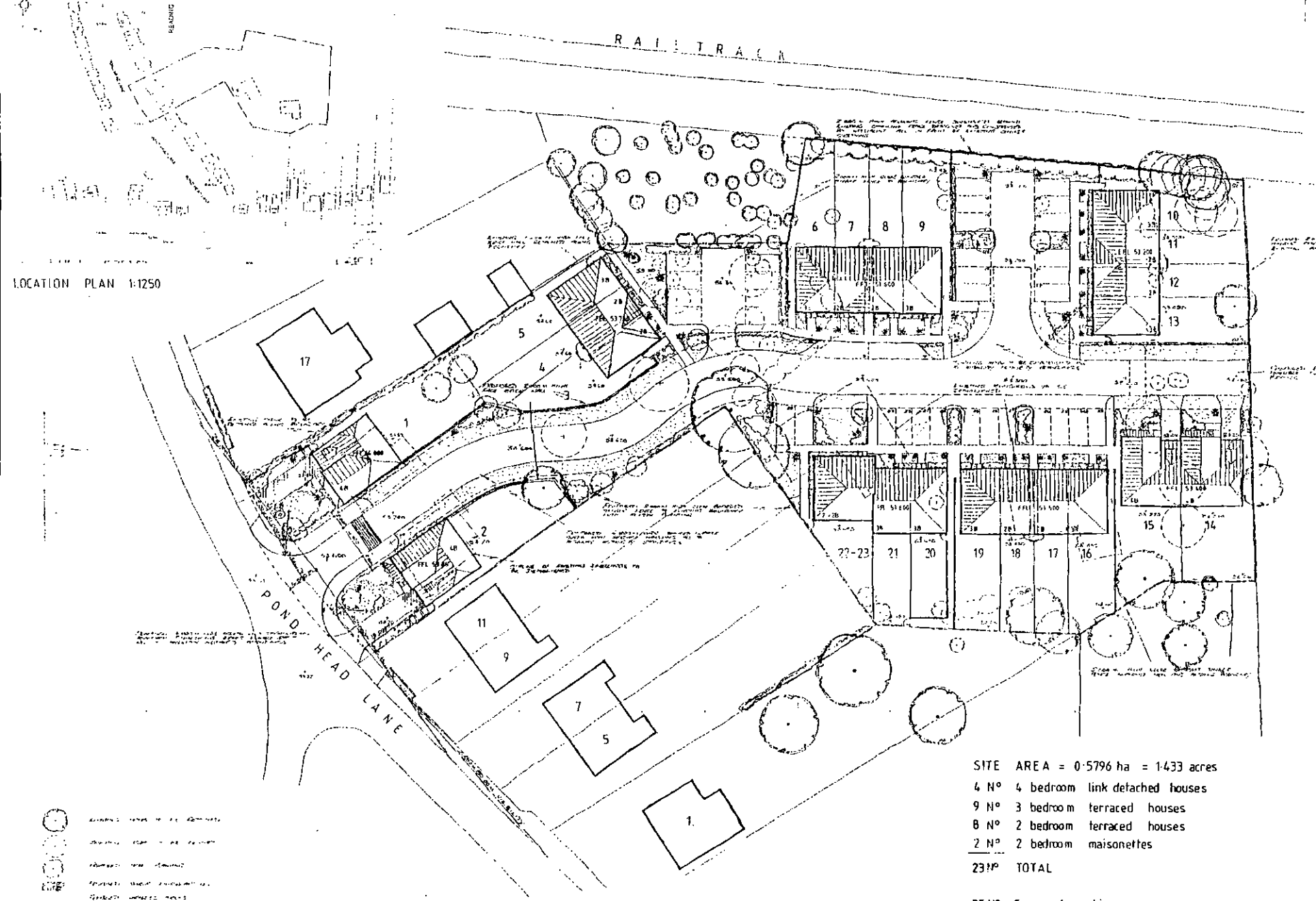
client: BANCROFT DEVELOPMENTS

site: 3,13 & 15, POND HEAD LANE, EARLEY, BERKS

drawing title: LANDSCAPE LAYOUT & PLANTING DETAILS

scale: 1:200 | date: 17th May 2000

drawing no.: 0142/1



LOCATION PLAN 1:1250

SITE AREA = 0·5796 ha = 1·433 acres

4 N° 4 bedroom link detached houses
9 N° 3 bedroom terraced houses
8 N° 2 bedroom terraced houses
2 N° 2 bedroom maisonettes
23 N° TOTAL

35 N° Communal parking spaces

1514 J

REVISED PLAN

Proposed residential development
3 13 and 15 Pond Head Lane
EARLEY
Berks

Bancroft Developments

SITE PLAN

1:250 May 2000

The Edwards Irish Partnership
Architects & Surveyors

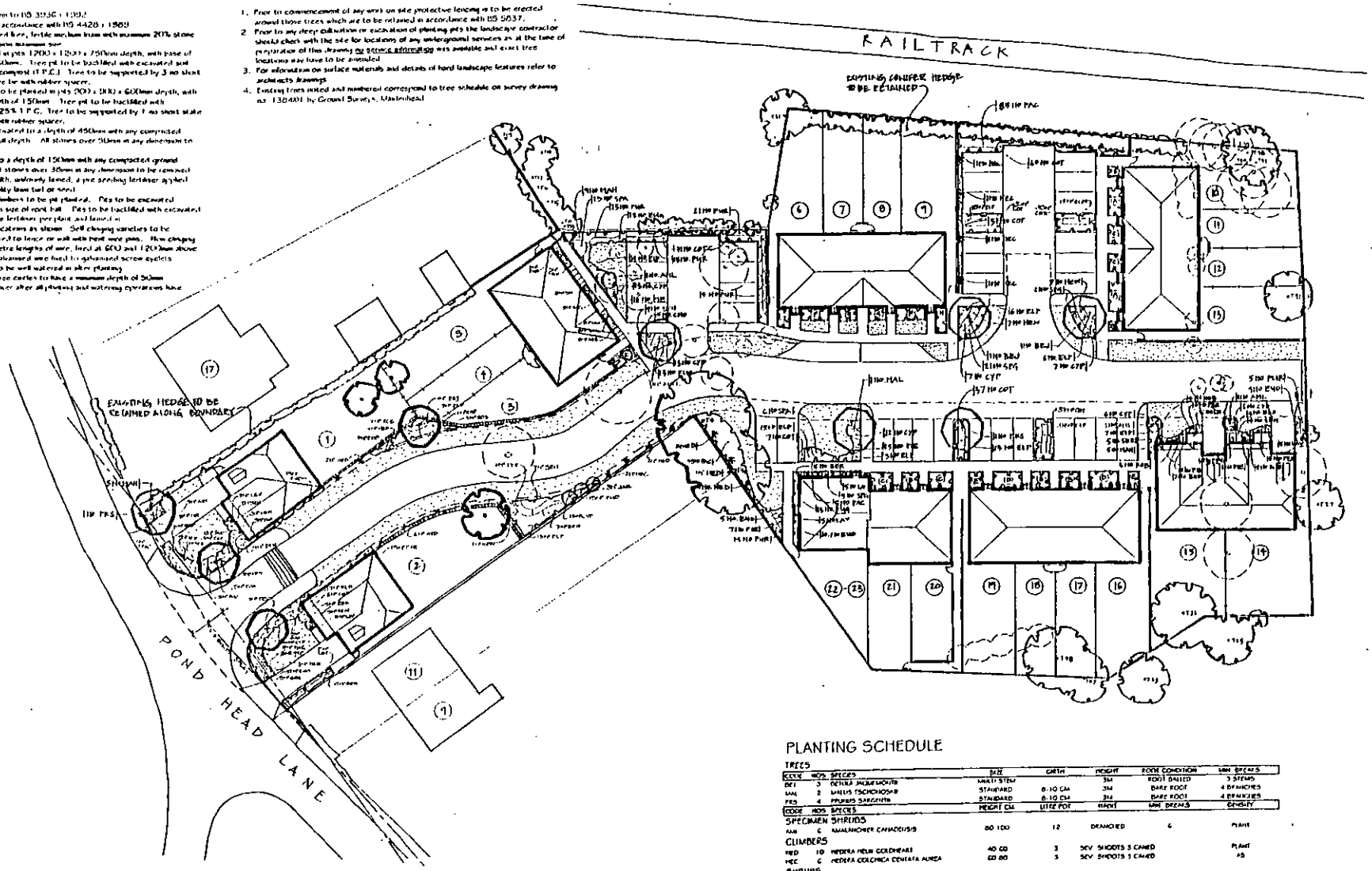
Job 1351 Dwg. 05 B

LANTING NOTES

All planting material is to conform to BS 3936 : 1992
All planting operations to be in accordance with BS 4428 : 1989
Any imported topsoil to be weed free, fertile medium loam with maximum 20% stone content of 50mm in any dimension maximum size
Multi stem trees to be planted in pits 1200 x 1200 x 750mm depth, with base of pit broken up to a depth of 150mm. Tree pit to be backfilled with excavated soil mixed with 25% loose planting compost (T.P.C.). Tree to be supported by 3 no steel stakes and 3 no adjustable tree tie with rubber spacer.
Ordinary nursery stock trees to be planted in pits 900 x 900 x 600mm depth, with base of pit broken up to a depth of 150mm. Tree pit to be backfilled with excavated material mixed with 25% T.P.C. Tree to be supported by 1 no steel stake and 1 no adjustable tree tie with rubber spacer.
Shrub planting areas to be cultivated to a depth of 450mm with any compacted ground broken up to a full depth. All stones over 50mm in any dimension to be removed
Grass areas to be cultivated to a depth of 150mm with any compacted ground broken up to a full depth. All stones over 50mm in any dimension to be removed
Area to be brought to a fine tilth, uniformly levied, a pre seeding fertiliser applied and turfed or seeded with quality lawn turf or seed
All containerised shrubs and climbers to be pit planted. Pits to be excavated 150mm deeper and wider than size of root ball. Pits to be backfilled with excavated material and 5kg of slow release fertiliser per plant and firmed in
All climbers to be planted in locations as shown. Self clinging varieties to be removed from canes and secured to fence or wall with hard wire pins. Non clinging varieties to be trained up 1 metre lengths of wire, fixed at 600 and 1200mm above ground to fence or wall with galvanised wire fixed to galvanised screw eyelets
1. All shrub beds and trees to be well watered after planting
2. All shrub areas and weed free circles to have a minimum depth of 50mm pulverised bark mulch spread over after all planting and watering operations have been completed

GENERAL NOTES

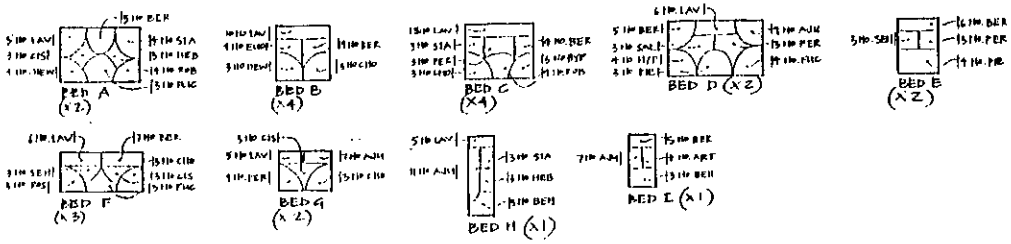
1. Prior to commencement of any work on site protective fencing is to be erected around those trees which are to be retained in accordance with BS 5837.
2. Prior to any deep cultivation or excavation of planting pits the landscape contractor should check with the site for locations of any underground services as at the time of preparation of this drawing no service information was available and exact tree locations may have to be amended
3. For information on surface materials and details of hard landscape features refer to architects drawings
4. Existing trees noted and numbered correspond to tree schedule on survey drawing no 1384/01 by Ground Surveys, Maidenhead



LEGEND

- EXISTING TREES TO BE RETAINED AND PROTECTED
- EXISTING TREES TO BE REMOVED
- PROPOSED NEW TREE PLANTING (SEE SCHEDULE)
- PROPOSED SPECIMEN SHRUB PLANTING (SEE SCHEDULE)
- PROPOSED SHRUB PLANTING (SEE SCHEDULE)
- PROPOSED CLIMBERS (SEE SCHEDULE)
- PROPOSED AREAS OF GRASS
- PROPOSED 2M HIGH BRICK WALL (SEE ARCHITECTS DETAIL)
- PROPOSED 2M HIGH CLOSE BOARD FENCE
- 1.5M HIGH LARCH LAP FENCE

PLANTING BED DETAILS 1:100 SCALE



PLANTING SCHEDULE

TREES

CODE	NOS	SPECIES	SIZE	GIRTH	HEIGHT	ROOT CONDITION	MIN BRANCHES
BET	3	BETULA JACQUEMONTII	MULTI STEM		3M	ROOT BALLED	3 STEMS
MAL	2	MALUS TSCHONOSKII	STANDARD	8-10 CM	3M	BARE ROOT	4 BRANCHES
PRD	4	PRUNUS DARZENTII	STANDARD	8-10 CM	3M	BARE ROOT	4 BRANCHES

CODE	NOS	SPECIES	HEIGHT CM	LITRE POT	HEIGHT	MIN BRANCHES	DENSITY
SPECIMEN SHRUBS							
AMA	6	AMALANCHIER CANADENSIS	80 100	12	BRANCHED	6	PLANT
CLIMBERS							
HED	10	HEDERA HELIX GOLDHEART	40 60	3	SEV SHOOTS 3 CANES		PLANT
HEC	6	HEDERA COLCHICA CENTATA AUREA	60 80	3	SEV SHOOTS 3 CANES		AS
SHRUBS							
AJU	50	AJUGA REPTANS ATROPURPUREA	10 30CM	1			7 PER SQ M
ARS	9	ARTEMESIA PONTO CASTLE	20 30	2			4 PER SQ M
BER	95	BERBERIS THUNBERGII ATRO MANA	20-30	4	BRANCHED	5	3 PER SQ M
BEH	65	BERBERIS THUNBERGII ROSE GLOW	30-40	3	BRANCHED	5	3 PER SQ M
CIS	21	CISTUS SILVER PINK	20 30	3	BRANCHED	5	3 PER SQ M
COT	262	COTONEASTER COPAL BEAUTY	20 30CM	2	BRANCHED	4	3 PER SQ M
CHO	50	CHOISYA TERNATA	30 40	3	BUSHY	4	3 PER SQ M
CYF	90	CYTISUS x PRAECOX ALLGOLD	30 40	2	BUSHY	5	3 PER SQ M
ELP	110	ELEAGNUS PUNGENS MACULATA	30 40	3	BRANCHED	4	3 PER SQ M
EUG	26	EUONYMUS FORTUNEI GOLD	20 30CM	2	BUSHY	6	4 PER SQ M
EUG	143	EUONYMUS FORTUNEI GAIETY	30 40CM	2	BUSHY	6	4 PER SQ M
FUC	33	FUCHSIA MRS POPPLE	20-30	3	BUSHY	4	3 PER SQ M
HEW	44	HEBE MRS WINDER	30 40	3	BUSHY	5	3 PER SQ M
HEB	33	HEBE RAKAIENSIS (SUBALPINA)	30 40	2	BUSHY	5	3 PER SQ M
HYP	30	HYPERICUM HIDCOTE	30 40	3	BUSHY	6	4 PER SQ M
LAV	106	LAVANDULA HIDCOTE	30 40	3	BUSHY	5	5 PER SQ M
MAH	22	MAHONIA JAPONICA	30 40	3	LEADERS		3 PER SQ M
PAC	169	PACHYSANDRA TERMINALIS	20 30CM	1	BUSHY		4 PER SQ M
PER	46	PEROVSKIA BLUE SPIRE	20-30	2		3	3 PER SQ M
PHI	127	PHLOMIS RUSSELIANA	40 60	3	TENDER STEMS	4	3 PER SQ M
PHI	58	PHORMIUM ORANGE GLOW	30 40	3	BUSHY	3	3 PER SQ M
PIE	59	PIERIS FLAMING SILVER	30 40	3	BUSHY	GAIN A	3 PER SQ M
ROS	45	ROSA BONICA	BUDDED	4	BUSHY	GAIN A	4 PER SQ M
ROS	30	ROSA RED DELUX	BUDDED	4	BUSHY	GAIN A	4 PER SQ M
SAL	26	SALVIA TRICOLOR	20 30	2	BRANCHED	5	3 PER SQ M
SEN	59	SENECIO SUNSPIRE	30 40	2	BUSHY	5	4 PER SQ M
SPG	70	SPIRAEA GOLDFLAME	30 40	2	BUSHY	6	4 PER SQ M
SPA	19	SPIRAEA ARGUTA	40 60	3	BUSHY	6	3 PER SQ M
STA	25	STACHYS LANATA	20 30	1			4 PER SQ M

NORTH

REVISION A: AMENDED HEDGE WITH BEECH LAYOUT 05.8.00

Joanne Brindley
chartered landscape architect
3 Lowel House East Molesey Industrial Estate Bonsham West Surbiton KT15 1AD
Telephone: 01506 858757 Facsimile: 01506 855455
email: joannebrindley@btinternet.com

client: BANCROFT DEVELOPMENTS

site: 3, 13 & 15, POND HEAD LANE, EARLEY, BERKS

drawing title: LANDSCAPE LAYOUT & PLANTING DETAILS

scale: 1:200 | date: 17th May 2000

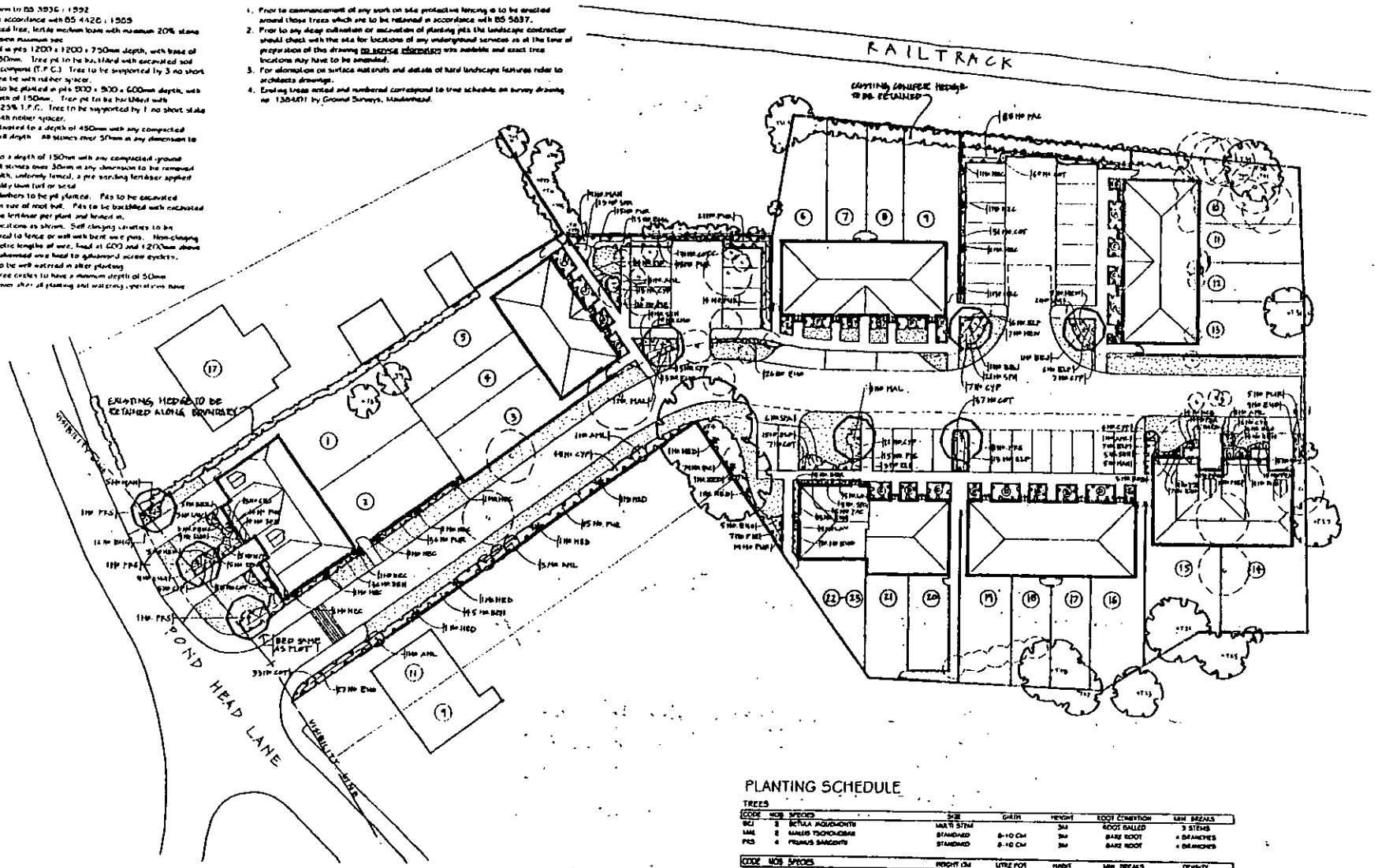
drawing no.: 01427/1A

PLANTING NOTES

All planting material is to conform to BS 3936 : 1992
All planting operations to be in accordance with BS 4428 : 1989
Any imported topsoil to be weed free, fertile medium loam with maximum 20% stone content of 50mm in any dimension maximum size
Multi stem trees to be planted in pits 1200 x 1200 x 750mm depth, with base of pit broken up to a depth of 150mm. Tree pit to be backfilled with excavated soil mixed with 25% tree planting compost (T.P.C.) Tree to be supported by 3 no short stakes and 3 no adjustable tree tie with rubber spacer.
Ordinary nursery stock trees to be planted in pits 900 x 900 x 600mm depth, with base of pit broken up to a depth of 150mm. Tree pit to be backfilled with excavated material mixed with 25% T.P.C. Tree to be supported by 1 no short stake and 1 no adjustable tree tie with rubber spacer.
Shrub planting areas to be cultivated to a depth of 450mm with any compacted ground to be broken up to a full depth. All stones over 50mm in any dimension to be removed.
Grass areas to be cultivated to a depth of 150mm with any compacted ground broken up to a full depth. All stones over 38mm in any dimension to be removed. Area to be brought to a true tilth, uniformly levelled, a pre seeding fertiliser applied and turfed or seeded with quality lawn turf or seed.
All containerised shrubs and climbers to be pit planted. Pits to be excavated 150mm deeper and wider than size of root ball. Pits to be backfilled with excavated material and 5g of slow release fertiliser per plant and limed in.
All climbers to be planted in locations as shown. Self clinging varieties to be removed from canes and secured to fence or wall with bent wire pins. Non-clinging varieties to be trained up 1 metre lengths of wire, fixed at 600 and 1200mm above ground to fence or wall with galvanised vine eyes to galvanised screw eyelets.
All shrub beds and trees to be well watered after planting.
All shrub areas and weed free circles to have a minimum depth of 50mm bark/chipped bark mulch spread over after all planting and watering operations have been completed.

GENERAL NOTES

1. Prior to commencement of any work on site protective fencing is to be erected around those trees which are to be retained in accordance with BS 5837.
2. Prior to any deep cultivation or excavation of planting pits the landscape contractor should check with the site for locations of any underground services as at the time of preparation of this drawing no service information was available and exact tree locations may have to be amended.
3. For information on surface materials and details of hard landscape features refer to architects drawings.
4. Existing trees noted and numbered correspond to tree schedule on survey drawing no 1384/01 by Ground Surveys, Maidenhead.

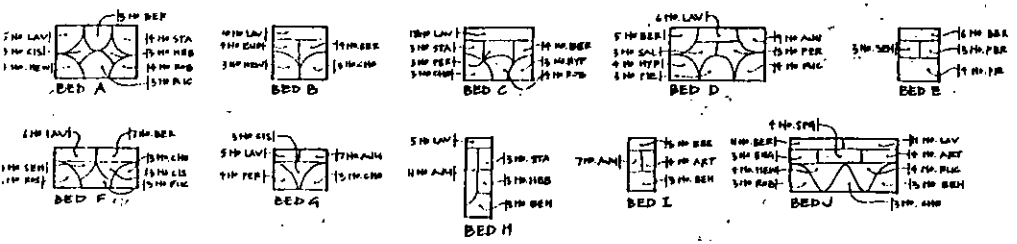


LEGEND

- EXISTING TREES TO BE RETAINED AND PROTECTED
- EXISTING TREES TO BE REMOVED
- PROPOSED NEW TREE PLANTING (SEE SCHEDULE)
- PROPOSED SPECIMEN SHRUB PLANTING (SEE SCHEDULE)
- PROPOSED SHRUB PLANTING (SEE SCHEDULE)
- PROPOSED CLIMBERS (SEE SCHEDULE)
- PROPOSED AREAS OF GRASS
- PROPOSED 1M HIGH FENCE & GATE WITH PIPE ARCHITECTS DETAIL
- PROPOSED 1M HIGH CLOSE BOARD FENCE
- 1.5M HIGH LARCH LAP FENCE

NORTH

PLANTING BED DETAILS 1:100 SCALE



PLANTING SCHEDULE

TREES

CODE	NOS	SPECIES	SIZE	GIRTH	HEIGHT	ROOT CONDITION	MIN. BREAKS
BEJ	2	BETULA JACQUEMONTII	MULTI STEM		3M	RODS BALLED	3 STEMS
MAK	2	MALUS TSCHONOSKII	STANDARD	8-10 CM	3M	BARE ROOT	4 BRANCHES
PRS	4	PRUNUS SARGENTII	STANDARD	8-10 CM	3M	BARE ROOT	4 BRANCHES

CODE	NOS	SPECIES	HEIGHT CM	LITRE POT	HABIT	MIN. BREAKS	DENSITY
SPECIMEN SHRUBS							
AAS	9	AMELANCHIER CANADENSIS	80-100	12	BRANCHED	C	PLANT
CLIMBERS							
HED	7	HEDERA HELIX GOLDHEART	40-60	3	5EV SHOOTS 3 CANES		PLANT
HEC	10	HEDERA COLCHICA DENTATA ALBA	60-80	3	5EV SHOOTS 3 CANES		AS
SHRUBS							
AAJ	89	ABIES NEPTANA ATROPURPUREA	40-100CM	1			7 PER SQ M
ART	8	ARTEMISIA POWIS CASTLE	30-39	2			4 PER SQ M
BES	125	BERBERIS THUNBERGII ATROPURPUREA	30-40	2	BRANCHED	5	3 PER SQ M
BER	53	BERBERIS THUNBERGII ROSE GLOW	30-40	2	BRANCHED	5	3 PER SQ M
CIS	21	CISTUS SILVER PINK	30-30	2	BRANCHED	5	3 PER SQ M
COT	289	COTONEASTER CORAL BEAUTY	60-300	2	BRANCHED	4	3 PER SQ M
CYD	98	CYTISUS BURKWOODII	30-40	3	BUSHY	4	3 PER SQ M
CYF	118	CYTISUS x PRAECOX ALLGOLD	30-40	3	BUSHY	4	3 PER SQ M
ELF	64	ELAEAGNUS PUNGENS MACULATA	30-300	2	BUSHY	5	3 PER SQ M
ELG	68	ELAEAGNUS EBBINGII GOLD	30-40	3	BRANCHED	4	3 PER SQ M
ELO	138	ELAEAGNUS EBBINGII OLEASTER	80-100	2	BUSHY	C	4 PER SQ M
FUC	23	FUCHSIA MRS POPPLE	80-100	2	BUSHY	C	4 PER SQ M
HEW	54	HEBE MRS WILSON	30-50	3	BUSHY	4	3 PER SQ M
HEB	13	HEBE SUTHERLANDII SUBALPINA	30-40	2	BUSHY	5	3 PER SQ M
HYP	30	HYPERICUM HIDCOTE	30-40	2	BUSHY	5	3 PER SQ M
LAV	208	LAVANDULA HIDCOTE	30-40	3	BUSHY	5	4 PER SQ M
MAH	28	MAHONIA JAPONICA	30-40	3	LEADERS		5 PER SQ M
PAC	128	PACHYSANDRA TERMINALIS	80-100	1	BUSHY		9 PER SQ M
PER	91	PEROVSKIA BLUE SPIRE	30-50	2			4 PER SQ M
PYR	198	PYRACANTHA ORANGE GLOW	40-60	3			5 PER SQ M
PIE	56	PIERIS FLAMING SILVER	30-40	3	TRIFOLIATE/3	3	5 PER SQ M
ROB	42	ROSA BONICA	BUDDED	4	BUSHY	3	5 PER SQ M
ROE	9	ROSA RED ELLIS	BUDDED	4	BUSHY	QUAL A	4 PER SQ M
SAL	5	SALIX TRICOLOR	BUDDED	4	BUSHY	QUAL A	4 PER SQ M
SOI	43	SORBUS SARBIFOLIA	30-50	2	BRANCHED	5	5 PER SQ M
SPC	57	SPIRAEA GOLDFLAME	30-40	2	BUSHY	5	4 PER SQ M
SPA	19	SPIRAEA ARGUTA	30-40	2	BUSHY	6	4 PER SQ M
STA	23	STACHYS LANATA	30-50	2	BUSHY	C	5 PER SQ M

Jeanne Brindley
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email: jeannebrindley@btinternet.com

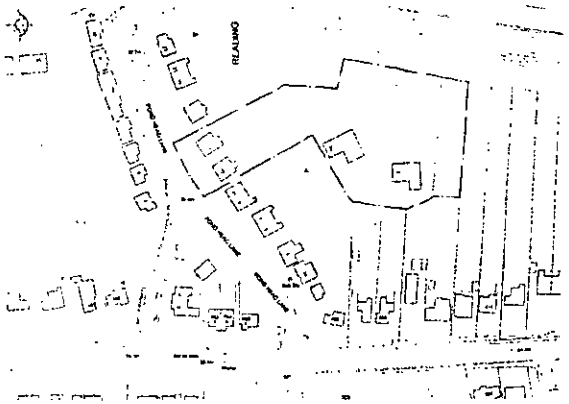
client: BANCROFT DEVELOPMENTS

site: 3,13 & 15, POND HEAD LANE, EARLEY, BERKS

drawing title: LANDSCAPE LAYOUT & PLANTING DETAILS

scale: 1-200 | date: 17TH May 2000

drawing no. 0142/1



LOCATION PLAN 1:1250

SITE AREA = 0·5796 ha = 1·433 acres

4 N°	4 bedroom	link detached houses
9 N°	3 bedroom	terraced houses
8 N°	2 bedroom	terraced houses
2 N°	2 bedroom	maisonettes
23 N°	TOTAL	

35 N° Communal parking spaces

Notes

Proposed residential development
3 13 and 15 Pond Head Lane
EARLEY
Berks

Bancroft Developments

SITE PLAN

1:250 May 2000

The Edwards Irish Partnership
Architects & Surveyors

Job 1351 Dwg. 05 C

Notes

All dimensions and levels on site are to be checked prior to commencement of work

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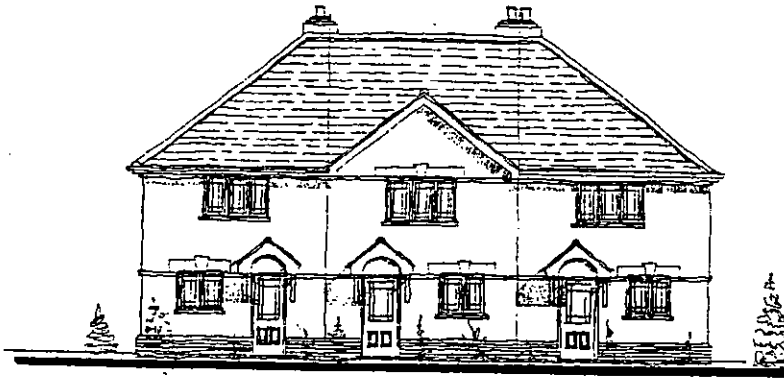
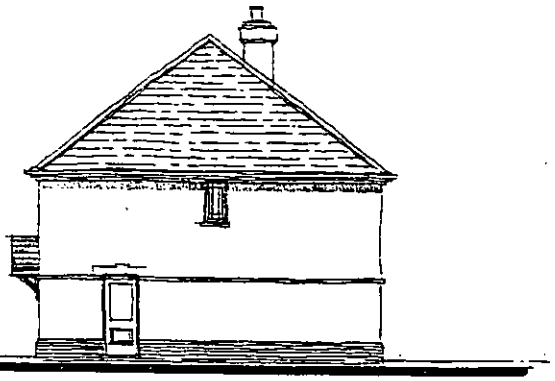
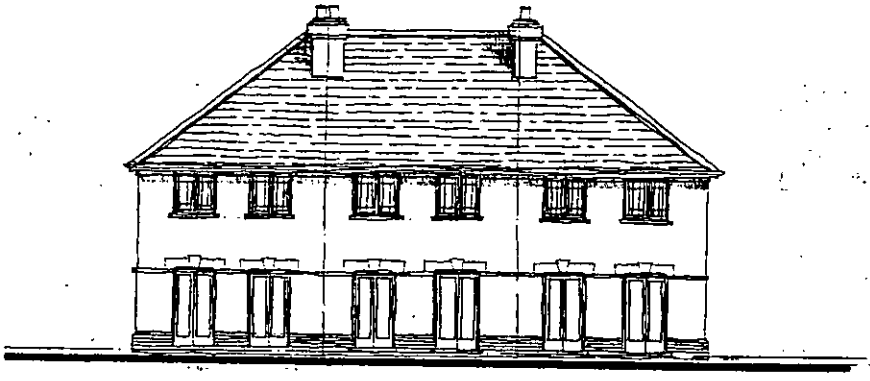


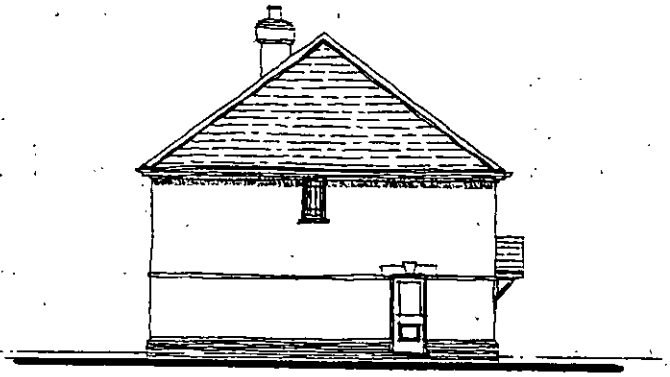
FRONT ELEVATION



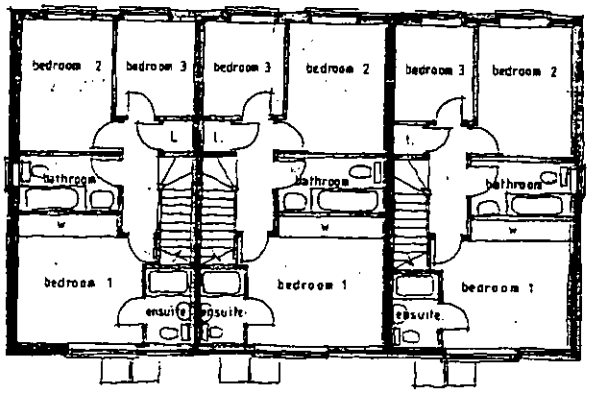
SIDE ELEVATION



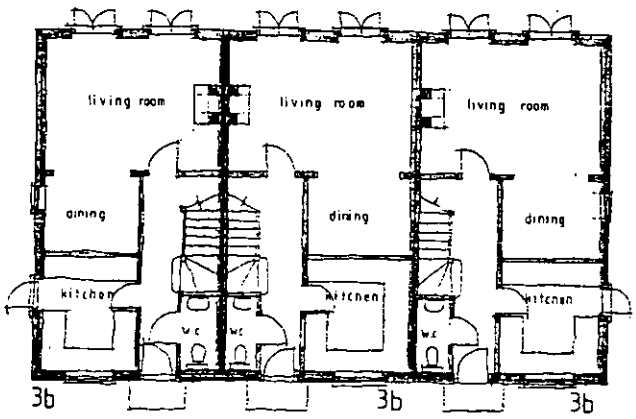
REAR ELEVATION



SIDE ELEVATION



FIRST FLOOR



GROUND FLOOR

MATERIALS

Roof : Redland Bidmond roofing slates with Redland terracotta ridge tiles.

WALLS : Multistock facing brickwork with reconstituted stone string courses and plinth. Tile hung gable ends.

WINDOWS : White glazing upvc windows with leaded light glazing.

EAVES : White painted fascia and soffit.

GROSS INTERNAL FLOOR AREA = 80.75m²
= 870 ft²

Project: Proposed residential development
3, 13 and 15 Pond Head Lane
EARLEY
Berks

Client: Bancroft Developments

Drawing: 3 bed house type
plots 3-5

Scale: 1:100 Date: April 2000

The Edwards Irish Partnership
Architects & Surveyors
36 Langborough Road, Wokingham, Berks. RG40 2DT
Tel: 0118-989-4403 Fax: 0118-989-4383 E-mail: the.edwards@n

Job 1351 Dwg. 07

Notes

All dimensions and levels on site are to be checked prior to commencement of work.

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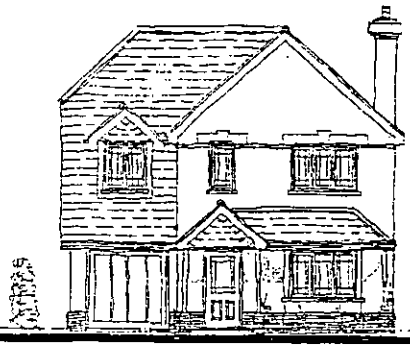
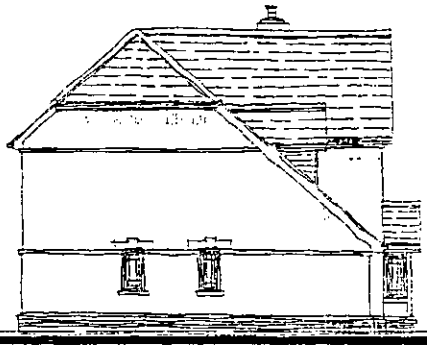


FRONT ELEVATION



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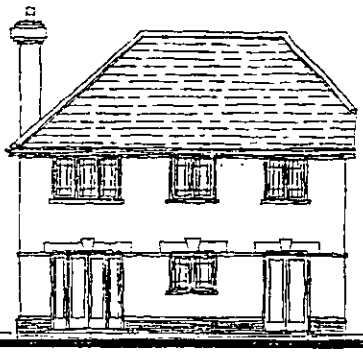
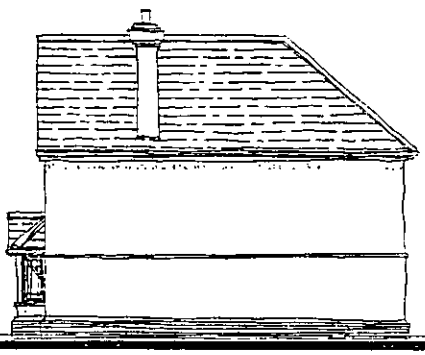


REAR ELEVATION



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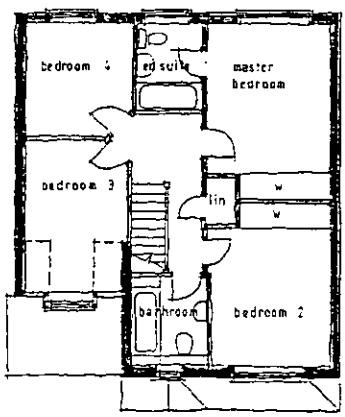
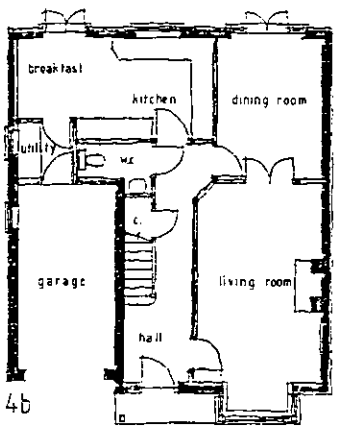


FIRST FLOOR



4b

GROUND FLOOR

MATERIALS

Roof : Redland Richmond mahog slates with Terracotta ridge tiles.

WALLS : Multi stock facing brickwork with red stock brick plinth and stone string courses and lintels.

WINDOWS : White upvc casement windows with leaded light glazing.

EAVES : White painted fascia and soffit

GROSS INTERNAL FLOOR AREA = 125.83 m²
= 1355 ft²

Project: Proposed residential development
3, 13 and 15 Pond Head Lane
EARLEY
Berks

Client: Bancroft Developments

Drawing: 4 bed house types
plots 1 and 2

Scale: 1:100 Date: October 2000

The Edwards Irish Partnership
Architects & Surveyors
16 Loughborough Road, Wokingham, Berks. RG40 2HT
Tel: 0118-9891-4403 Fax: 0118-9894-0843 E-mail: the.eip@virgin.net

Job 1351 Dwg. 10

Notes

All dimensions and levels on site are to be checked prior to commencement of work

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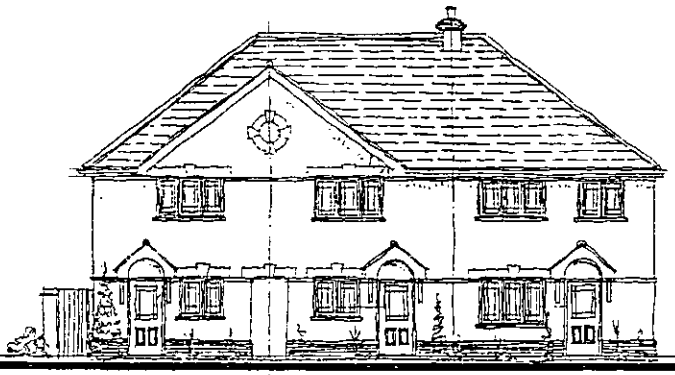
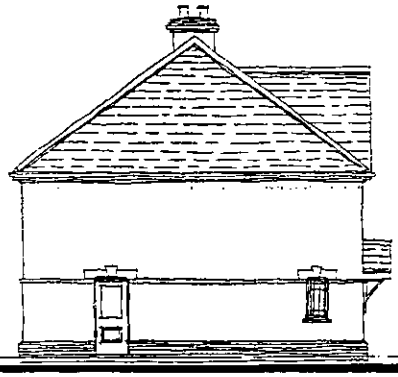


FRONT ELEVATION



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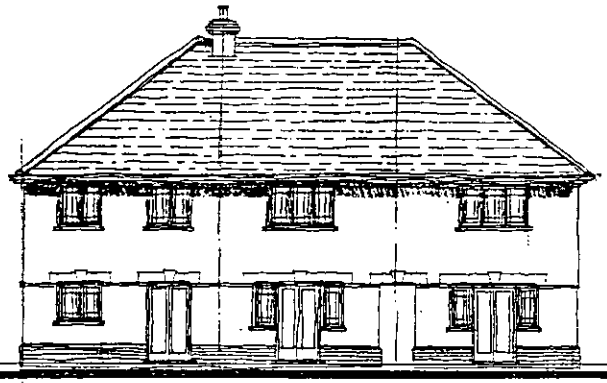

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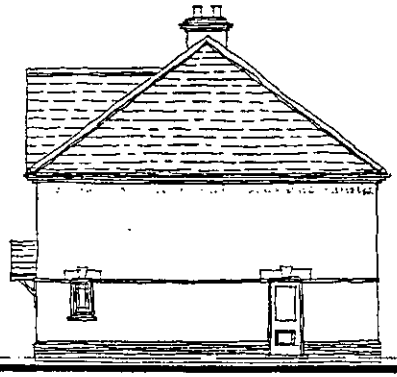
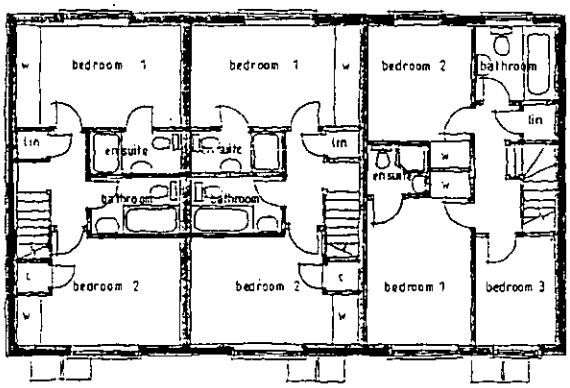
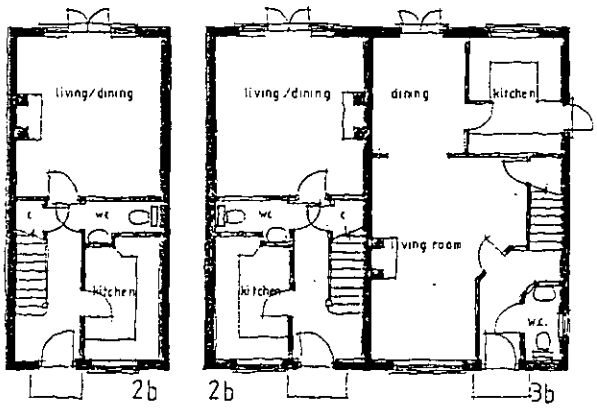


SIDE ELEVATION



FIRST FLOOR



GROUND FLOOR

MATERIALS

Roof . Redland Richmond 'poling' slates with terracotta 'ridge' tiles.

Walls . Multi-stock facing brickwork with red stock brick plinth, cill and string courses and lintols.

Windows . White upvc. casement windows with leaded light glazing.

Eaves . White painted fascia and soffit.

Gross internal floor areas 3 bed houses = 83.30 m² = 897 ft².

2 bed houses = 66.30 m² = 714 ft²

A: Plots 8 and 4 changed to 2 bedroom units. 24.10.2000.

Project: Proposed residential development
3 13 and 15 Pond Head Lane
EARLEY
Berks

Client: Bancroft Developments

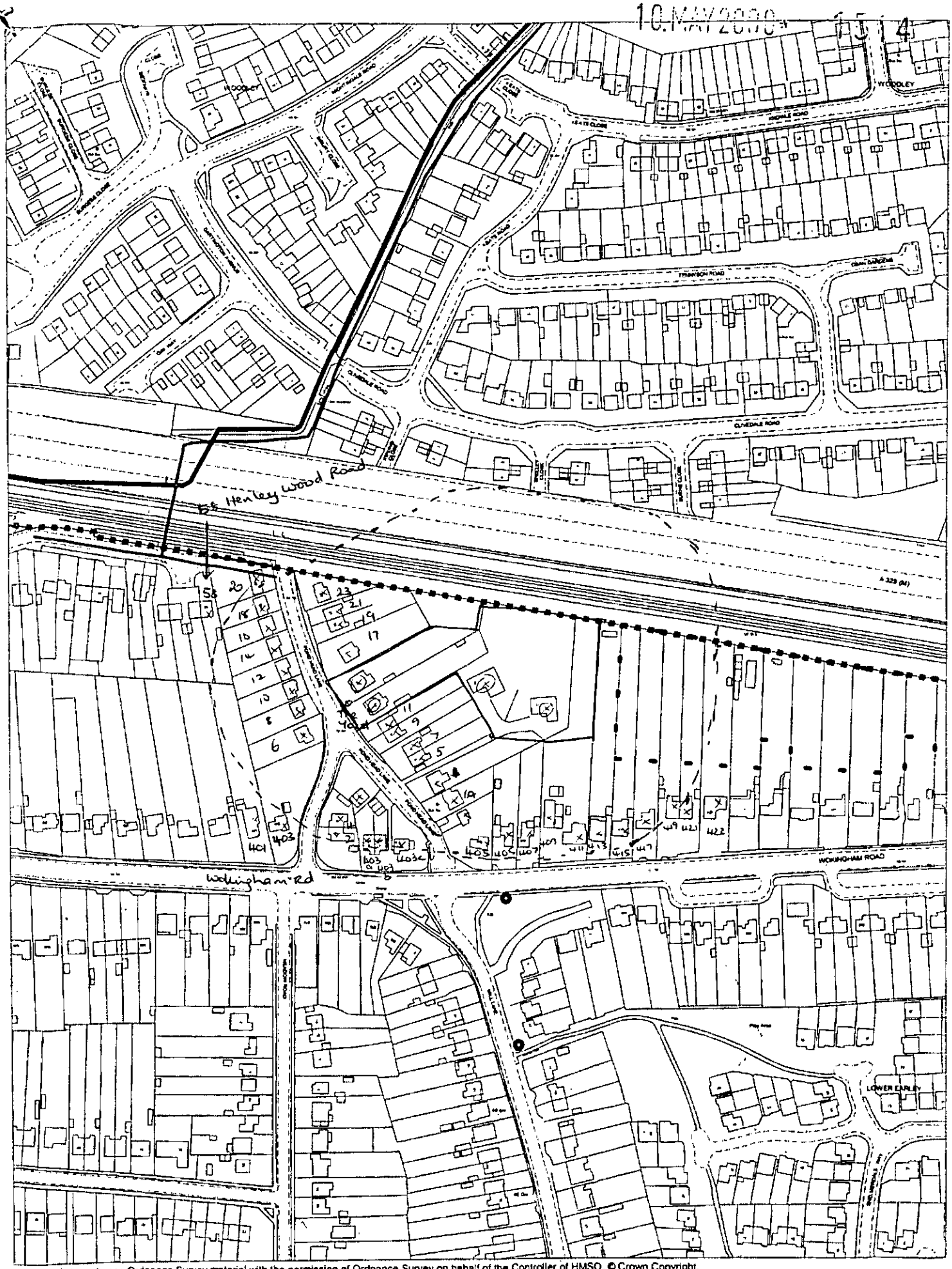
Drawing: 2 and 3 bedroom house types plots 3, 4 and 5

Scale: 1:100 Date: May 2000

The Edwards Irish Partnership
Architects & Surveyors
36 Lanebrough Road, Wokingham, Berks, RG40 2BT
Tel: 0118-989-4403 Fax: 0118-989-4383 E-mail: the.eip@virgin.net

Job 1351 Dwg. 07 A.

10 MAY 2000 15 4



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Development Control Section, Environmental Services, Wokingham District Council.

18 May 2000

Scale: 1 : 2500

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W E
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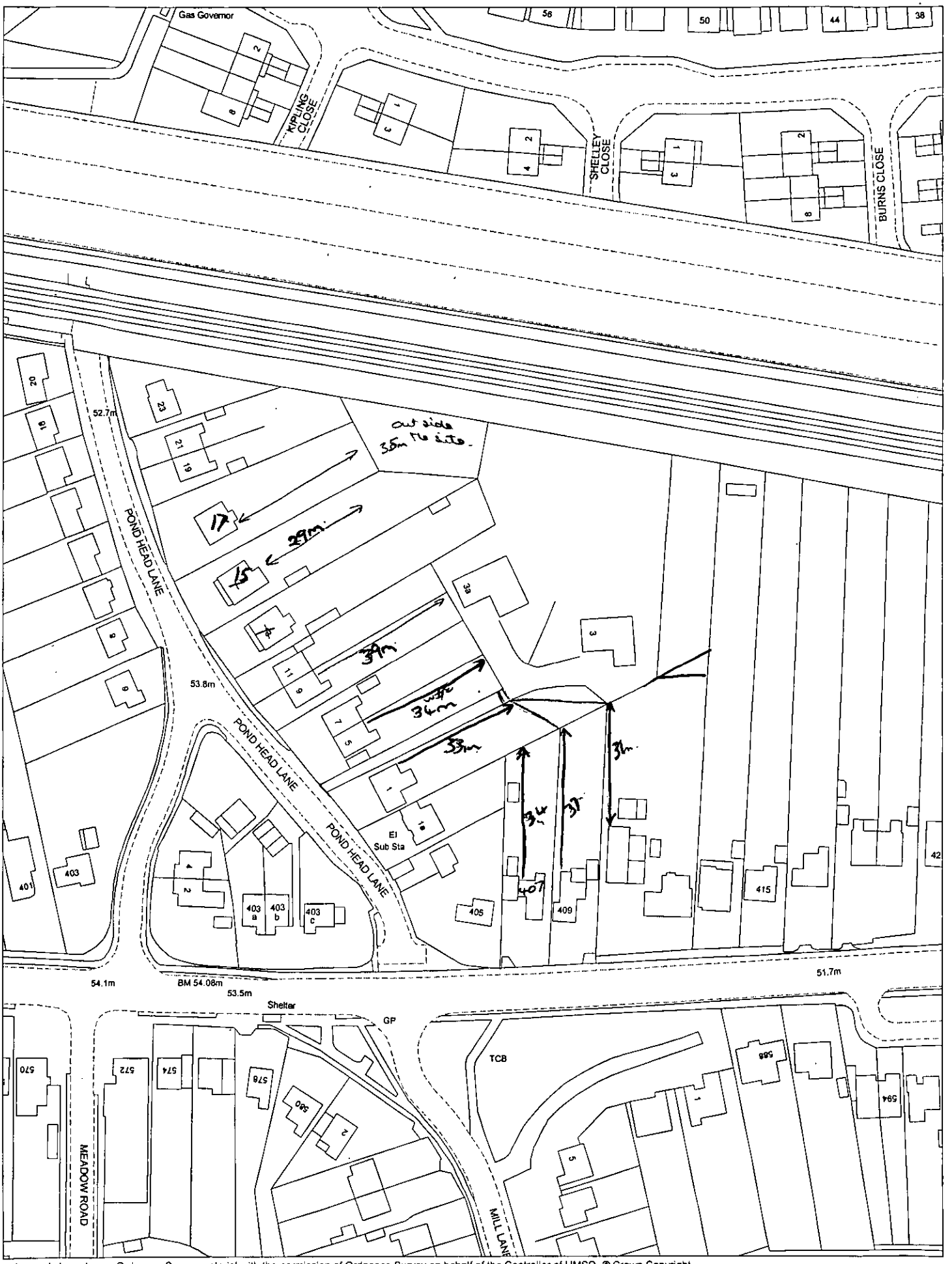
Development Control Section, Environmental Services, Wokingham District Council.

25 October 2000

Scale: 1 : 2500

N W E S



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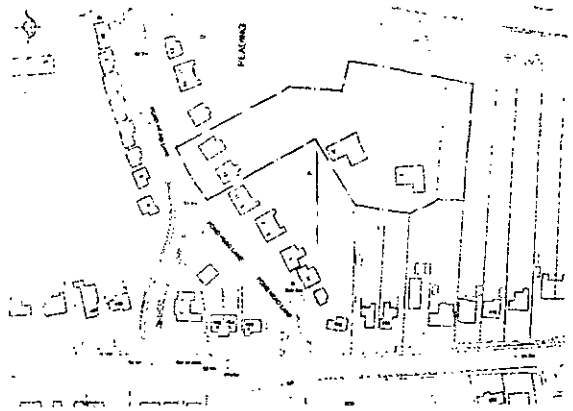
Development Control Section, Environmental Services, Wokingham District Council.

24 October 2000

Scale: 1 : 1250

N W E S



LOCATION PLAN 1:1250

RAILTRACK

POND HEAD LANE

SITE AREA = 0·5796 ha = 1·433 acres

4 N° 4 bedroom link detached houses

9 N° 3 bedroom terraced houses

8 N° 2 bedroom terraced houses

2 N° 2 bedroom maisonettes

23 N° TOTAL

35 N° Communal parking spaces

Notes

Proposed residential development
3 13 and 15 Pond Head Lane
EARLEY
Berks

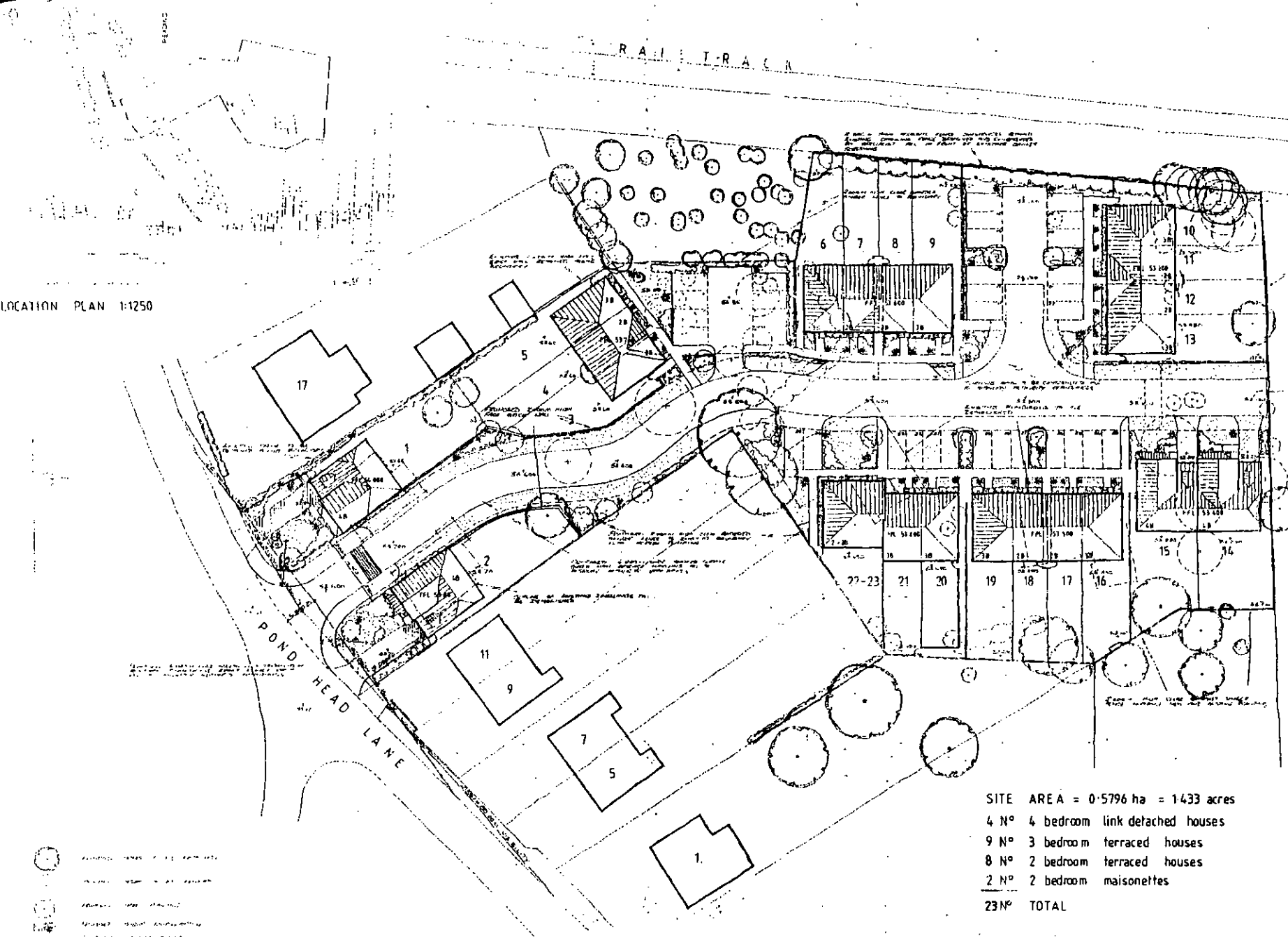
Bancroft Developments

SITE PLAN

1:250 May 2000

The Edwards Irish Partnership
Architects & Surveyors

Job 1351 Dwg. 05 C



LOCATION PLAN 1:1250

SITE AREA = 0·5796 ha = 1·433 acres
4 N° 4 bedroom link detached houses
9 N° 3 bedroom terraced houses
8 N° 2 bedroom terraced houses
2 N° 2 bedroom maisonettes
23 N° TOTAL

35 N° Communal parking spaces

1514 J

REVISED PLAN

Proposed residential development
3 13 and 15 Pond Head Lane
EARLEY
Berks

Bancroft Developments

SITE PLAN

1:250 May 2000

The Edwards Irish Partnership
Architects & Surveyors

Job 1351 Dwg. 05 B



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Development Control Section, Environmental Services, Wokingham District Council.

8 November 2000

N W E S

Scale: 1 : 3000

The Edwards Irish Partnership

Architects & Surveyors

37 Lansdowne Road, Wicklow Town. RG40 2LX

PLANTING NOTES

All planting material is to conform to BS 3936 : 1992

All planting operations to be in accordance with BS 4428 : 1989

Any imported topsoil to be weed free, fertile medium loam with minimum 20% stone content of 50mm in any dimension maximum size.

Shrub/stem trees to be planted in pits 1200 x 750mm depth, with base of pit broken up to a depth of 150mm. Tree pit to be backfilled with excavated soil mixed with 25% by volume compost (L.P.C.). Tree to be supported by 3 no short stakes and 3 no adjustable tree tie with rubber spacer.

Ordinary nursery stock trees to be planted in pits 900 x 900 x 600mm depth, with base of pit broken up to a depth of 150mm. Tree pit to be backfilled with excavated material mixed with 25% L.P.C. Tree to be supported by 1 no short stake and 1 no adjustable tree tie with rubber spacer.

Shrub planting areas to be cultivated to a depth of 450mm with any compacted ground to be broken up to a full depth. All stones over 50mm in any dimension to be removed.

Grass areas to be cultivated to a depth of 150mm with any compacted ground broken up to a full depth. All stones over 50mm in any dimension to be removed. Area to be brought to a true level, uniformly firmed, a pre seeding fertiliser applied and turfed or seeded with quality lawn turf or seed.

All semi-mature shrubs and climbers to be pit planted. Pits to be excavated 150mm deeper and wider than root of root ball. Pits to be backfilled with excavated material and 3oz of slow release fertiliser per plant and firmed in.

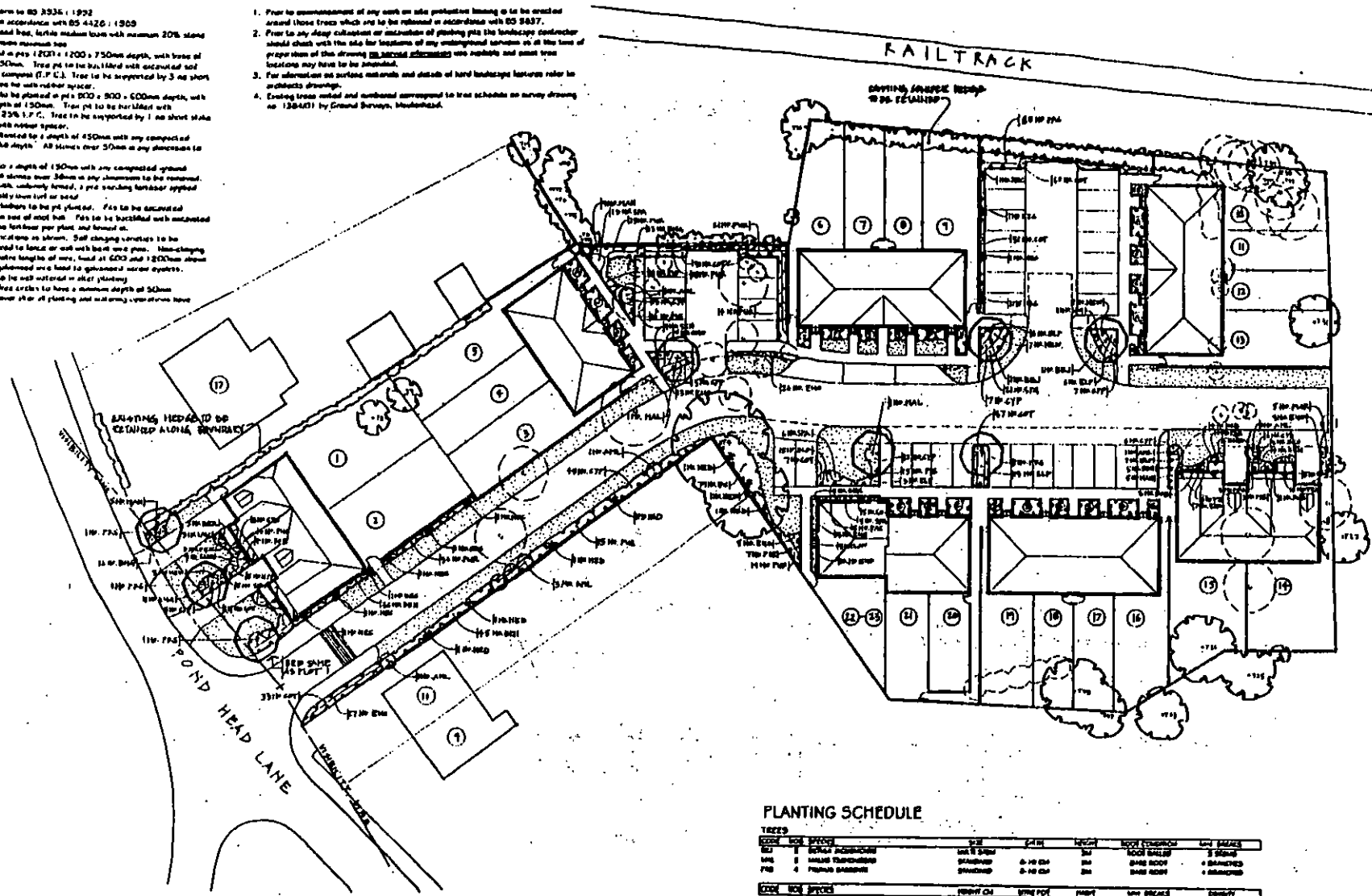
All climbers to be planted at locations as shown. Self clinging varieties to be positioned from canes and secured to fence or wall with bast and pins. Non-clinging varieties to be trained up 1 metre lengths of wire, fixed at 600 and 1200mm above ground to fences or wall with galvanised eye fixed to galvanised screw eyelets.

All shrub beds and trees to be well watered in after planting

All shrub areas and weed free circles to have a minimum depth of 50mm chipbark bark mulch spread over after all planting and watering operations have been completed.

GENERAL NOTES

1. Prior to commencement of any work on site protective fencing is to be erected around those trees which are to be retained in accordance with BS 5837.
2. Prior to any deep cultivation or excavation of planting pits the landscape contractor should check with the site for locations of any underground services as at the time of preparation of this drawing no service information was available and exact tree locations may have to be amended.
3. For information on surface materials and details of hard landscape features refer to architects drawings.
4. Existing trees noted and numbered correspond to tree schedule on survey drawing no 138401 by Ground Surveys, Maidenhead.



LEGEND

EXISTING TREES TO BE RETAINED AND PROTECTED

EXISTING TREES TO BE REMOVED

PROPOSED NEW TREE PLANTING (SEE SCHEDULE)

PROPOSED SPECIMEN SHRUB PLANTING (SEE SCHEDULE)

PROPOSED SHRUB PLANTING (SEE SCHEDULE)

PROPOSED CLIMBERS (SEE SCHEDULE)

PROPOSED AREAS OF GRASS

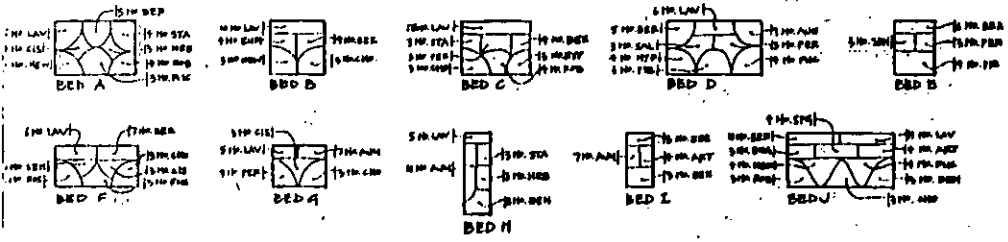
PROPOSED 2M HIGH FENCE & BRICK WALL (SEE ARCHITECTS DETAIL)

PROPOSED 2M HIGH CLOSE BOARD FENCE

1.8M HIGH LARCH LAP FENCE

NORTH

PLANTING BED DETAILS 1:100 SCALE



PLANTING SCHEDULE

TREES

CODE	SIZE	SPECIES	SIZE	GIRTH	HEIGHT	ROOT CONDITION	NOTES
BET	1	BETULA JACQUEMONTII	14-16 GIRTH	14-16	3M	ROOT BALLED	STAKED
MAL	1	MALUS TRANSITORIUS	STANDARD	8-10 CM	3M	BARE ROOT	4 BRANCHED
PRU	4	PRUNUS SARGENTII	STANDARD	8-10 CM	3M	BARE ROOT	4 BRANCHED

CODE	SIZE	SPECIES	HEIGHT CM	POT SIZE	HEIGHT	SPACING	QUANTITY
SPECIMEN SHRUBS							
AUC	9	AUCUBA JAPONICA CRASSIFOLIA	80-100	15	STANDARD	5	PLANT
CLIMBERS							
HED	7	HEDERA HELIX ADAMSIANA	60-80	3	DEV. SHOOTS 3 STAKES		PLANT
HEC	10	HEDERA HELIX CONGLOMERATA	60-80	3	DEV. SHOOTS 3 STAKES		PLANT
SHRUBS							
AJ	10	AJUGA REPTANS ATROPURPUREA	15-20CM	1			2 PER SQ M
AJ	8	AJUGA REPTANS PINK SPIRE	15-20	1			2 PER SQ M
BER	120	BERBERIS THUNBERGII ATROPURPUREA NANA	20-30	2	STANDARD	5	3 PER SQ M
BER	60	BERBERIS THUNBERGII ROSE GLOW	20-30	2	STANDARD	5	3 PER SQ M
BUD	21	BUDDLEIA DAVIDII PINK	20-30	2	STANDARD	5	3 PER SQ M
CEA	200	CEANOTHUS CORAL DELIGHT	20-30	2	STANDARD	5	3 PER SQ M
CHA	10	CHOISYA TERNATA	20-30	2	SHRUB	5	3 PER SQ M
CIS	110	CISTUS x PURPUREUS CRISPUS	20-30	2	SHRUB	5	3 PER SQ M
CIS	64	CLADRASTIS KENTUKEA AUREA	20-30	2	STANDARD	5	3 PER SQ M
COR	60	COTONEASTER HORIZONTALIS x SERR	20-30	2	SHRUB	5	3 PER SQ M
DEU	24	DEUTZIA MAGNIFICA RUBRA	20-30	2	SHRUB	5	3 PER SQ M
DIE	12	DIERVILLA MIDDENDORFIANA	20-30	2	SHRUB	5	3 PER SQ M
ESC	24	ESCALLONIA IVEYI	20-30	2	SHRUB	5	3 PER SQ M
ESC	12	ESCALLONIA NEWRYE	20-30	2	SHRUB	5	3 PER SQ M
EUO	22	EUONYMUS JAPONICA	20-30	2	SHRUB	5	3 PER SQ M
FOR	100	FORSYTHIA INTERMEDIA	20-30	2	SHRUB	5	3 PER SQ M
FOR	11	FORSYTHIA GOLD SPIRE	20-30	2	SHRUB	5	3 PER SQ M
FOR	170	FORSYTHIA ORANGE GLOW	20-30	2	SHRUB	5	3 PER SQ M
FOR	30	FOXGLOVE PURPLE SPIRE	20-30	2	SHRUB	5	3 PER SQ M
HEB	42	HEBE BOWLES	15-20CM	1	SHRUB	GAL 2	4 PER SQ M
HEB	9	HEBE RED EDGE	15-20CM	1	SHRUB	GAL 2	4 PER SQ M
HEB	5	HEBE TRANSLUCENS	15-20	1	SHRUB	5	4 PER SQ M
SEN	45	SENECIO SUNSHINE	20-30	2	STANDARD	5	3 PER SQ M
SPI	11	SPIRAEA BUMALDA	20-30	2	SHRUB	5	3 PER SQ M
SPI	11	SPIRAEA BUMALDA GOLDFLAME	20-30	2	SHRUB	5	3 PER SQ M

Original Scheme

Joanne Bridgley
chartered landscape architect
3 Sewell Manor Close Maidenhead Berks Bucks Wee London SW20 0AH
Telephone 0181 [illegible] Facsimile 0181 [illegible]
email joanne.bridgley@talk21.com

client: BANCROFT DEVELOPMENTS

site: 9,13 & 15, POND HEAD LANE, EARLEY, BERKS

drawing title: LANDSCAPE LAYOUT & PLANTING DETAILS

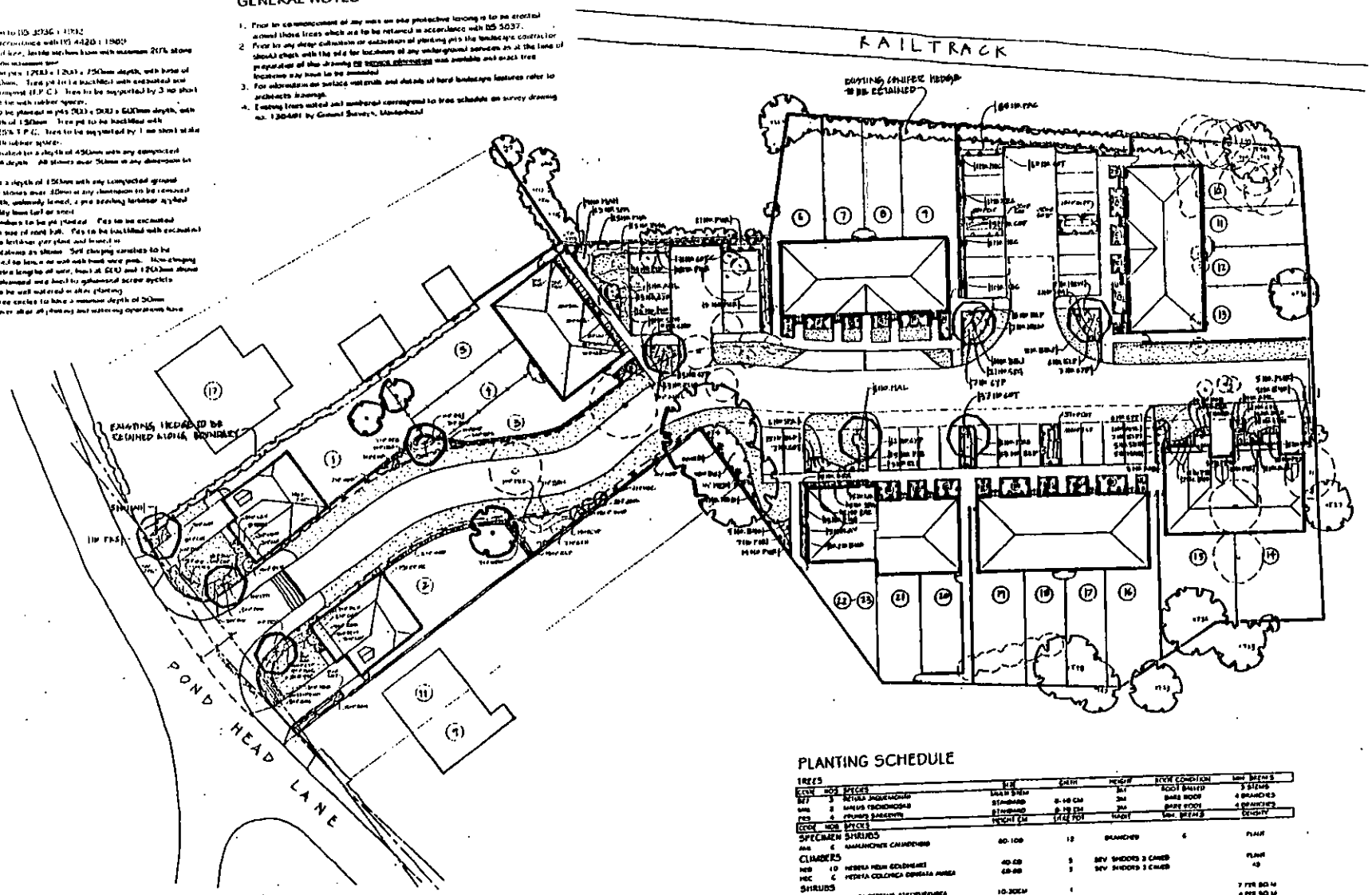
scale: 1:200 | date: 17TH May 2000

drawing no.: 0147/1

ANTING NOTES

GENERAL NOTES

1. Prior to commencement of any work on site protective fencing is to be erected around those trees which are to be retained in accordance with BS 5837.
2. Prior to any slope cultivation or excavation of planting pits the landscape contractor should check with the site for locations of any underground services on or in the line of excavation. Any trees to be removed.
3. For information on surface materials and details of hard landscape features refer to architects drawings.
4. Existing trees noted and numbered correspond to tree schedule on survey drawing no. 130481 by Cotswold Surveys, Maidenhead



LEGEND

EXISTING TREES TO BE RETAINED AND PROTECTED

EXISTING TREES TO BE REMOVED

PROPOSED NEW TREE PLANTING SEE SCHEDULE

PROPOSED SPECIMEN SHRUB PLANTING SEE SCHEDULE

PROPOSED SHRUB PLANTING SEE SCHEDULE

PROPOSED CLIMBERS SEE SCHEDULE

PROPOSED AREAS OF GRASS

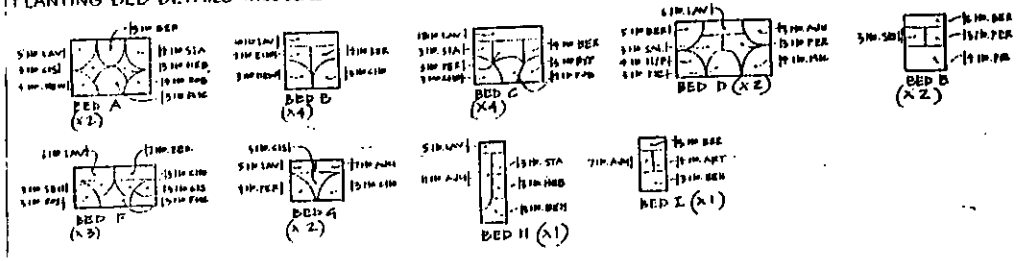
PROPOSED 2M HIGH BRICK WALL SEE ARCHITECTS DETAIL

PROPOSED 2M HIGH CLOSE BOARD FENCE

1.8M HIGH LARCH LAP FENCE

NORTH

PLANTING BED DETAILS 1:100 SCALE



PLANTING SCHEDULE

TREES

CODE	NOS	SPECIES	SIZE	GIRTH	HEIGHT	ROOT CONDITION	NEW BRANCHES
BET	3	BETULA JACQUEMONTII	MAIN STEM		3M	ROOT BALLED	3 STEMS
BPE	3	BETULA PENDULA	STANDARD	8-10 CM	3M	BARE ROOT	4 BRANCHES
PCO	4	PRUNUS CERASIFERA	STANDARD	8-10 CM	3M	BARE ROOT	4 BRANCHES
			HEIGHT CM	SIZE POT	HEIGHT	NEW BRANCHES	DENSITY
CODE	NOS	SPECIES					
SPECIMEN SHRUBS							
AMA	6	AMELANCHIER CANADENSIS	80-100	12	BRANCHED	6	PLANT
CLIMBERS							PLANT
HEB	10	HEDERA HELIX GOLDHEART	40-60	5	3RY SHOOTS 3 CANES		10
HEC	6	HEDERA COLCHICA DENTATA AUREA	60-80	5	3RY SHOOTS 3 CANES		10
SHRUBS							
AJU	50	AJUGA REPTANS ATROPURPUREA	10-20CM	1			7 PER SQ M
ART	9	ARTEMISIA POWIS CASTLE	20-30	1	BRANCHED	5	3 PER SQ M
BER	95	BERBERIS THUNBERGII ATROPURPUREA	20-30	1	BRANCHED	5	3 PER SQ M
BEW	65	BERBERIS THUNBERGII ROSE GLOW	20-30	2	BRANCHED	5	3 PER SQ M
CEB	21	CISTUS SILVER PINK	20-30	2	BRANCHED	6	3 PER SQ M
COT	262	CORONEASTER CORAL BEAUTY	30-40	3	BUSHY	6	3 PER SQ M
CRO	80	CROCOSMIA EMILIA	30-40	3	BUSHY	5	3 PER SQ M
CYT	96	CYTISUS x PRAECOX ALLGOLD	30-40	3	BRANCHED	6	3 PER SQ M
DLF	110	DIANTHUS FIREBIRD MACULATA	30-40	3	BUSHY	6	4 PER SQ M
EME	26	EUONYMUS EMERALD N GOLD	20-30CM	2	BUSHY	6	4 PER SQ M
EUG	113	EUONYMUS EMERALD GAIETY	20-30CM	2	BUSHY	6	4 PER SQ M
FAC	33	FATSHEDERA LIZEI POPPLE	30-40	3	BUSHY	5	3 PER SQ M
HEW	64	HEBE LACE WONDER	30-40	2	BUSHY	5	3 PER SQ M
HEB	33	HEBE RAKAIENSIS EMERALDENSIS	30-40	2	BUSHY	5	4 PER SQ M
HYP	30	HYPERICUM HIDCOTE	30-40	3	BUSHY	5	5 PER SQ M
LAV	100	LAVANDULA HIDCOTE	30-40	3	LEADING		3 PER SQ M
MAH	23	MAHONIA JAPONICA	20-30CM	1	BUSHY		4 PER SQ M
PAC	100	PACHYSANDRA TERMINALIS	20-30	2		3	5 PER SQ M
PER	40	PEROVSKIA BLUE SPIRE	40-60	3	UPRIGHT/BUSHY	4	3 PER SQ M
PYR	187	PYRACANTHA ORANGE GLOW	40-60	3	BUSHY	3	3 PER SQ M
PIE	55	PIERIS FLAMING SILVER	30-40	3	BUSHY	CARE A	4 PER SQ M
ROB	43	ROSA BORDIA	BARE/POT	4	BUSHY	CARE A	4 PER SQ M
RUH	50	ROSA RED BLIND	20-30	2	BRANCHED	5	5 PER SQ M
SAL	26	SALVIA FARICOLOR	30-40	2	BUSHY	6	4 PER SQ M
SEN	59	SENECIO SUNSHINE	30-40	2	BUSHY	6	4 PER SQ M
SPG	70	SPIRAEA GOLDFLAME	40-60	3	BUSHY	6	3 PER SQ M
SPA	19	SPIRAEA ARGUTA	40-60	3			4 PER SQ M
STA	23	STACHYS LANATA	20-30	1			

REVISION A: AMENDED IN LINE WITH AECH'A' LAYOUT 07/5/2000

Joanne bridley
chartered landscape architect
3 Laurel House Bath Road Cookersdale Harrow Broadmoor West Berkshire RG11 5AH
Telephone 01256 858757 Facsimile 01256 858858
email: joanne.bridley@btinternet.com

client: BANCROFT DEVELOPMENTS

site: 9,13 & 15, POND HEAD LANE, FARLEY, BERKS

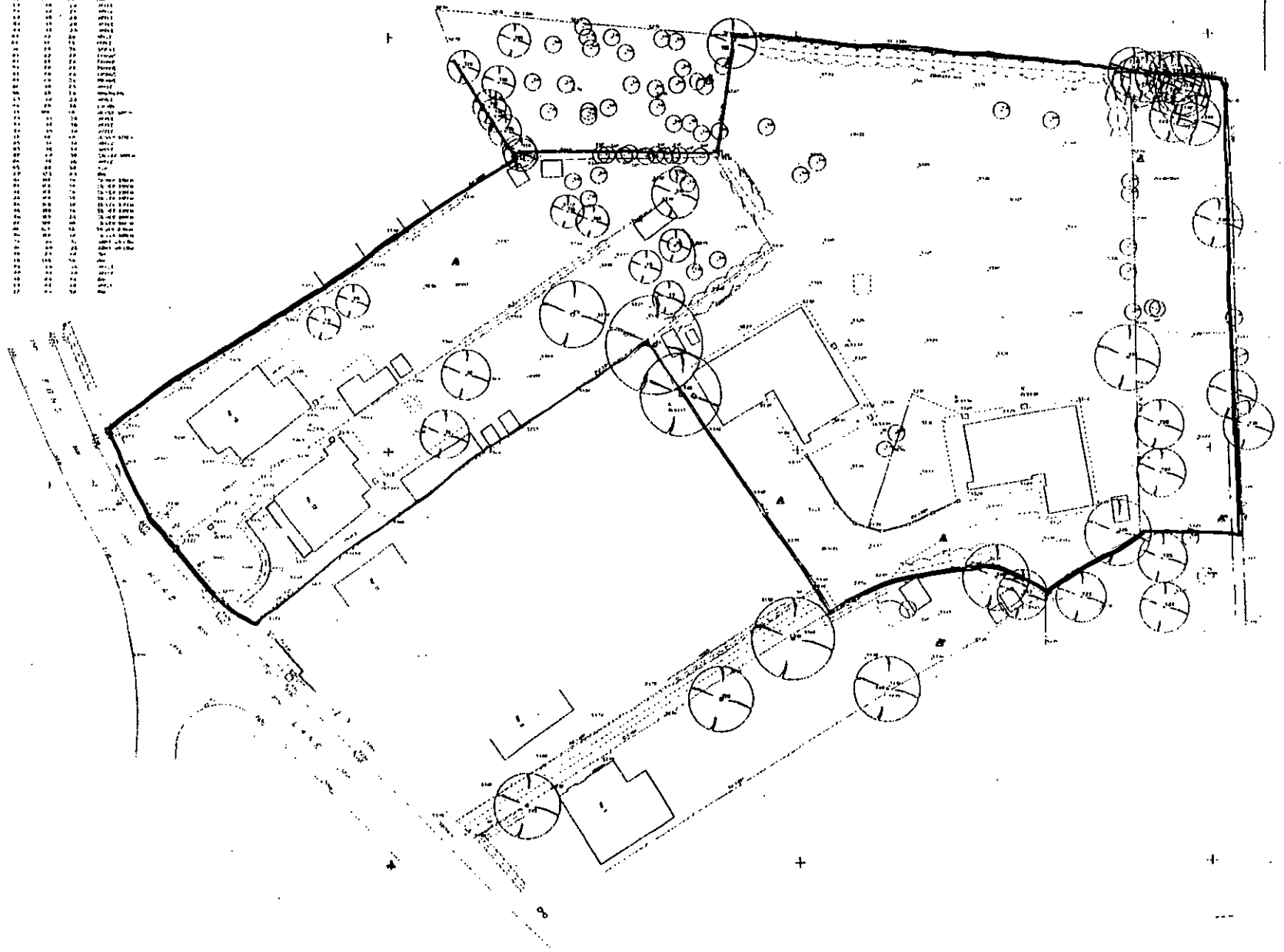
drawing title: LANDSCAPE LAYOUT & PLANTING DETAILS

scale: 1:200 | date: 17th May 2000

drawing no. 0142 / 1A

Without Junction alterations.

TREE SCHEDULE



SURVEYED BY

CLIENT

SITE

TITLE

DATE

SCALE

DWG. NO

Notes

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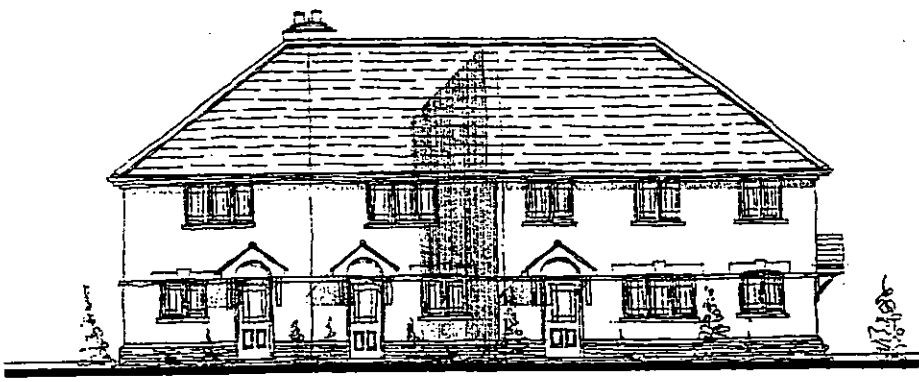

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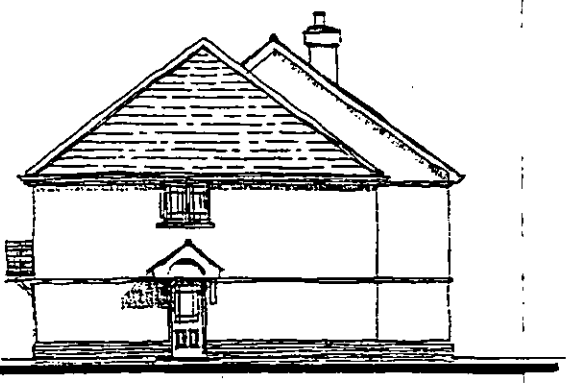
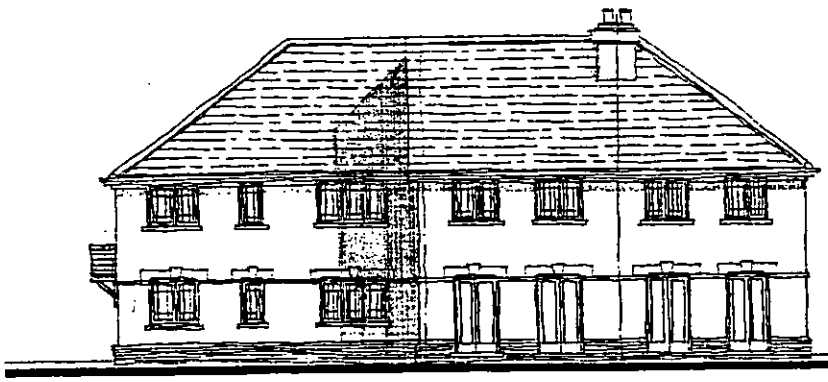
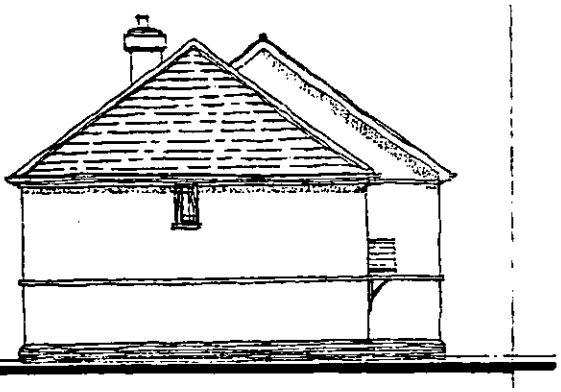


SIDE ELEVATION



REAR ELEVATION



SIDE ELEVATION

10 MAY 2000 13:14

MATERIALS

Roof : Redland Richmond roofing slates with terracotta ridge tiles.

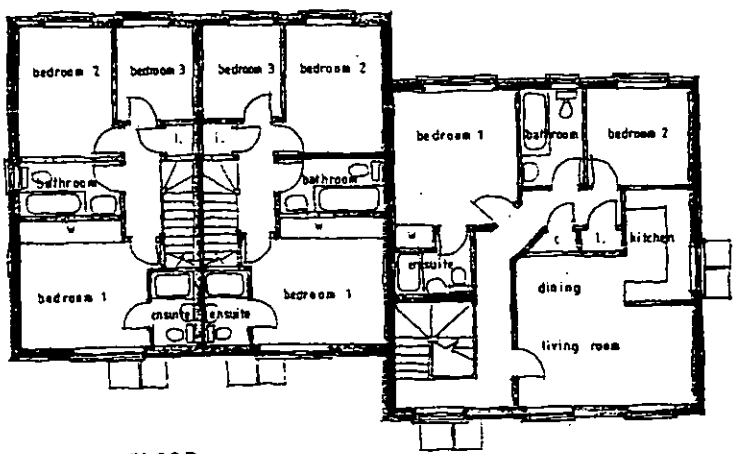
WALLS : Multi stock facing brickwork work with red brick plinth & stone string courses and lintels.

WINDOWS : White UPVC casement windows with leaded light glazing.

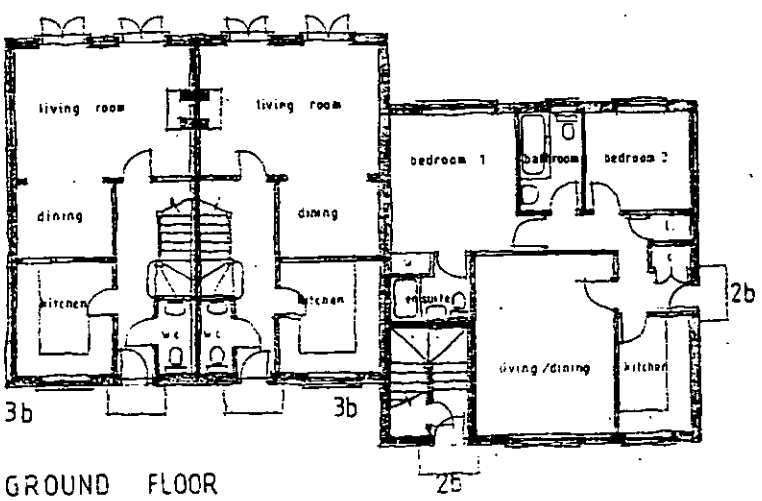
EAVES : White painted fascia and soffit

GROSS INTERNAL FLOOR AREAS. 3 BED HOUSE. = 80.75 m² = 870 FT²

2 BED FLAT = 67.77 m² = 730 FT²



FIRST FLOOR



GROUND FLOOR

Project: Proposed residential development
3, 13 and 15 Pond Head Lane
EARLEY
Berks

Client: Bancroft Developments

Drawing: 2 bed flat and 3bed house type plots 20 - 23

Scale: 1:100 Date: May 2000

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

Job 1351 Dwg. 09

Notes

All dimensions and levels on site are to be checked prior to commencement of work.

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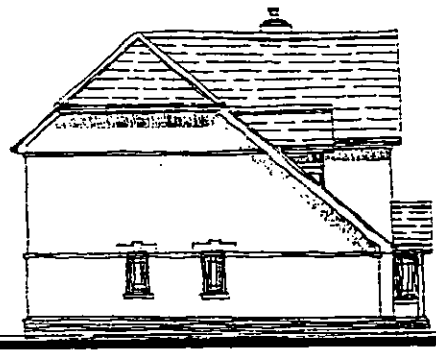
FRONT ELEVATION



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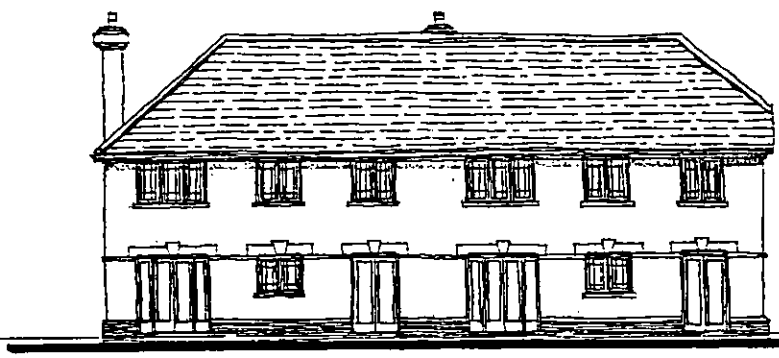
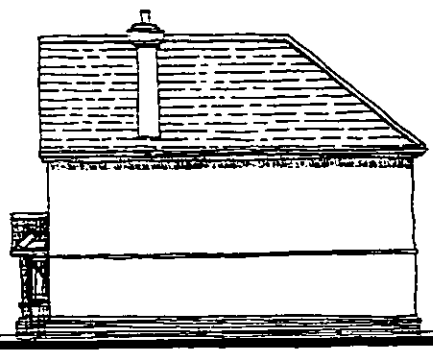
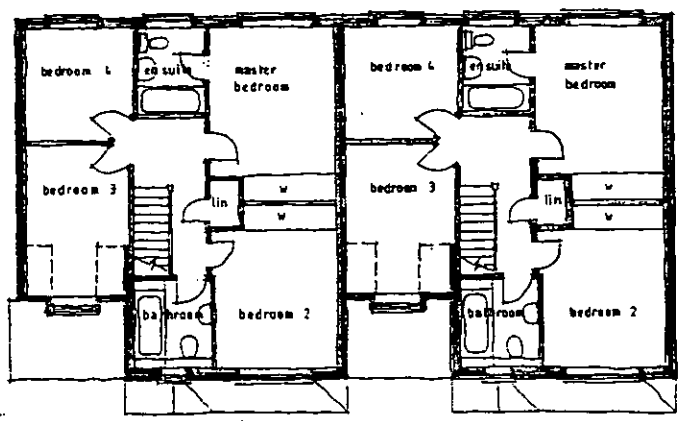


REAR ELEVATION



SIDE ELEVATION

13.11.2000 15.4



FIRST FLOOR

MATERIALS

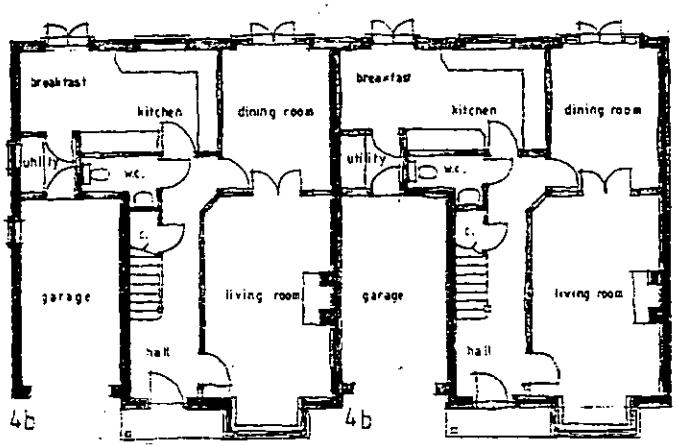
Roof : Redland Richmond roofing slates with Redland ridge tiles.

WALLS : Multi stock facing brickwork with red stock brick plinth and stone sills, cills and lintels.

WINDOWS : White UPVC framed casement windows with double glazing.

EAVES : White painted fascia and soffit

GROSS INTERNAL FLOOR AREA = 125.83 m² = 1355 ft²



GROUND FLOOR

Project: Proposed residential development
3, 13 and 15 Pond Head Lane
EARLEY
Berks

Client: Bancroft Developments

Drawing: 4 bed house types
plots 1, 2, 13 and 15

Scale: 1:100 Date: April 2000

The Edwards Irish Partnership
Architects & Surveyors
36 Langborough Road Wokingham, Berks. RG40 2BT
Tel: 0118-989-4403 Fax: 0118-989-4383 E-mail: the.eips@virgin.net

Job 1351 Dwg. 06

Notes

All dimensions and levels on site are to be checked prior to commencement of work.

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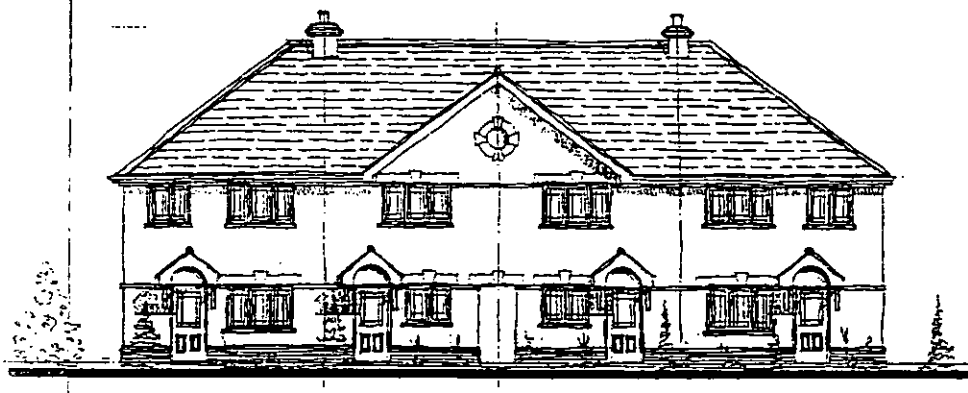
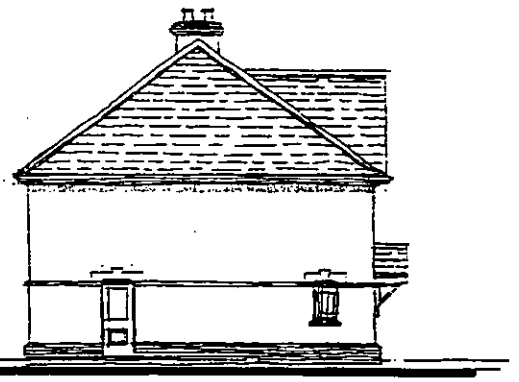
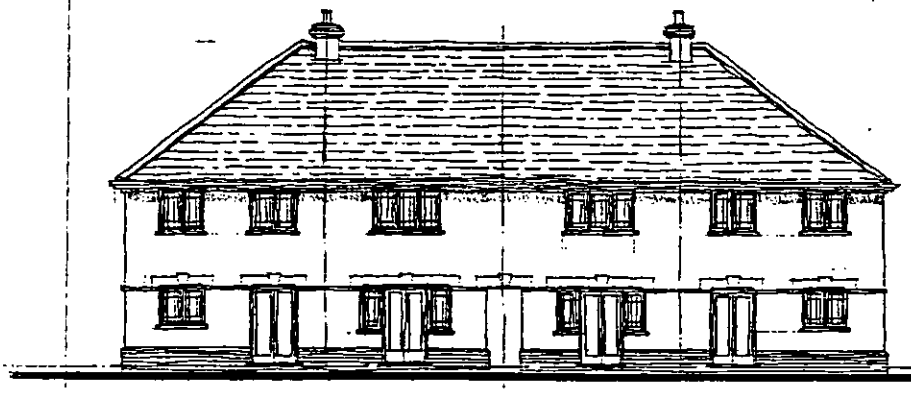


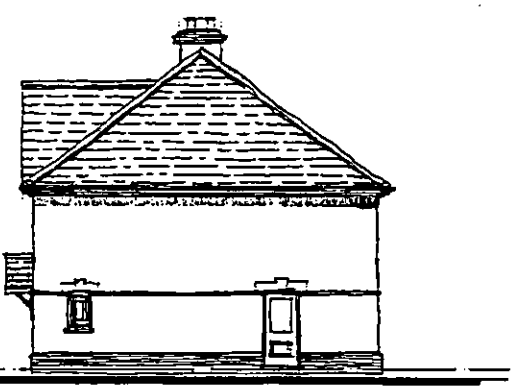
FRONT ELEVATION



SIDE ELEVATION

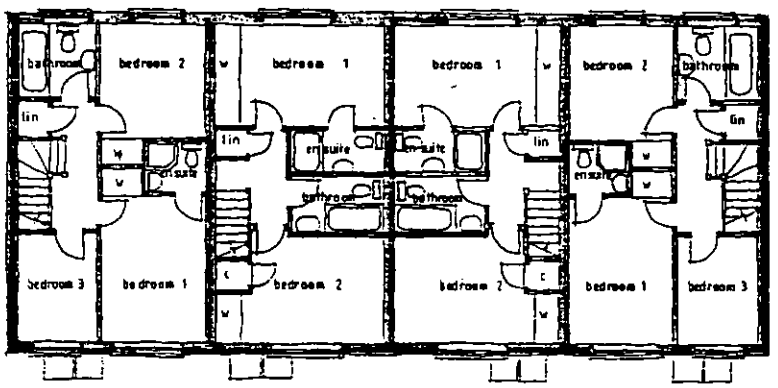


REAR ELEVATION

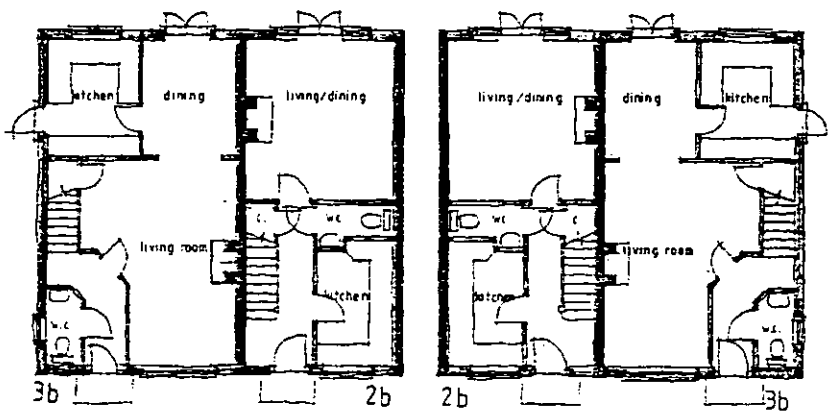


SIDE ELEVATION

18 Jul 2000 13:14



FIRST FLOOR



GROUND FLOOR

MATERIALS

Roof : Redland Richmond plain slates in terracotta nature tiles.

Walls : Multi-stock facing brickwork with red stock plinth and stone string courses and lintels

Windows : White upvc casement windows with leaded light glazing

Eaves : White painted fascia and soffit

Gross internal floor areas 3 bed houses : 83.30 m² : 897 ft²

2 bed houses : 66.30 m² : 714 ft².

Project: Proposed residential development
3 13 and 15 Pond Head Lane
EARLEY
Berks

Client: Bancroft Developments

Drawing: 2 and 3 bedroom house types
plots 6-13 and 16-18

Scale: 1:100 Date: May 2000

The Edwards Irish Partnership
Architects & Surveyors
36 Lanaborough Road Wokingham, Berks RG40 2BT
Tel: 0118-989-4403 Fax: 0118 989-4383 E-mail: the.eip@virgin.net

Job 1351 Dwg. 08

Notes

All dimensions and levels on site are to be checked prior to commencement of work

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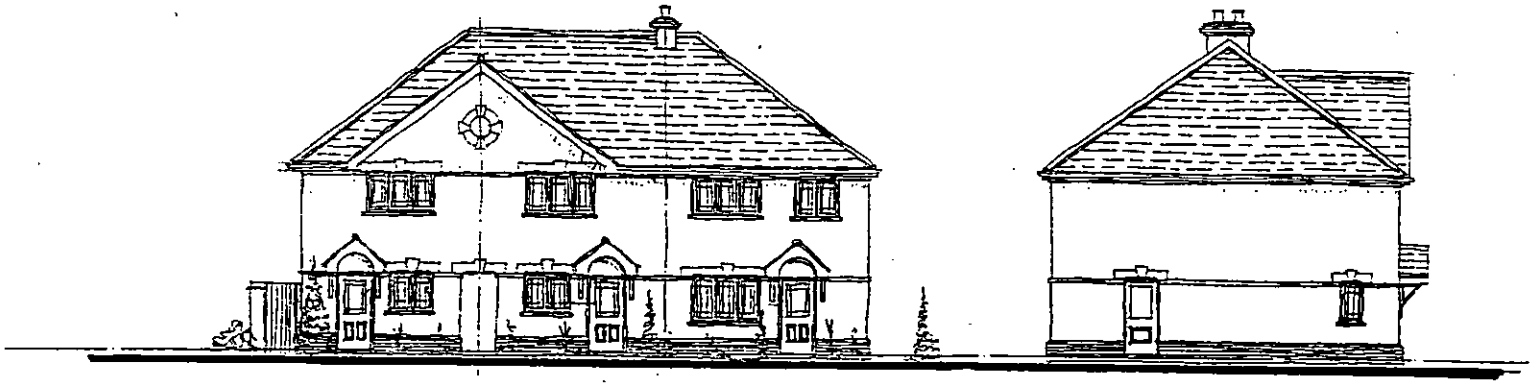
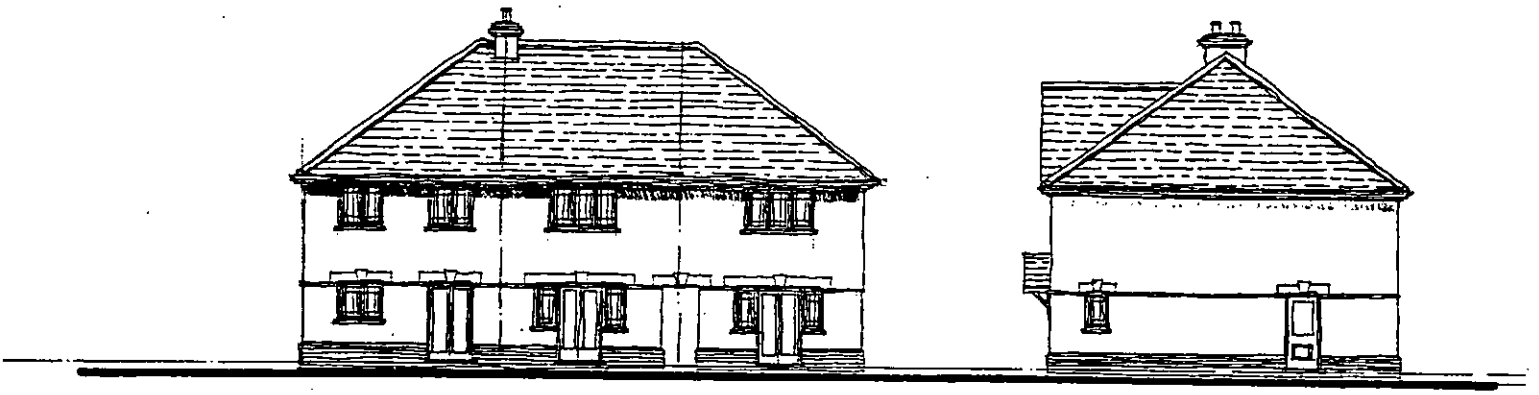


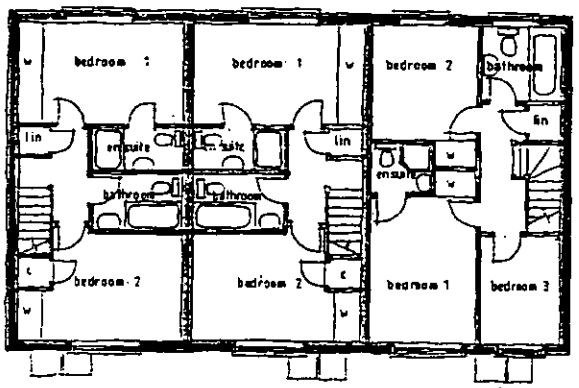
FRONT ELEVATION

SIDE ELEVATION



REAR ELEVATION

SIDE ELEVATION



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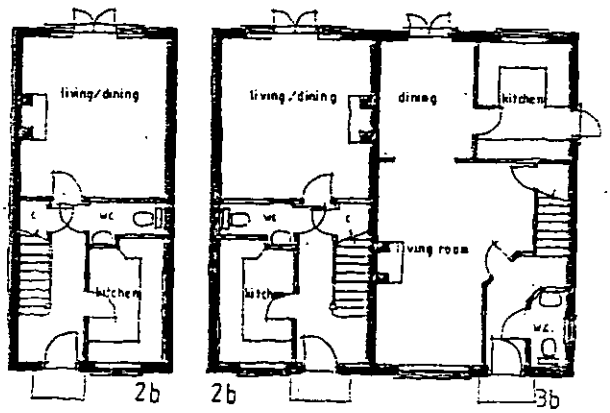

GROUND FLOOR

MATERIALS

Roof : Redland Rosemary roofing slates with terracotta ridge tiles.

Walls : Multi-stock facing brickwork with red stock plinth and stone string courses and lintels

Windows : White upvc casement windows with leaded light glazing.

Eaves : White painted fascia and soffit.

Gross internal floor areas 3 bed houses = 83.30 m² = 897 ft².

2 bed houses = 66.30 m² = 714 ft²

A: Plots 3 and 4 changed to 2 bedroom units. 26.10.2000

Project: Proposed residential development
3 13 and 15 Pond Head Lane
EARLEY
Berks

Client: Bancroft Developments

Drawing: 2 and 3 bedroom house types plots 3, 4 and 5

Scale: 1:100 Date: May 2000

The Edwards Irish Partnership
Architects & Surveyors
36 Langborough Road, Wokingham, Berks. RG40 2BT
Tel: 0118-989-4403 Fax: 0118-989-4383 E-mail: tie.ep@virgin.net

Job 1351 Dwg. 07 A

Notes

All dimensions and levels on site are to be checked prior to commencement of work.

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FRONT ELEVATION

SIDE ELEVATION

REAR ELEVATION

SIDE ELEVATION

MATERIALS

Roof : Redland Richmond roofing slates colour Nordan

Walls : Multi-stock facing brickwork with red stock dual plinth and stone quoins

Windows : White upvc casement windows with Georgian glazing

Eaves : White painted fascia and soffit

Gross INTERNAL FLOOR AREA - 125.53 m²
- 1355 ft²

FIRST FLOOR

GROUND FLOOR

Proposed residential development
3, 13 and 15 Pond Head Lane
EARLEY
Berks

Client
Bancroft Developments

Drawing
4 bed house types
plots 13 and 15

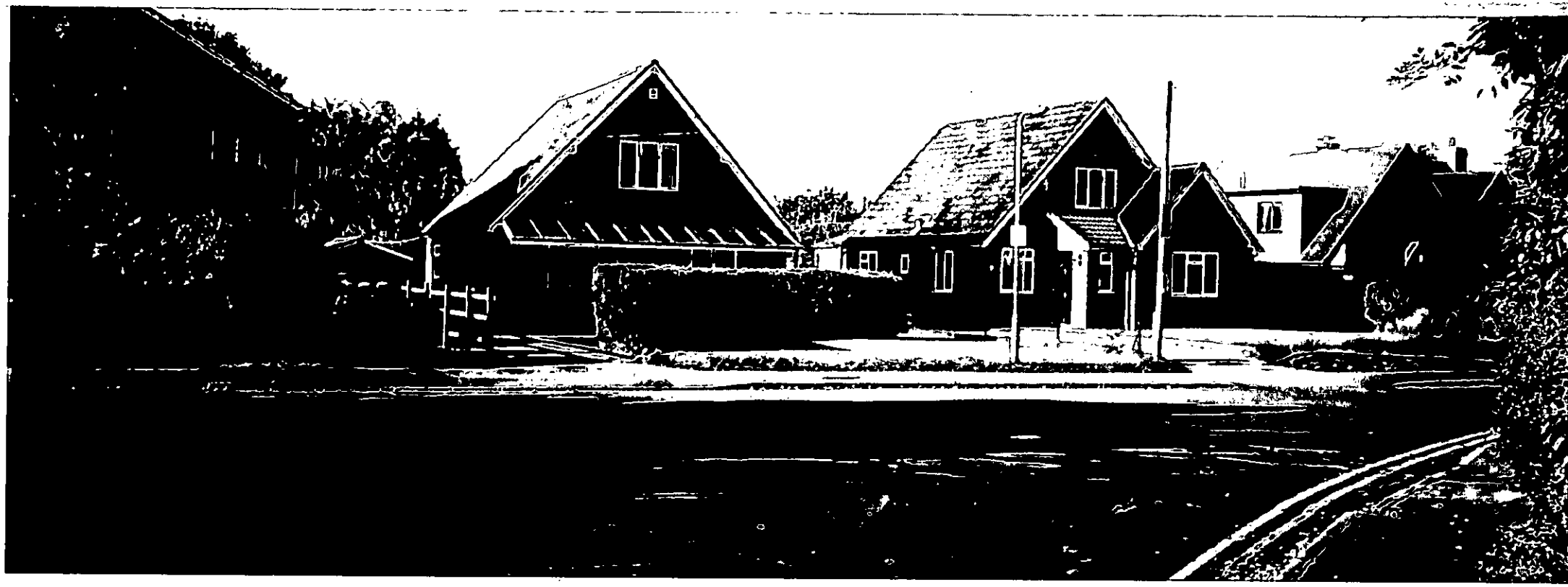
Scale 1:100 Date October 200

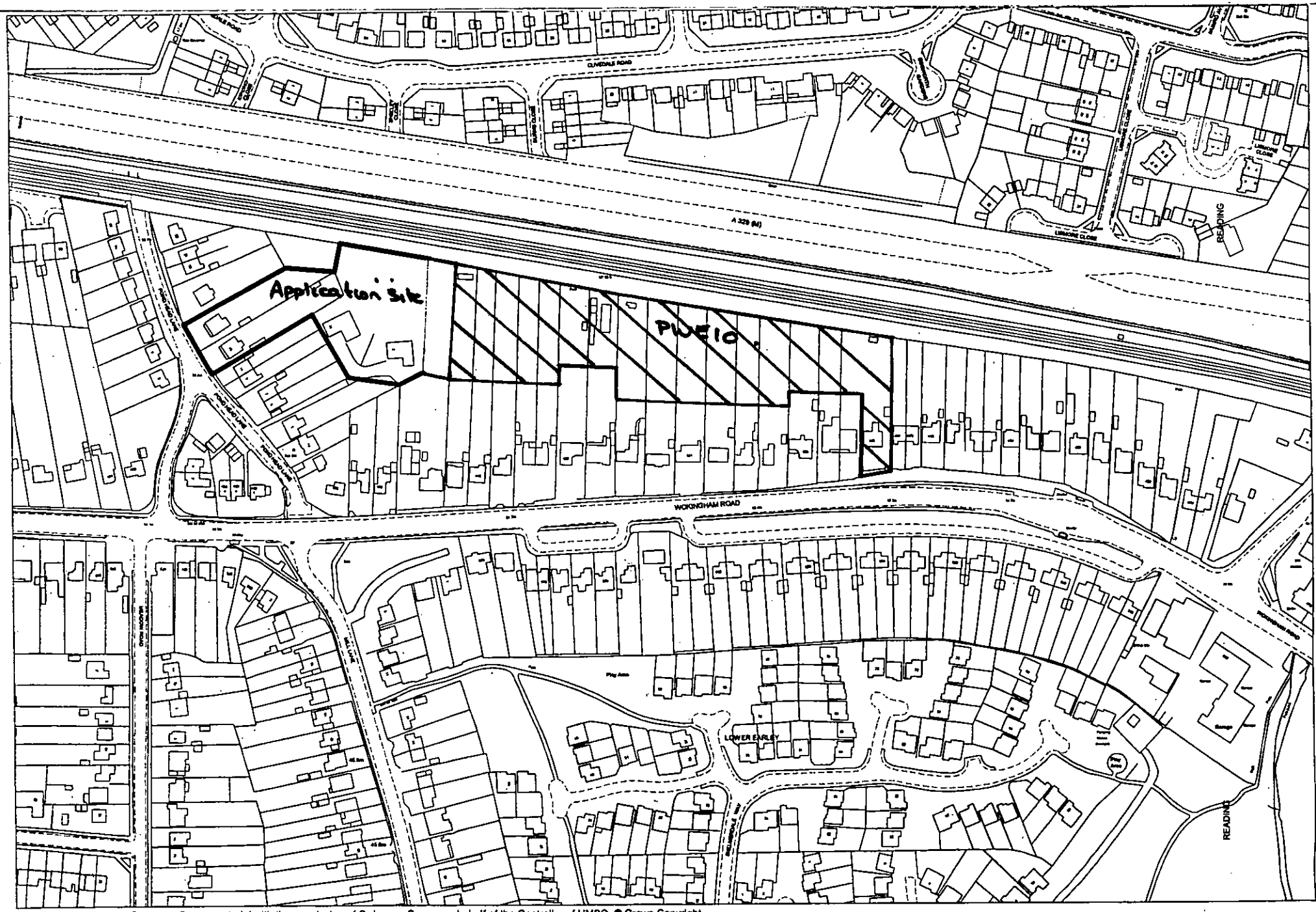
The Edwards Irish Partnership
Architects & Surveyors
16 Longmeadow Road, Workington, Cumbria, CA14 2HT
Tel 01900-602211 Fax 01900-345243 E-mail: ...

Job 1351 Dwg. 10



F





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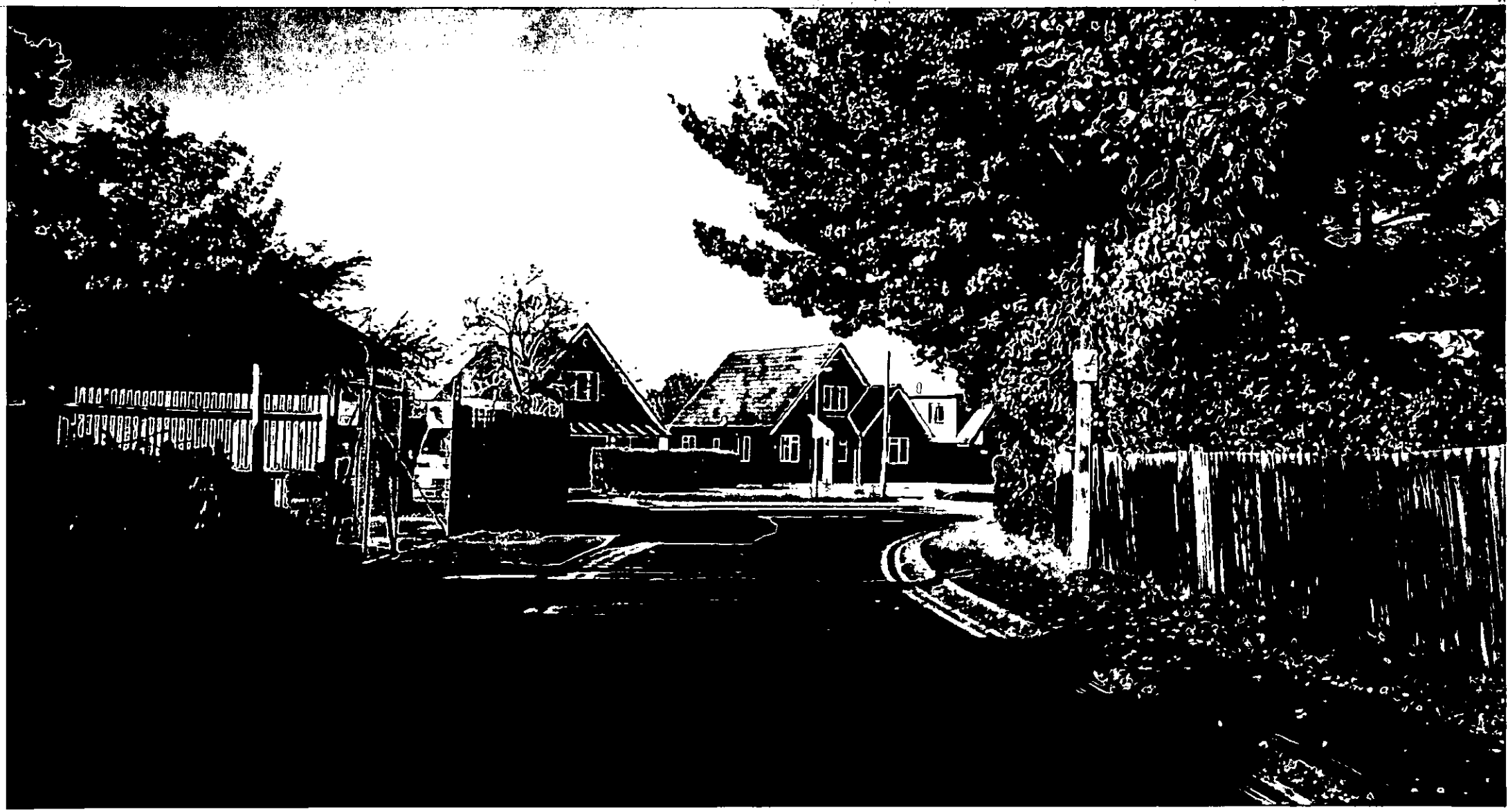
Development Control Section, Environmental Services, Wokingham District Council.

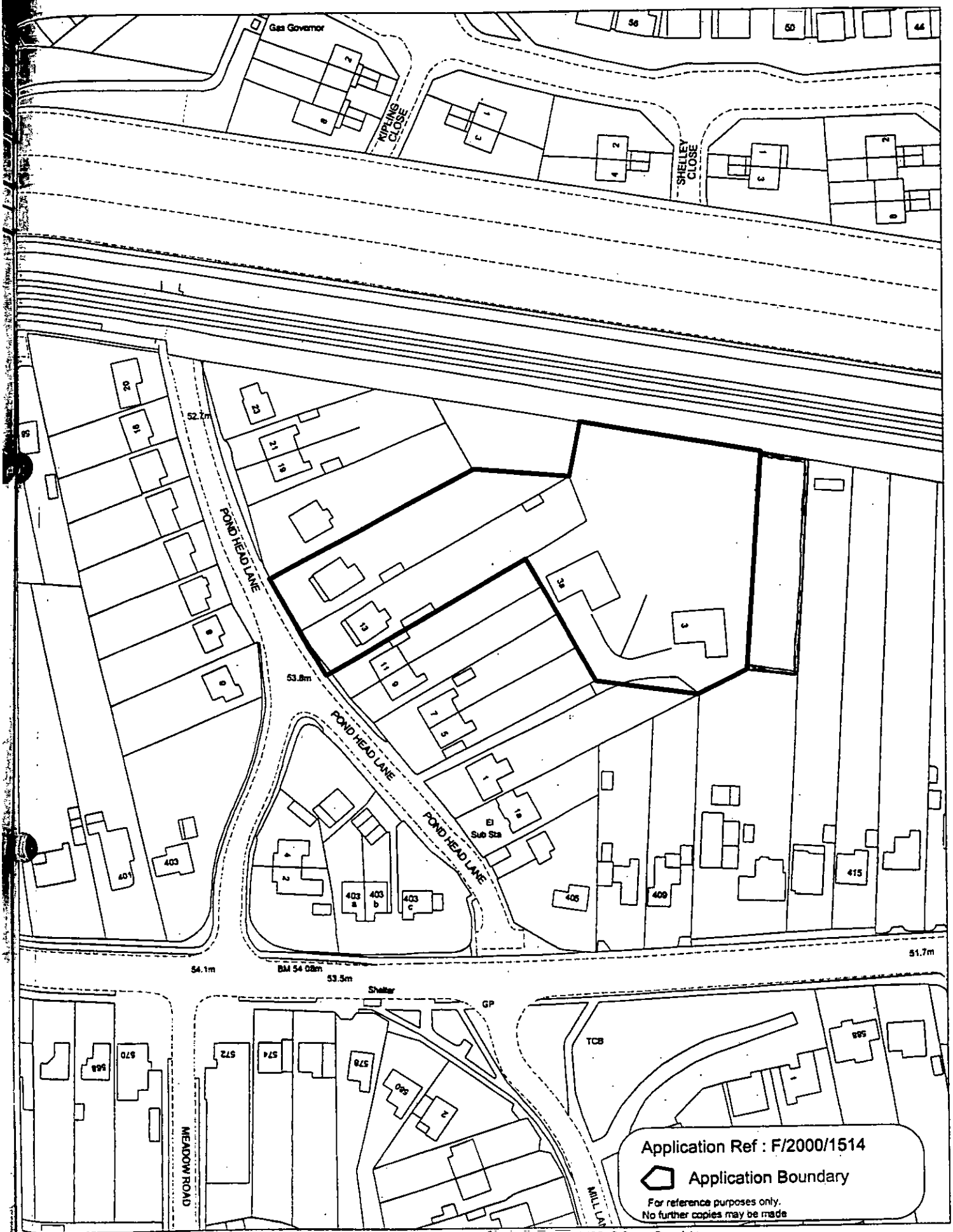
25 October 2000

Scale: 1 : 2500

N W E S


40





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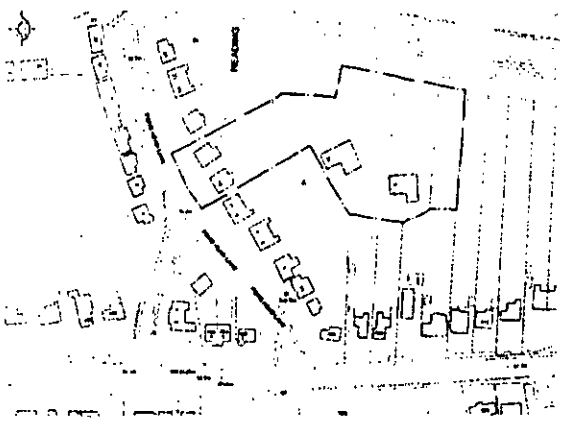
Development Control Section, Environmental Services, Wokingham District Council.

8 November 2000

Scale: 1 : 1250

N
W E
S



LOCATION PLAN 1:1250

SITE AREA = 0·5796 ha = 1·433 acres

4 N°	4 bedroom link detached houses
9 N°	3 bedroom terraced houses
8 N°	2 bedroom terraced houses
2 N°	2 bedroom maisonettes
23 N°	TOTAL

35 N° Communal parking spaces

Proposed residential development
3 13 and 15 Pond Head Lane
EARLEY
Berks

Bancroft Developments

SITE PLAN

1:250 May 2000

The Edwards Irish Partnership
Architects & Surveyors

Job 1351 Dwg. 05 C

F/2000/1514

APPEAL

CONTINUED

SYSTEMS LTD

SOUTHPORT U.K. Tel.01704-26866 Fax.01704-25814
LONDON OFFICE Tel.0171-377-1777 Fax 0171-247-8181

An appeal under Section 78 of the Town and Country Planning Act 1990 (as amended) by BANCROFT DEVELOPMENTS against Wokingham District Council's decision to refuse planning permission for the erection of 23 dwellings on land at 3, 3a, 13, and 15 Pond Head Lane, Earley

APPENDICES TO STATEMENT ON BEHALF OF THE APPELLANT

Our reference: RJH/2328/(1148)/rac
LPA Ref : F/2000/1514
DETR Ref : APP/X0360/A/00/1046488
April 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

APPENDIX

A. SITE PLAN

B. LOCATION PLAN SHOWING SERVICES AND FACILITIES

C. RESIDENTIAL DEVELOPMENT

D. COMMITTEE REPORTS

E. COMMITTEE REPORT – F/2000/1514

F. GARAGE BLOCK PLAN

G. DECISION NOTICE

H. UNILATERAL UNDERTAKING

I. NOISE REPORT

A

APPENDIX A

SITE PLAN



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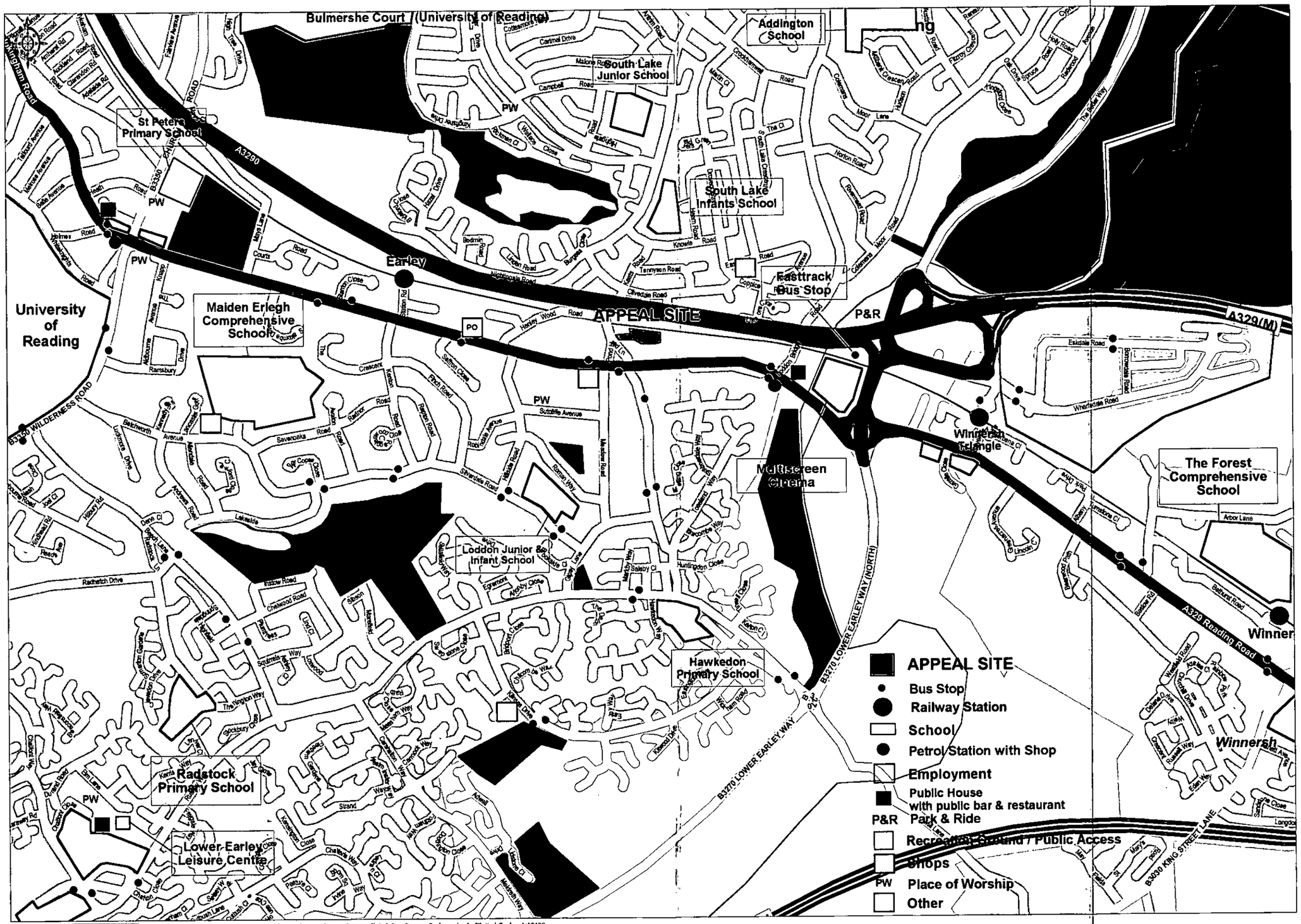
(Scales other than at Survey Scale should not be used for accurate measurement). Business occupancy data ©2001 Thomson Directories Ltd.

APPENDIX B

LOCATION PLAN SHOWING SERVICES AND FACILITIES



© Crown copyright 2001 All rights reserved. Based on Ordnance Survey digital data Survey Scale - mixed Plotted Scale - 1:12499
(Scales other than at Survey Scale should not be used for accurate measurement). Business occupancy data ©2001 Thomson Directories Ltd.
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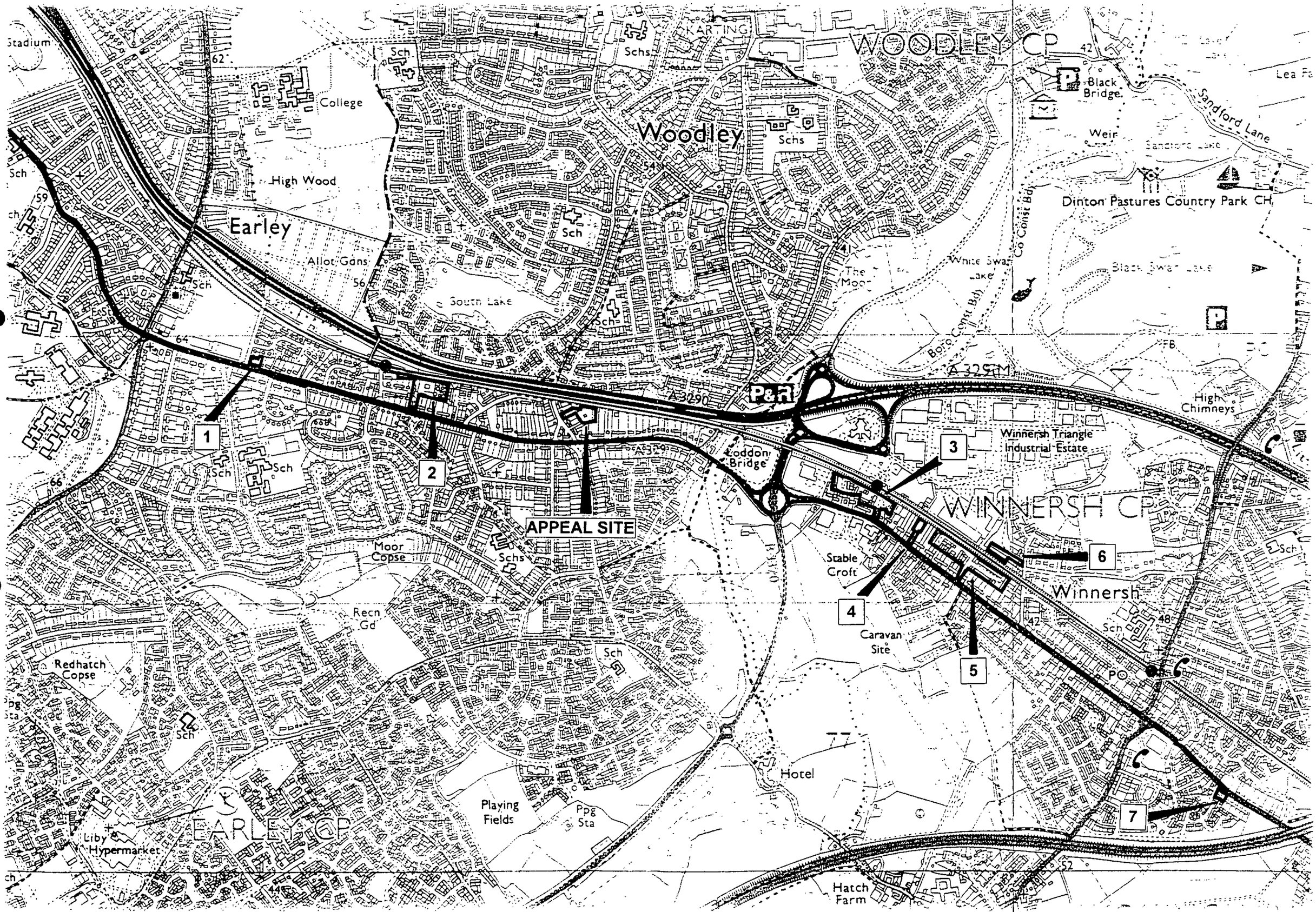
APPENDIX C

RESIDENTIAL DEVELOPMENT SCHEMES

IN THE VICINITY OF THE APPEAL SITE

LOCATION PLAN


Stadium
College
High Wood
Earley
Allot Gdns
Woodley
Schs
WOODLEY CP
Black Bridge
Sandford Lane
Weir
Dinton Pastures Country Park CH
White Swan Lake
Black Swan Lake
South Lake
The Moor
A329M
A3290
P&R
Loddon Bridge
High Chimneys
Winnersh Triangle Industrial Estate
WINNERSH CP
1
2
3
4
5
6
7
APPEAL SITE
Moor Copse
Recn Gd
Redhatch Copse
Liby Hypermarket
Playing Fields
Ppg Sta
EARLEY CP
Stable Croft
Caravan Site
Hotel
Winnersh
Hatch Farm
Sch
PO
FB

SCHEDULE

COMPARABLE SITES WITHIN IMMEDIATE AREA

A comparison of the appeal scheme with similar developments recently granted planning permission adjacent to Wokingham Road

Ref	Site	Description	Granted	Density	Comments
Appeal Scheme	Land at Pond Head Lane	Proposed development of land to the rear of 411-421 Wokingham Road & 1-17 Pond Head Lane for a net increase of 19 units. The development would inlcude a range of dwelling sizes & types. The rear elevations of the dwellings closest to the railway line will be a minimum of 22 metres from it. The side elevation of plot 10, the dwelling nearest the embankment, is 2m from the embankment, & 10m from the railway line. The minimum rear garden length adjacent to the embankment is 14 metres.		40 units/ha	The appeal site is to the immediate west of a site allocated for residential development. The appeal scheme would therefore make better use of an underdeveloped site in a manner deemed appropriate within the Local Plan. The mix of housing types proposed accords with Local Plan policy whilst the density accords with guidance set out in PPG3. The layout proposed is similar to a number of recent developments in the area, and more in-keeping with the character of the area than a number of flatted developments allowed over the last year.
1	209 Wokingham Road (former filling station)	The redevelopment of a former petrol station by 12 flats in two 2-storey blocks immediately adjacent to the road. The development adjoins bungalows to the east with 2-storey semi-detached to north	Granted 11/6/1999 98/68834/F	63 units/ha	This flatted high density was deemed to be appropriate to the character of the area. The scheme is now built and largely occupied. A copy of the committee report, with plans, is attached at Appendix D.
2	Amber Close (former Shell UK Oil Depot)	A develoment of 37 dwellings comprising 16 x 2-bedroomed & 21 x 3-bedroomed houses. The development abuts the railway line & consists of semi-detached & terraced units. The minimum rear garden distance adjacent to the embankment is 10 metres, unit 23, whilst the minimum flank wall distance is less than 1 metre, unit 15.	Granted 24/3/1998 97/65380/F	32 units/ha	A 2.5m acoustic fence along the northern boundary was deemed a suitable attenuation method for rear gardens shorter than those proposed by the appeal scheme. The relationship between the proposed road & site layout was deemed appropriate. This includes two truncated rear gardens at units 24 &25. A copy of the committee report, with plans, is attached at Appendix D.
3	Cavendish Gardens incl. Verbana Close	Backland development to the rear of 565 to 609 Reading Road and stretching along the railway line. Most dwellings are south of the access road that runs adjacent to the embankment. The flank of no. 15 Verbena Close, however, is 1.5m from the embankment whilst the rear elevations of nos. 20 & 22 are 15.7 & 12.1m respectively. No. 22 is, in part, shielded by 2 garages, but these offer no protection to rear bedrooms that overlook railway line.	Planning permissions granted between 1988 & 1994 Application Refs : • 22668 • 28455 • 35928 • 42513	32 units/ha	The site incorporates a similar mix of dwelling sizes & layout to the appeal scheme, but with shorter rear garden lengths & distances from rail line.

			• 42513		
4	Land to r/o 555, 557 & 561 Reading Road	Backland development involving the demolition of 559 Reading Road & the erection of 5 large detached dwellings. The rear elevation of plot 5, a large detached dwelling to the western side of the site, is 15m from the embankment. The side elevation of plot 4, the dwelling nearest the embankment, is only 1.5m away.	Granted 20 May 1998 Application Ref • 97/66778	18 units/ha	Whilst this site was developed for 5 large detached properties shorter rear gardens were allowed, average 13 metres, & the flank elevation of the dwelling closest to the railway line is only 1 metre from the northern boundary. Condition 9 attached to the planning permission required that suitable attenuation provisions should be approved for noise associated with the railway line. It was agreed that thermal double-glazing & a 2.4m fence along northern boundary discharged this requirement. The appeal scheme therefore performs well in respect to the level of amenity that will be enjoyed by future occupiers compared to other schemes granted planning permission.
5	Albany Park Drive incl. Turnstone Close	Backland development of 78 detached dwellings stretching from reading Road back to and along railway line. Properties along the northern side of Turnstone Close, backing onto the rail-line, have an average rear garden distance of 11.0 metres, with a minimum distance of 10.1m at no.21. The flank of that dwelling in the north-eastern corner, however, is only 0.5m from the embankment. 2 dwellings on Albany Close are similar. The side elevation of no.10 is 2.3m from the embankment whilst no. 51's is 5.7m.	Planning Permissions granted between 1986 and 1989 Application Refs : • 24764 • 25674 (appeal) • 30884 (appeal)	38 units/ha	All permissions required the DPA to approve means of protecting dwellings from noise from A329 and railway Condition 6 of 24764 permission, however, stated that the noise level within living and bedrooms had to be less than 40dB(A) L10 (18 hours) with the windows closed. Further, that no elevation of any dwelling shall receive noise from trains in excess of 60dB(A) L10 (24hrs). The layout proposed for the appeal scheme allows a greater distance between rear elevations & the railway embankment, & addresses concerns in respect of noise attenuation.
6	Land to r/o 18-22 Arbor Lane	Development involving the demolition of no 22 Arbor Lane and the erection of 9 dwellings to the rear of Arbor Lane adjacent to the railway. The minimum rear garden length for a dwelling backing onto the embankment is 13 metres at Plot 7.	Application 99/69866/F Granted on appeal 23 November 1999	23 units/ha	A mix of 2-storey housing was allowed on this rural edge site to the rear of bungalows fronting onto Arbor Lane. A denser form of development was found to be inevitable when seeking to provide a good mix of house sizes in accordance with Policy LH8 (Para.9 of Appeal Decision attached at Appendix D)
7	Former Ambulance Station	The ambulance station has been demolished & 13 2-bedroomed flats erected in its place	Granted 15/3/2000 Application Refs : • 99/70251/F	54 units/ha	A high-density scheme over three storeys in an area dominated by two storey detached & semi-detached properties. Similar to the appeal scheme, the development makes the best use of this site. Unlike the appeal scheme this is a high-density development not in-keeping with the general character of the area & with only a minimum of amenity space not adjacent to the A329. A copy of the committee report, including plans, is attached at Appendix D.

APPENDIX D

COMMITTEE REPORTS

AND

APPEAL DECISION

COMMITTEE REPORT 98/68834/F

Application No. 98/68834/F **Received 17.12.98** **Earley**

Applicant: **Newplot Homes**
Location : **Former Earley Petrol Filling Station, 209 Wokingham Road, Earley**
Proposal : **Redevelopment to provide 12 flats and parking**

1. **Planning History** - A petrol filling station has been located on this site since before the 1950's. Previous consents all relate to extensions, alterations and signs for the garage. Two applications for residential use were withdrawn in 1998.

   The garage occupied a corner site on the junction of Mays Lane and Wokingham Road. It adjoins bungalows to the east, many of which have been extended to form chalet or dormer bungalows. To the north are houses and gardens of Mays Lane and Courts Road properties. On the west side of Mays Lane and fronting Wokingham Road to the west is Sol Joel Playing Field.

2. **Proposal** - Is for 12 flats in two two-storey blocks, together with 18 car parking spaces and an amenity area. Primary access will be from Mays Lane, although 4 of the parking spaces will be accessed from Wokingham Road.

3. **Consultations** -
   - ***Highway Authority :*** No objection subject to conditions.
   - ***Earley Town Council :*** Objection on grounds of over-development, out of keeping with street scene, loss of privacy to adjoining housing, overbearing to 215 Wokingham Road, traffic safety on Wokingham Road.
   - ***Environment Agency :*** No objection, subject to conditions including one to secure site investigation and any necessary decontaminating remedial measures prior to commencement of development.
   - ***Thames Valley Police Liaison Officer :*** Most of the initial concerns have been addressed by the revised scheme eg. entrances J and K on block plan have been made more secure, a 0.9m wall is proposed for the boundary of the site. However some open access to the elevations and lack of secure private garden area still gives cause for concern.
   - ***Letters :*** 6 objecting on the grounds of: out of keeping, possible contamination - site investigation must be carried out, overdevelopment, disturbance from additional traffic movements, drainage problems.

4. **Appraisal** - The main issues are:

   A. The principle of development : Berkshire Structure Plan Policy H5; Loddon Area Local Plan Policy LH1; Wokingham District Local Plan Policy WH1.

   B. Layout and design : Loddon Area Local Plan Policies LBE1, LBE2, LH8; Wokingham District Local Plan Policies WBE1, WOS3, WH6.

C. Impact on neighbouring properties : Loddon Area Local Plan Policy LBE2; Wokingham District Local Plan Policy WBE1.

D. Concerns of the Parish Council and local residents.

A. The principle of development

The site lies within the settlement and within an area which is predominantly residential. The redevelopment of the former petrol filling station for housing conforms in principle with Development Plan Policies, subject to its having an acceptable impact on the character of the area, and to there being no unacceptable highway issues.

B. Layout and design

The proposed flats are set out in two blocks of six units. Each block is of two storeys and is domestic in scale, being 7.4m high (the adjacent dormer bungalow is 7m high); they are not considered to be out of keeping in terms of the street scene, as they respect the scale and design of neighbouring properties. Moreover, there is a mix of unit styles and sizes in Wokingham Road. Revisions have ensured that the elevational treatment to Wokingham Road is considered appropriate, and the proposed dormer gables reflect those on the nearby bungalows to the east.

Although the two blocks are close, there is no direct overlooking. The Thames Valley Police Liaison Officer's comments have been taken into account and the revised scheme shows that the car park is well-surveilled from the buildings, entrances J and K to block 2 are more secure, and a low wall is proposed for the boundary around the site. It is not considered that a secured private amenity area for each block is appropriate; the amenity area to the north-east of the site is overlooked by several of the units.

The mix of units is acceptable and conforms with Local Plan Policies as it provides 2 bedroomed units for which there is an identified need in the District.

Open space provision of 0.05 is less than the full requirement, but is considered acceptable given the nature of the scheme, and the presence of Sol Joel Recreation Area on the opposite side of Mays Lane. The applicant has offered a financial contribution towards off-site recreation provision (basketball post) to be secured through a Section 106 Agreement. In terms of its layout and design, the scheme is therefore considered to be acceptable when assessed against Development Plan Policies.

C. Impact on neighbouring properties

i) Impact on 215 Wokingham Road

As number 215 is a dormer bungalow which is sited within 2m (narrowing to 1m) of the site boundary (5m from Block 2), its relationship with the proposed development is a sensitive one. A revised scheme shows an acceptable relationship with proposed Block 2; there is no loss of daylighting following the relocation of the block shown in the revised plans. Windows in the eastern elevation which would have resulted in potential overlooking have been removed. Because the block will be located at its nearest 5m from the bungalow, and is set back from it, it is not considered to have an overbearing effect. It is now considered that there will be no adverse impact on the adjacent bungalow.

ii) Impact on 123 Mays Lane and properties to the north in Courts Road

The flank elevation of 123 Mays Lane, which is a semi-detached house, is 3m from the boundary of the site, and about 4.5m from the proposed car parking area. In order to avoid any loss of amenity to this property, a 2m high brick wall and a belt of landscaping are proposed to separate the two. Potential overlooking has been considered; screened balconies (frosted 2m glass panels) are proposed to prevent overlooking from the living rooms on the north elevations of the blocks. All other proposed windows have been relocated or re-orientated to overcome this problem.

It is not considered that the properties in Courts Road will be significantly affected by the development due to the location of the amenity area, and the distance between the proposal and the existing properties.

The revised scheme is not considered to cause loss of amenity to adjacent properties, and does not therefore conflict with Development Plan Policies.

D. Concerns of the Parish Council and local residents

Many of the concerns expressed have been dealt with in paragraphs B and C above.

i) Overdevelopment : The proposal represents a high density scheme; consequently the relationship with surrounding properties has been considered very carefully, and revisions have been made to render it acceptable in these terms. The design and layout has ensured that there is considerable space around the proposed blocks. and this gives a spacious feel to the street scene. preventing a cramped appearance. It is considered therefore that the higher density has been satisfactorily accommodated on this site. Moreover, national guidance encourages more effective use of brownfield sites in order to help safeguard undeveloped rural areas.

ii) Impact on street scene : The proposed units have been designed to appear domestic in scale and similar to other properties in the locality. Sufficient land has been allocated to landscaping in front of the units to retain the green feel of Wokingham Road to the east. It is therefore considered that the street scene treatment is appropriate in relation to local characteristics.

iii) Highway issues : The Highway Authority restricted the number of cars directly accessing Wokingham Road to 4 because of safety issues.

iv) Contamination : As the site is a former petrol station there may be contamination. For this reason, a condition has been included which will require an investigation and any remedial measures to be undertaken prior to the commencement of development.

5. **Conclusion** - The development of the site for residential use conforms with Development Plan Policies. The design and layout of the proposal and its impact on the surrounding environment are acceptable and are not in conflict with policy.

6. **Recommendation** - Is to GRANT planning permission subject to a Section 106 Agreement relating to a financial contribution of £4,500 towards off-site recreational facilities, and the following conditions:

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

2. This permission relates to the application as amended by and shall be carried out in accordance with revised plans: 528/4sla, 528/4-sa, 528/41a, 528/4-E1a, 528/42a, 528/4E2a received on 24 February 1999.

3. Construction work of any sort shall only take place within the area covered by the application between the hours of 8.00 am and 7.00 pm Monday to Fridays and 8.00 am to 1.30 pm Saturdays and no construction work shall take place on Sundays or Bank Holidays.

4. Prior to the commencement of development details of the proposed slab levels of the proposed dwellings shall be submitted to and approved in writing by the Local Planning Authority.

5. Glass panels to the first floor northern elevations of the balconies of the two blocks as marked on plan 528/451a, shall be of frosted glass and of 1.8m high, and shall thereafter be maintained as such.

6. No building shall be occupied until the accesses have been constructed in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

7. 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.

8. Adequate precautions shall be taken during the construction period to prevent the deposit of mud and similar debris 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.

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

10. The flats shall not be occupied until space has been provided within the curtilage for vehicles to turn so that they may enter and leave the site in a forward gear and this space shall thereafter be maintained at all times for this purpose.

11. No development shall be commenced until visibility splays of 2.4m x 90m (Mays Lane access), 2.4m x 120m (Wokingham Road access) and 4.5m x 120m to the east of Mays Lane (Mays Lane junction with Wokingham Road) have been provided. The visibility splays shall thereafter be kept free of all obstructions to visibility over a height of 0.6 metres above carriageway level.

12. Before the development is commenced, a detailed site investigation shall be carried out to establish if the site is contaminated, to assess the degree and nature of contamination present, and to determine its potential for the pollution of the water environment. The method and extent of this investigation shall be agreed with the Planning Authority prior to the commencement of work. Details of appropriate measures to prevent the pollution of groundwater and surface water, including provision for monitoring, shall then be submitted to and approved in writing by the Planning Authority before the development commences. The development shall then proceed in strict accordance with the measures approved.

13. No soakaways shall be constructed such that they penetrate the water table, and they shall not in any event exceed 3m in depth below existing ground level.

14. No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. These details shall include means of enclosure, boundary treatment, car parking layouts, pedestrian access, bin stores, hard surfacing materials, lighting.

15. Soft landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed number/densities where appropriate; implementation and maintenance programme.

16. All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with the programme agreed with the Local Planning Authority.

17. 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 boundary treatment shall be completed in accordance with the approved details before the buildings are occupied.

18. A landscape management plan, including long term design objectives, management responsibilities, timescales and maintenance schedules for all landscape areas, other than small, privately owned, domestic gardens, shall be submitted to and approved by the Local Planning Authority prior to the occupation of the development for its permitted use. The landscape management plan shall be carried out as approved.

19. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons (1 November - 31 March) following the first 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 dangerous, damaged or diseased shall be replaced in the next planting season with others of similar size and species.

20. 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.

REASONS:

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

2. For the avoidance of doubt.

3. 4. 5. 17.
To safeguard the amenities of neighbouring residents and the locality.

6. 7.
In the interests of highway safety and convenience.

8. 10. 11.
In the interests of highway safety.

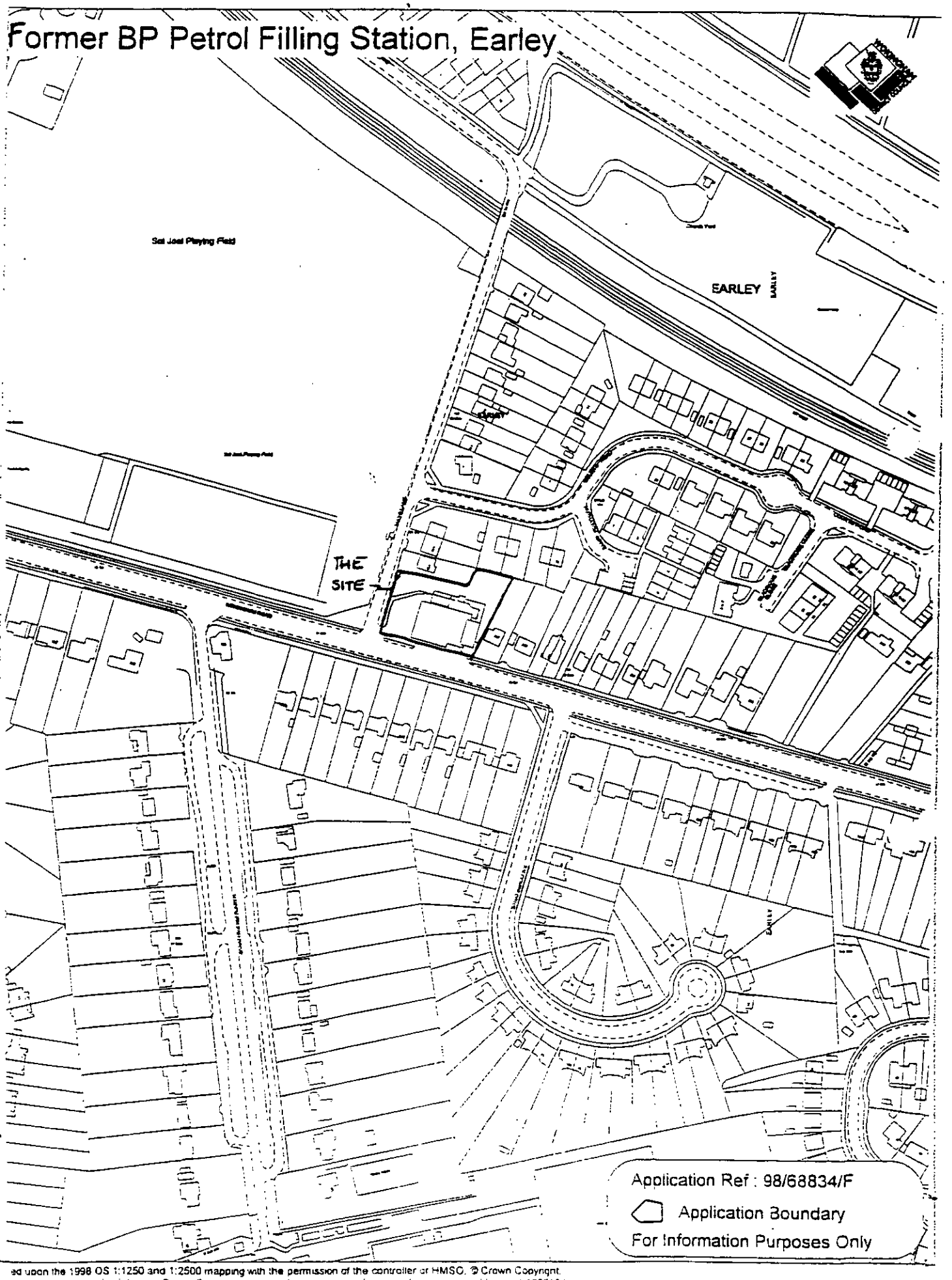
9. Development without adequate provision for vehicle parking would lead to parking inconvenient to other road users and detrimental to highway safety.

12. To prevent pollution of the water environment.

13. To prevent pollution of groundwater.

14. 15. 16. 18. 19. 20.
In the interests of visual amenity.

LYNETTE BAKER
23.02.99



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Development Control Section, Environmental Services, Wokingham District Council.

17 March 1999

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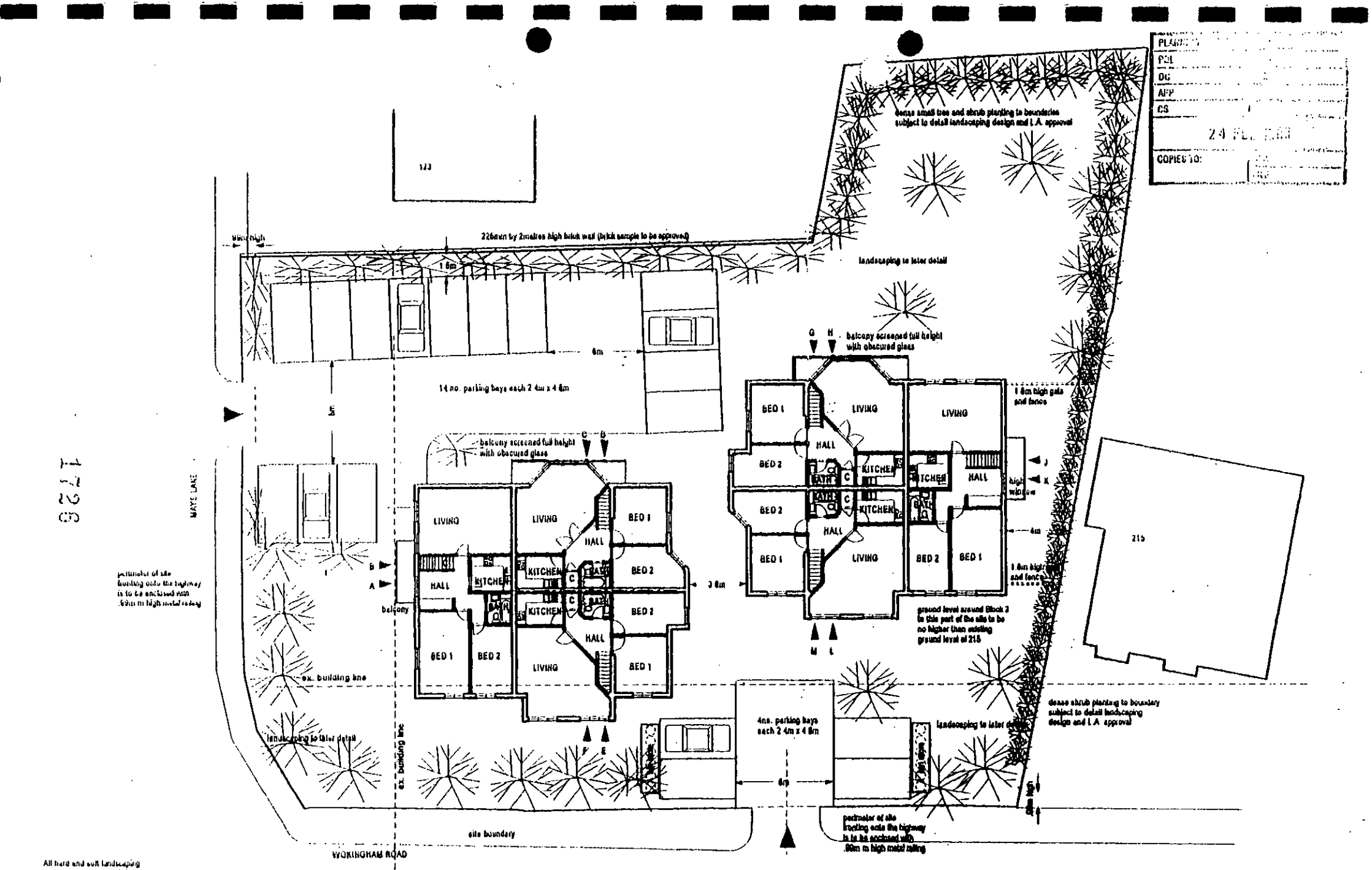
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COPIES TO:
dense small tree and shrub planting to boundaries subject to detail landscaping design and L.A. approval
123
226mm by 2metres high brick wall (brick sample to be approved)
1.8m high
landscaping to later detail
balcony screened full height with obscured glass
6m
14 no. parking bays each 2.4m x 4.8m
1.8m high gate and fence
MAYS LANE
LIVING
BED 1
BED 2
HALL
KITCHEN
BATH
balcony
3.8m
4m
high window
215
perimeter of site fronting onto the highway is to be enclosed with .69m m high metal railing
ground level around Block 2 in this part of the site to be no higher than existing ground level at 215
ex. building line
landscaping to later detail
4no. parking bays each 2.4m x 4.8m
dense shrub planting to boundary subject to detail landscaping design and L.A. approval
site boundary
WOKINGHAM ROAD
All hard and soft landscaping subject to design and L.A. approval
PROPOSED SITE LAYOUT INDICATING FIRST FLOOR PLANS
1:200
NOV98
528/4sla
GEOFFREY SARSON ARCHITECTS

PLANNING
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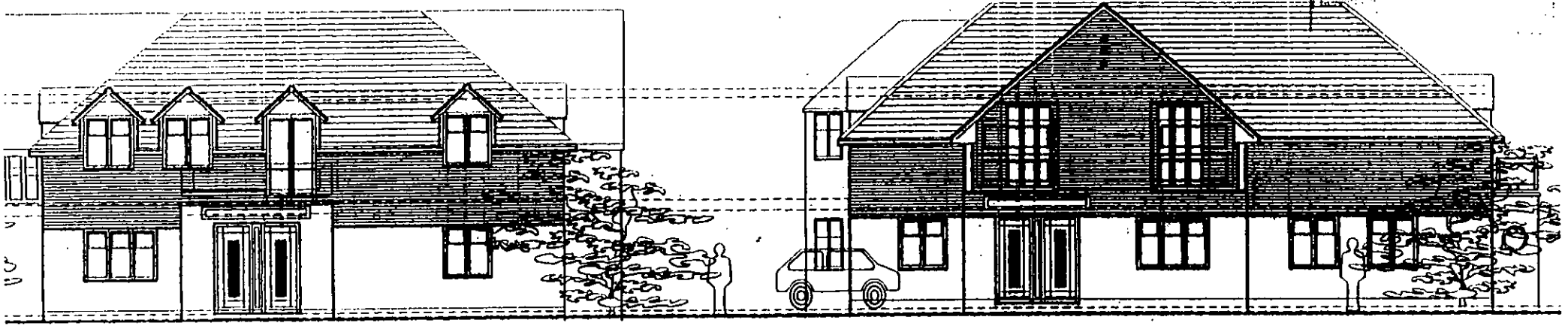
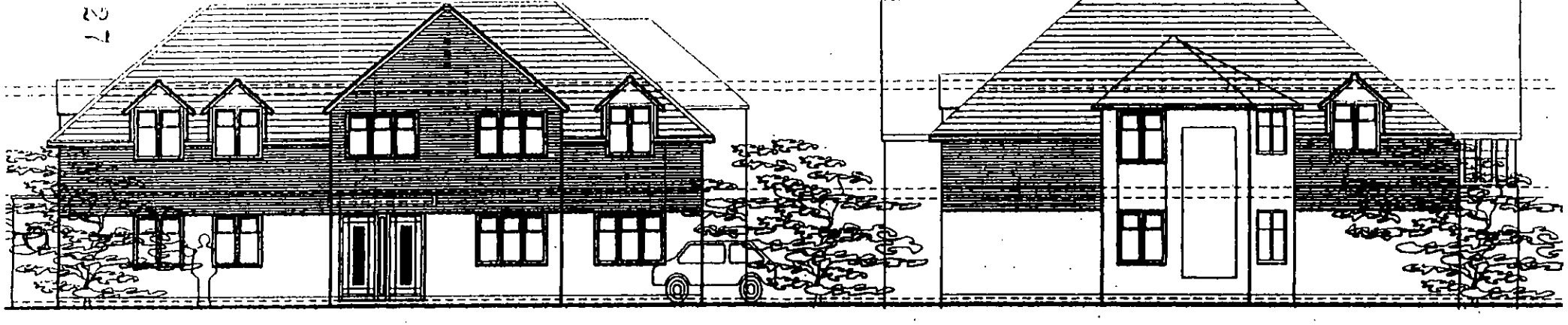


EST ELEVATION block 1

NORTH ELEVATION block 1

FINISHES

plain dark cherry roof tiles
light red facing bricks
white painted render to lower level
white powder coated al. window frames
etched glass balcony balustrades



SOUTH ELEVATION block 1

EAST ELEVATION block 1

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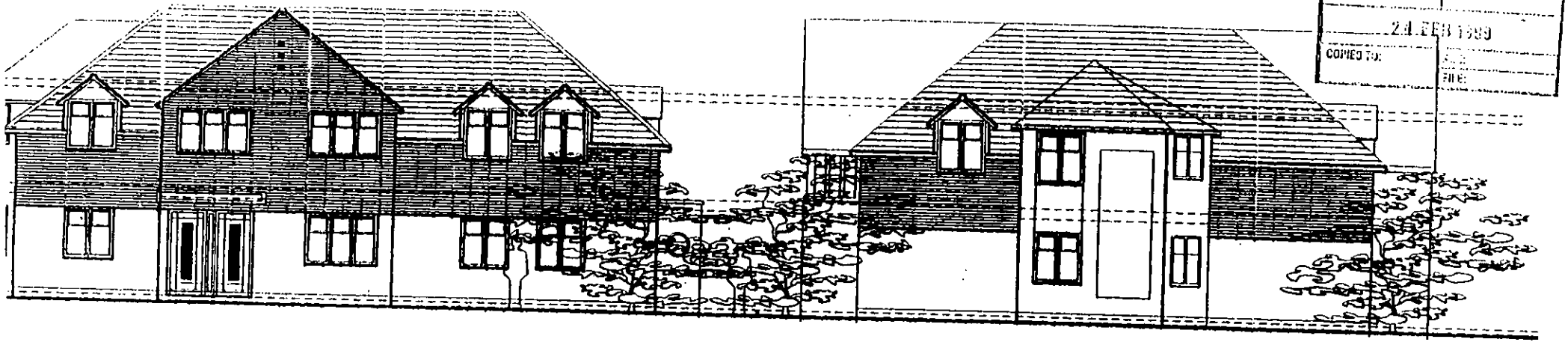
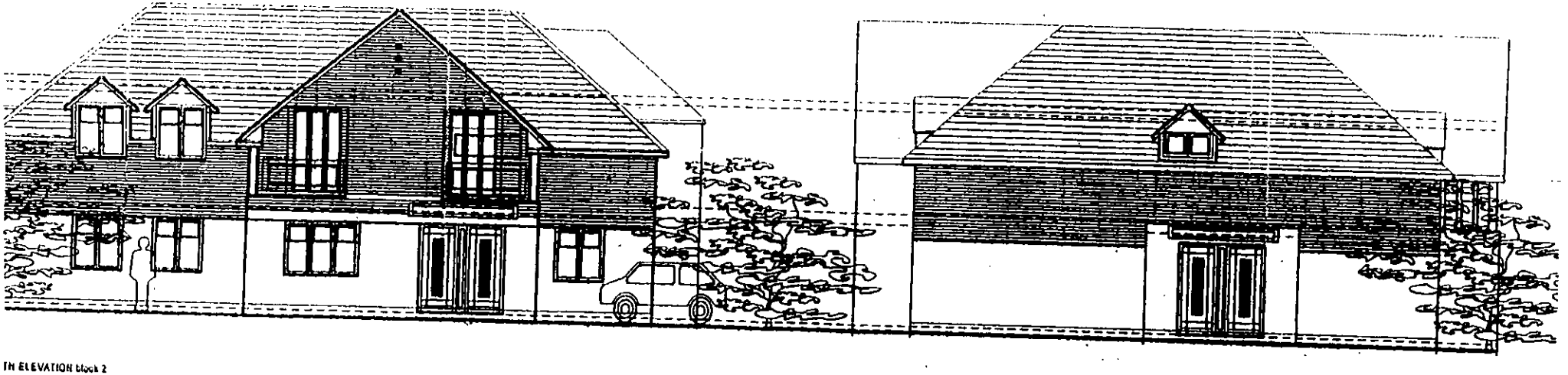


SOUTH ELEVATION block 2

WEST ELEVATION block 2

FINISHES

plain dark cherry roof tiles
light red facing bricks
white painted render to lower level
white powder coated al. window frames

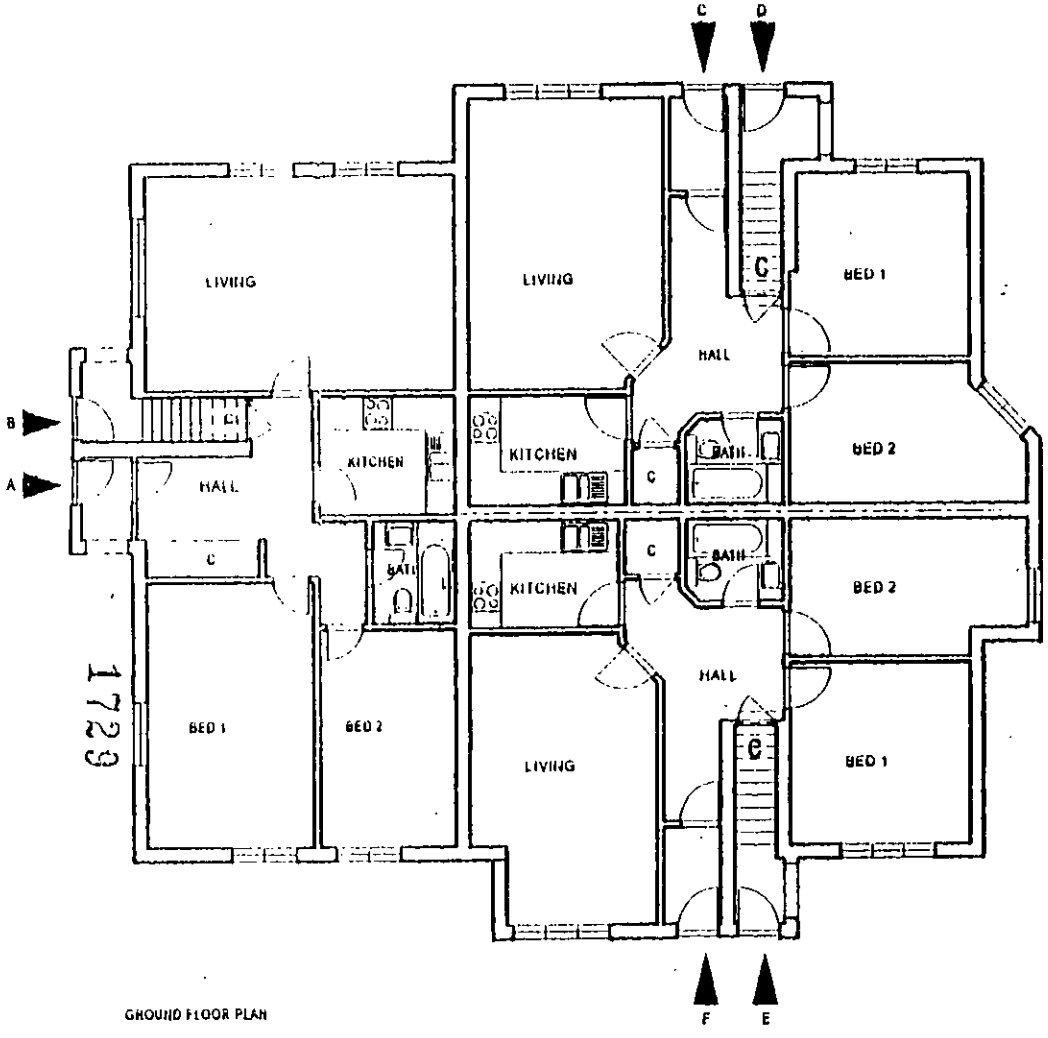


TH ELEVATION block 2

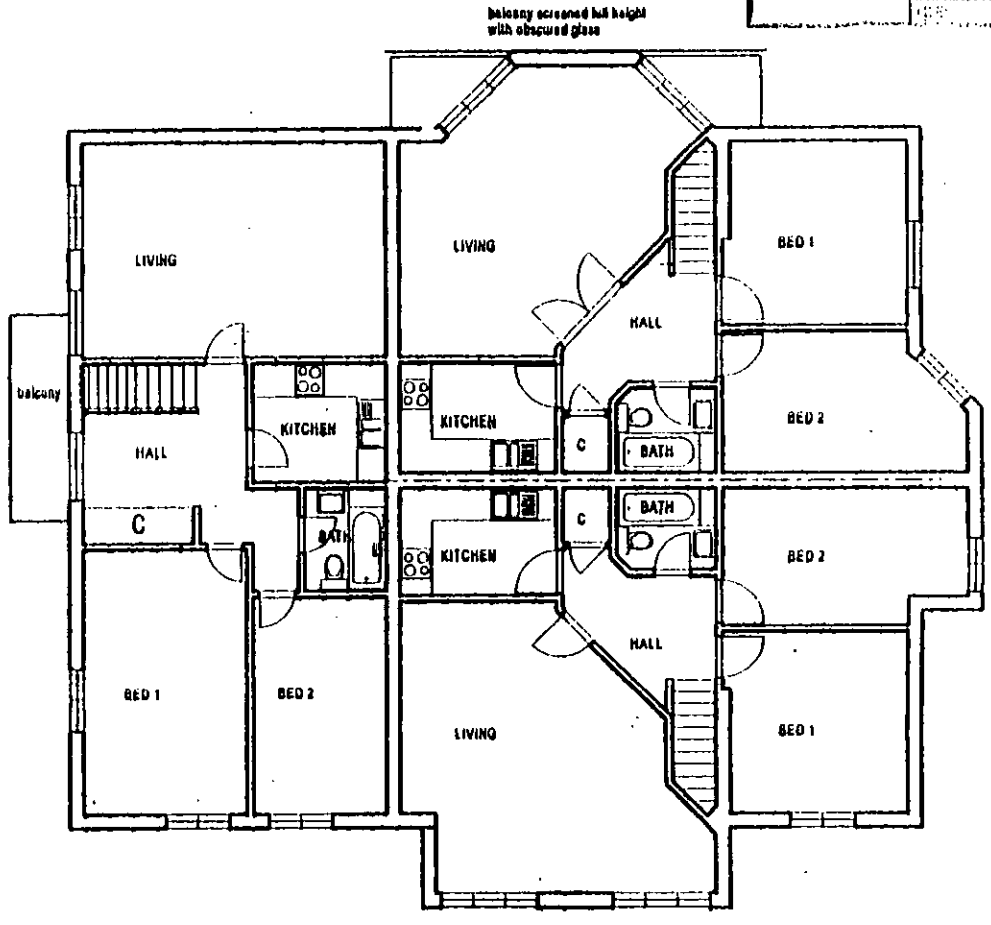
EAST ELEVATION block 2

VATIONS BLOCK 2	1:100	DEC98	528/4-E2a

GEOFFREY



GROUND FLOOR PLAN



FIRST FLOOR PLAN

BLOCK 1 FLOOR PLANS	1:100	NOV	528/41a
EARLEY GARAGE WOKINGHAM ROAD EARLEY			©

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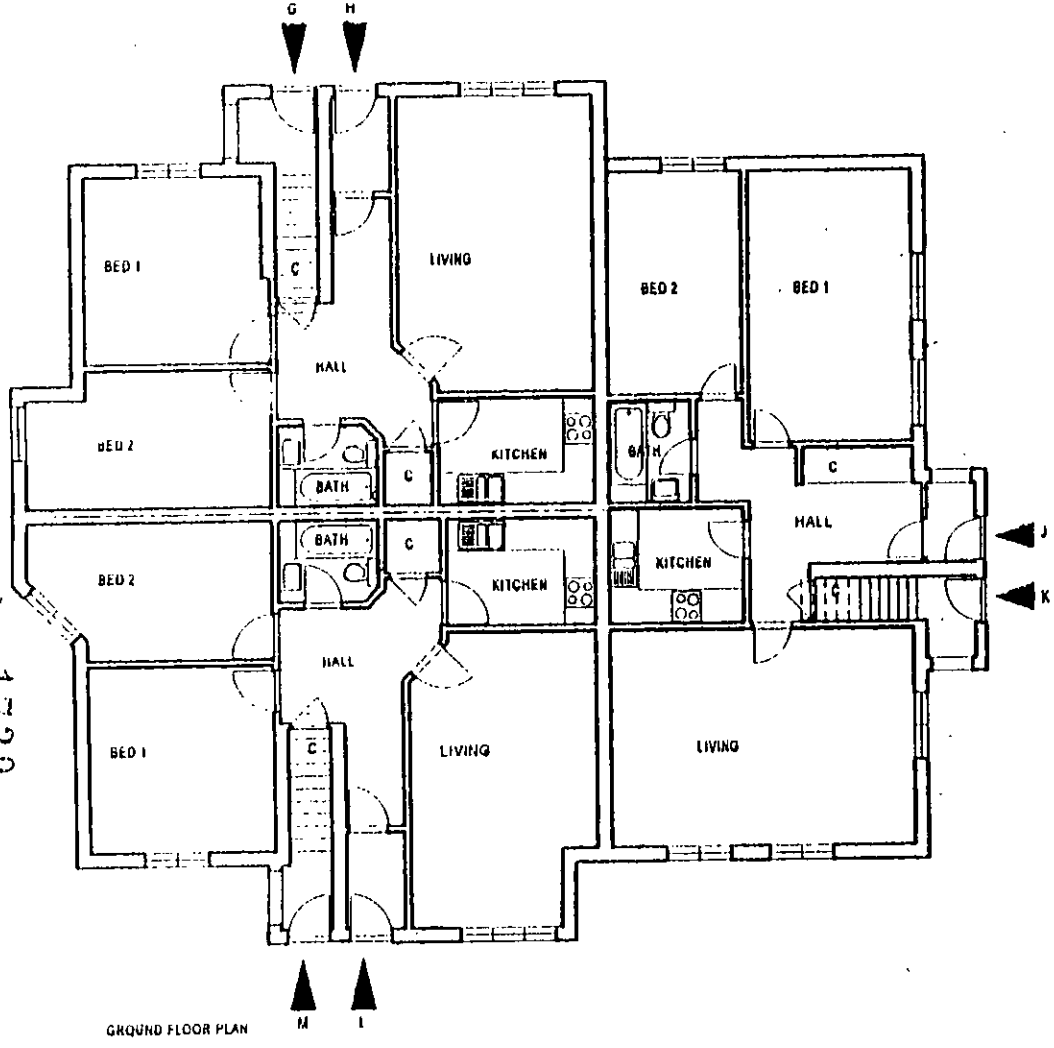
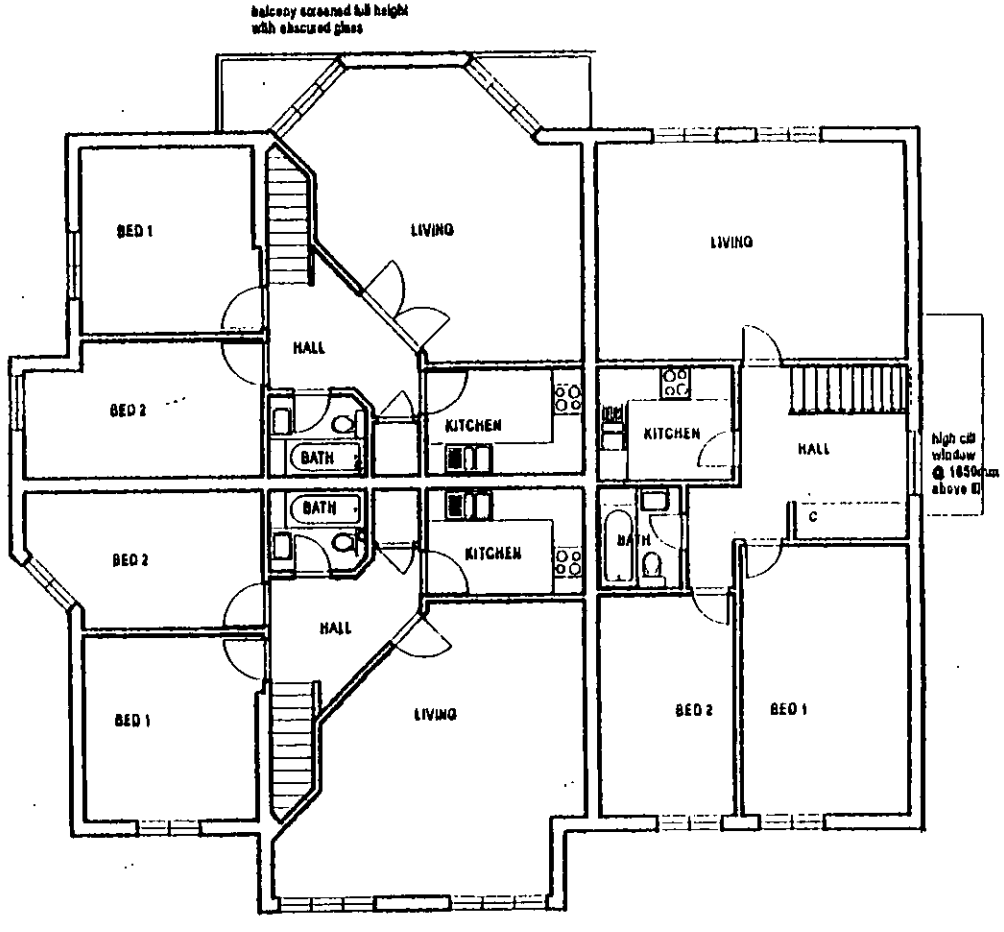


GROUND FLOOR PLAN

1730



FIRST FLOOR PLAN

BLOCK 2 FLOOR PLANS	1:100	NOV98	628/42a
EARLEY GARAGE WOKINGHAM ROAD EARLEY			(C)

GEOFFREY SARSON ARCHITECTS
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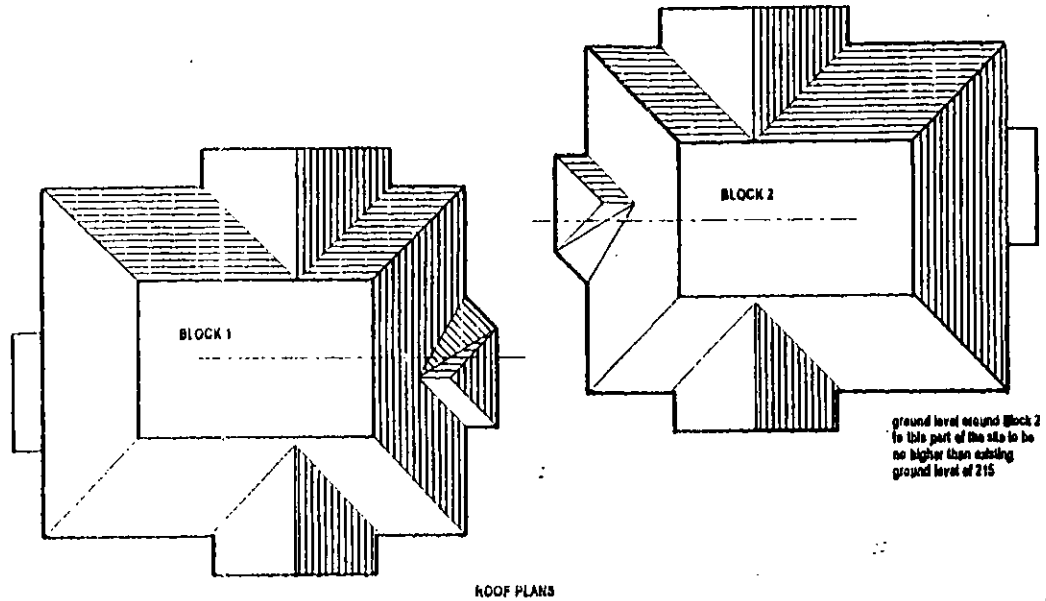


MAYS LANE

ground level around Block 2 is this part of the site to be no higher than existing ground level of 215

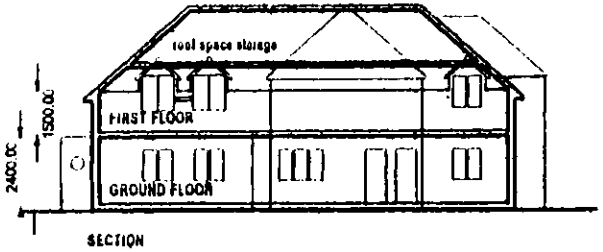
215

site boundary

WOKINGHAM ROAD

1731





ROOF PLAN, SECTION AND ELEVATIONS TO WOKINGHAM ROAD	1:200	DEC9	528/4-Sa

GEOFF EY SARSON ARCHITECTS

COMMITTEE REPORT 97/65380/F

Application No. 97/65380/F **Received 24.3.97.** **EARLEY**

Applicant : **PERSIMMON HOMES**
Location : **SHELL UK OIL DEPOT, WOKINGHAM ROAD, EARLEY**
Proposal : **PROPOSED ERECTION OF 37 DWELLINGS, GARAGES, PARKING, ASSOCIATED WORKS AND AMENITY SPACE**

1. Planning History - Access to the site is from Wokingham Road, east of its junction with Station Road. The site adjoins the railway and beyond that, the A329(M), to the north. On the east, west and south sides are residential properties. Power cables cross the site from north to south adjacent to the access. Some trees on the western boundary carry Tree Preservation Orders. The site has been used by Shell UK Oil since the early 1950s for oil storage, which has included underground tanks. Consent was given in 1992 for redevelopment for B1 (business) use, but this has never been implemented.

2. Proposal - is to erect 37 dwellings comprising 16 x 2 bedroomed and 21 x 3 bedroomed houses, together with garages, parking, public open space and a play area.

3. Consultations -
   - ***Letters*** : 8 objecting on the grounds of : contamination, concern over boundary treatment, possible drainage problems, overdevelopment, traffic congestion, effect of power cables, highway safety, loss of privacy, high density. One letter also supporting the principle of residential use.
   - ***Health and Safety Executive*** : no objection.
   - ***Southern Electric*** : no objection.
   - ***Earley Parish Council*** : see attached sheet.
   - ***Environment Agency*** : no objection.
   - ***Railtrack*** : requests conditions/informatives.
   - ***Environmental Health Officer*** : i) noise : revised plans showing 2.5m acoustic fence acceptable; ii) power cables : no conclusive evidence to show any damaging effects, although it may be advisable to avoid development directly underneath such cables as a precautionary approach; iii) contamination : site is contaminated - can be successfully remediated. Recommends Section 106 Agreement to cover remedial work.
   - ***Highway Authority*** : requests a Legal Agreement to cover the provision of the access and right turn lane, and conditions.

4. Appraisal - Main determining issues are :

   A. Whether the principle of residential development is acceptable (LH1 of Loddon Area Local Plan (LALP); PPGs1 & 3).
   B. Whether the environmental constraints of noise and contamination preclude development of the site (Policy EN2 of Berkshire Structure Plan (BSP)).
   C. Whether the details of the layout are acceptable (LBE2 & LBE2 of LALP).
   D. Whether the relationship of the proposed development to existing properties is acceptable (LBE2 of LALP).
   E. Whether the proximity of power cables would adversely affect proposed development.
   F. Concerns of the Town Council and local residents.

   A. The site lies within the settlement of Earley. The principle of redevelopment of vacant urban sites for housing is supported by Planning Policy Guidance Notes 1 and 3. Revised PPG1 (Feb 97) emphasises that the reuse of previously developed land in urban areas is sustainable

and helps to avoid the development of greenfield sites. Although the site has consent for a business (B1) use, it is surrounded on three sides by existing residential areas and residential use is considered suitable here. The site is well related to public transport and is a sustainable location in this sense. The District's Housing Land Supply is currently deficient and stands at about 4.1 years supply. It is considered that residential use on the site is a preferable alternative to business use.

B. (i) Noise
The proposal includes a 2.5m high acoustic fence along the northern boundary of the site to attenuate noise levels from the railway and A329M which run adjacent to the site. The Environmental Health Officer has approved these measures but requests conditions relating to the maintenance of the barrier and scheme for the protection of the internal environment of the dwellings. Although sound insulation measures may be covered by condition it would not be possible to require the developer to maintain the barrier in perpetuity.

(ii) Contamination
It is known that the site is contaminated from its previous use as an oil depot. The applicant has provided a site investigation report which confirms this situation. The applicant will provide a detailed remediation scheme and method statement together with appropriate works to be carried out prior to commencement of development and these will be the subject of a Section 106 Agreement. The work will be subject to independent verification.

An investigation carried out at the end of 1996 into the spread of contamination to the rear gardens of properties along Wokingham Road found no evidence of contamination in the rear garden of number 337. The further detailed investigation and appraisal to which the site must be subject before development commences will, in any case, include an appraisal of any off-site contamination.

The Environmental Health Officer is satisfied that the site can be successfully remediated to enable residential development to be undertaken.

C. Revised plans show a reduction in the number of units from 42 (the original submission) to 37. The relationship between units in terms of separation distances is satisfactory, and garden size standards have been met. Trees along the western boundary which carry a Tree Preservation Order can be satisfactorily accommodated without damage. The play area and open space amenity area are well surveilled from neighbouring properties. PPG1 and Policy LH8 of the Loddon Area Local Plan require a variety of house types to be provided; the proposed scheme comprises 16 two bed units (43%) and 21 three bed units (57%). It is considered that this is a suitable location for smaller 2 and 3 bedroomed units, given the constraints of the site and the proximity of public transport routes, and the proposed mix accords with the Development Control's recently adopted housing guidelines requiring more smaller units. It is considered that there is no conflict with Development Plan policies.

D. The proposed new units are well separated from properties along Wokingham Road, due to their long rear gardens. It is proposed that the existing Rhododendron hedge on this boundary be retained and strengthened. Separation distances with two of the existing properties in Lambourne Gardens fall 1m short of the Council's guidelines. However, there is a good existing high conifer screen along this eastern boundary which is to be retained. The western boundary contains some trees which carry a Tree Preservation Order. Negotiations have secured more space between the road and the boundary, and the relocation of plot 1 to accommodate the trees. The road is 4.5m from the boundary with number 8 Compton Close, which gives scope for additional planting to minimise disturbance to occupants of the existing property. Relationship with existing properties is considered to be satisfactory.

E. Power cables cross the site in a north-south direction and are situated primarily over the access road. However though no properties are immediately underneath, some are extremely close. Current research is inconclusive about any adverse health effects from electromagnetic fields from such power cables. Expert advice (based on the advice of the National Radiological Protection Board) is that no health risk has been established, although it may be advisable to avoid development directly underneath such cables as a precautionary approach. The Health and Safety Executive have also been consulted and have stated that there are no reasons on health and safety grounds why the application should not be permitted. On this basis, there are no grounds to object to the submitted layout.

F. The concerns of the Parish Council and local residents have been carefully considered. Concerns about the proximity of the power cables have been addressed in paragraph E above. It is considered that the reduction in the number of units has produced an acceptable density on the site. Children will not be able to trespass onto the railway line because of the existence of the 2.5m fence. The issue of contamination has been dealt with at paragraph B above. The Highway Authority is satisfied that there will be no detrimental impact on highway safety here. Landscaping will be subject to a condition although the principles of boundary treatments have already been established. Construction hours will also be controlled by condition.

5. **Conclusion** - The principle of the development of the site for residential use is acceptable and is supported by the National Guidance and the Local Plan. The constraints of noise, contamination and power cables can be satisfactorily accommodated without detriment to the proposal. Details of the layout of the scheme and its relationship with surrounding areas are acceptable.

6. **Recommendation** - GRANT planning permission subject to a Section 106 Agreement to cover the cost of play equipment and to secure de-contamination of the site, the provision of the access and right turn lane, and the following conditions :

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

2. This permission relates to the application as amended by and shall be carried out in accordance with revised drawing no PER/666/01E submitted to the Local Planning Authority on 01.09.97.

3. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development Order) 1995 (or any Order revoking and re-enacting that Order) no fences, gates, walls or other means of enclosure shall be erected within the curtilage of any dwellinghouse forward of any wall of that dwellinghouse which fronts onto a road.

4. Notwithstanding the provisions of the Town and Country Planning, (General Permitted Development Order) 1995 (or any Order revoking and re-enacting that Order) no additional windows or similar openings shall be constructed in the western first floor elevation of Plot 1.

5. Construction work of any sort shall take place only between the hours of 7.00 am and 7.00 pm Monday to Fridays and 8.00 am to 1.30 pm Saturdays and no work shall take place on Sundays or Bank Holidays.

6. Prior to the commencement of development details of the proposed slab levels of the proposed dwellings shall be submitted to and approved in writing by the Local Planning Authority. The constructed development shall not vary from the approved levels by more than 300 mm.

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

8. No building shall be occupied until the access has been constructed in accordance with the approved plans.

9. Adequate precautions shall be taken during the construction period to prevent the deposit of mud and similar debris 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.

10. No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. These details shall include proposed finished levels; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials.

11. Soft landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed number/densities where appropriate; implementation and maintenance programme.

12. All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with the programme agreed with the Local Planning Authority.

13. 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 boundary treatment shall be completed in accordance with the approved details before the development commences.

14. Existing trees, hedgerows and shrubs identified on the approved plans for retention shall not be damaged or destroyed, nor shall they be uprooted, felled or pruned for a period of 5 years after completion of the permitted development. Any trees, shrubs or hedgerows removed or which die or become dangerous, damaged or diseased before the end of that period shall be replaced with new trees, shrubs or hedging species of such size, species and in such number and position as may be agreed in writing by the Local Planning Authority before the end of the first available planting season following their loss or removal (November - March inclusive).

15. 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.

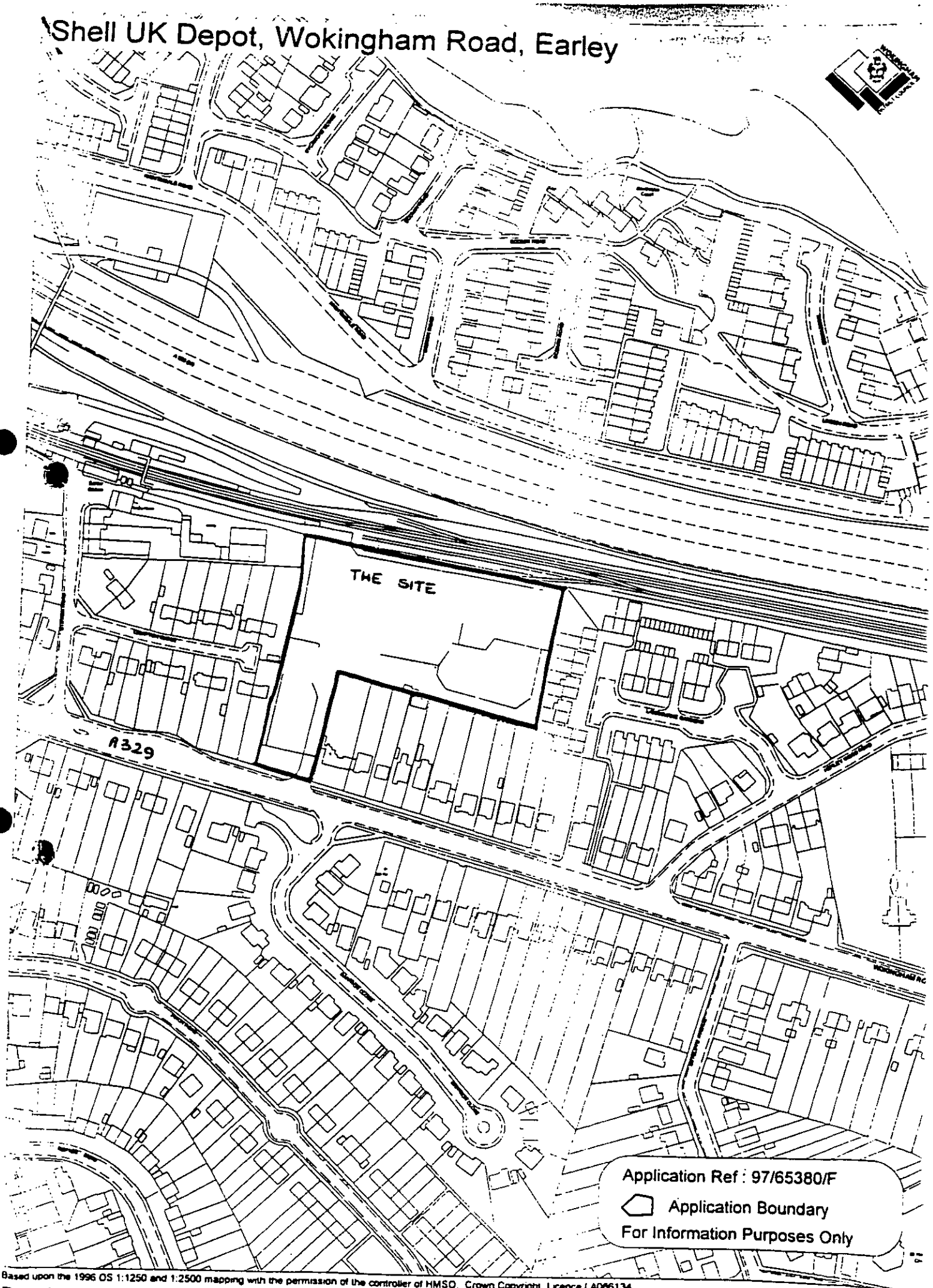
16. Before the use hereby permitted commences, the dwellings shall be sound insulated in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

REASONS

1. In pursuance of Section 91(1) of the Town and Country Planning Act 1990.
2. For the avoidance of doubt.
3. In the interests of highway safety and convenience.
4. To safeguard the amenities of neighbouring residents and the locality.
5. To safeguard the amenities of neighbouring residents and the locality.
6. To safeguard the amenities of neighbouring residents and the locality.
7. In the interests of highway safety.
8. In the interests of residential amenity.
9. In the interests of highway safety.
10. In the interests of visual amenity.
11. In the interests of visual amenity.
12. In the interests of visual amenity.
13. In the interests of visual amenity.
14. In the interests of visual amenity.
15. To ensure a satisfactory external appearance.
16. To safeguard the amenities of neighbouring residents and the locality.

LYNETTE BAKER
SC
21.7.97.

Shell UK Depot, Wokingham Road, Earley



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Development Control Section, Planning Department, Wokingham District Council.

July 1997

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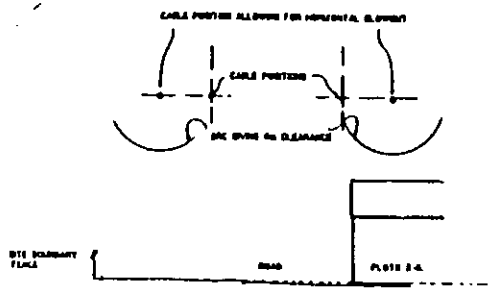
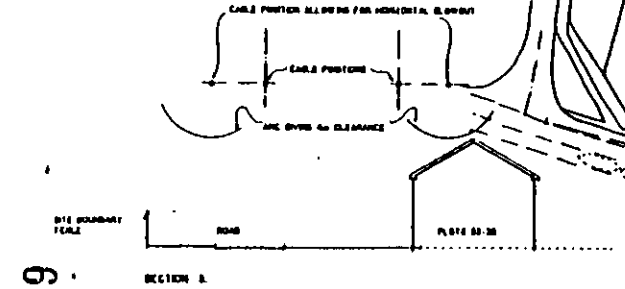
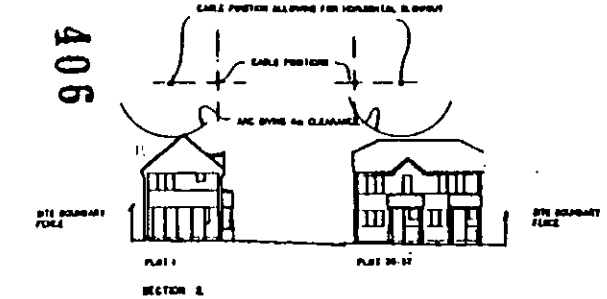
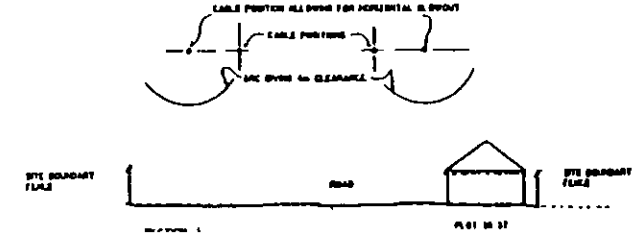
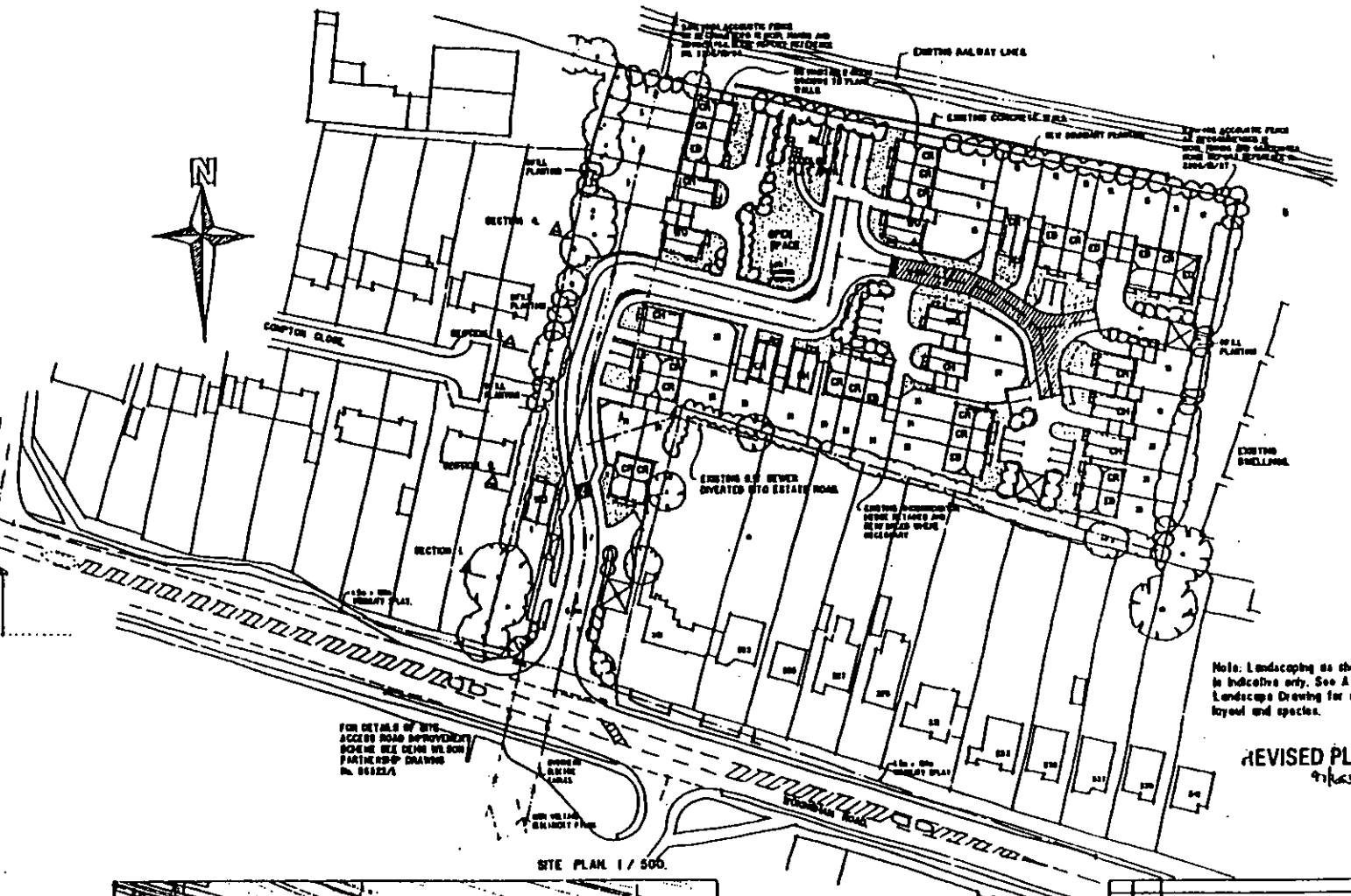






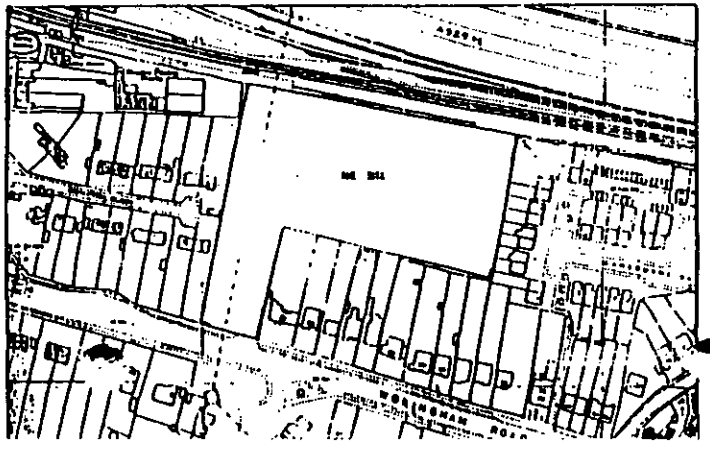




SITE PLAN 1 / 500.

Note: Landscaping as shown is indicative only. See A.C.D. Landscape Drawing for actual layout and species.

REVISED PLAN



SCHEDULE OF DWELLINGS

TYPE		DESCRIPTION	NO
CR	CRANMORE	3 BEDROOM HOUSE	14
ED	EDINBURGH	3 BEDROOM HOUSE	8
CH	CHICHESTER II	3 BEDROOM HOUSE	9
WD	WOODLEY	3 BEDROOM HOUSE	4
TOTAL NUMBER OF DWELLINGS			37

GARDEN SIZE STANDARDS

1 Bedroom House = 50 m² minimum
2 Bedroom House = 100 m²

PARKING STANDARDS

1 & 2 Bedroom Houses 1 allocated space per dwelling

Rev	Date	Details
B	8.2.87	MINOR CHANGES FOLLOWING M/TING 4.2.87
C	20.3.87	REVISED LAYOUT TO PLANNERS COMMENTS

Client: PERSIMMON HOMES

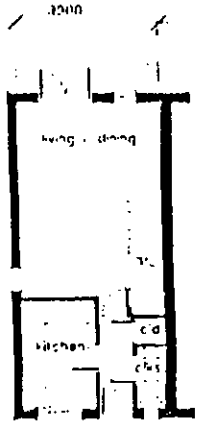
Site: EARLEY RISE, WOKINGHAM ROAD, READING.

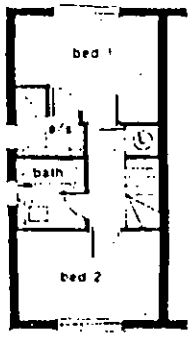
Drawing Title: SITE AND LOCATION PLANS.

Date: JUNE 87. Scales: 1/500, 1/1250

Drawing No: PER / 666 / 01 A

dha

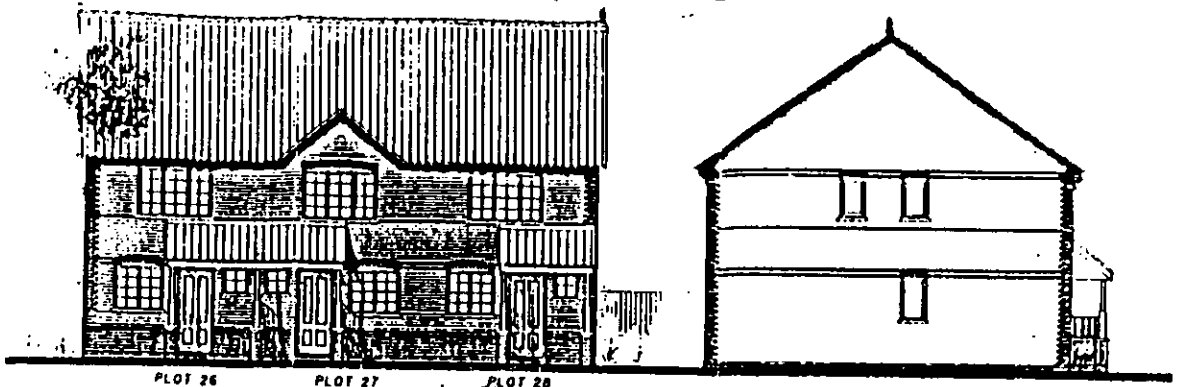




FIRST

THE CRANMORE.

REVISED PLAN



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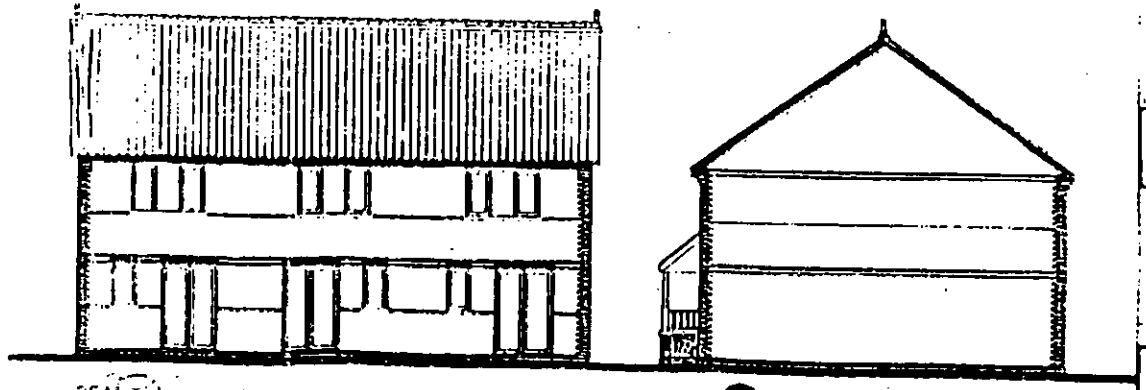
SIDE



REAR

SIDE

PERSIMMON HOMES

FARLEY RISE
WOKINGHAM ROAD
READING

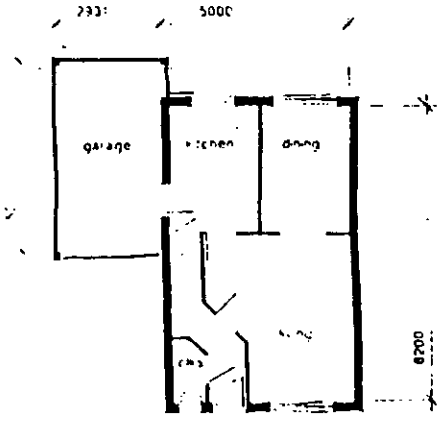
THE CRANMORE
ELEVATIONS

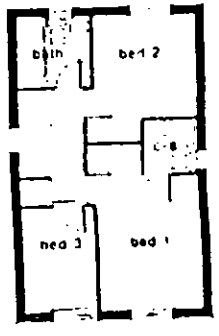
MAR 97

1/100

PLR/666/09

407 619





620 408

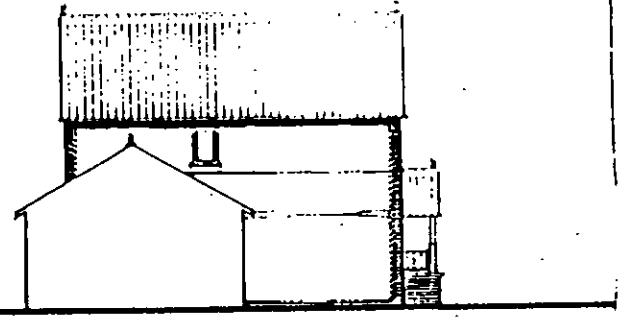
P/66330/F

REVISED PLAN

THE CHICHESTER II.



FRONT



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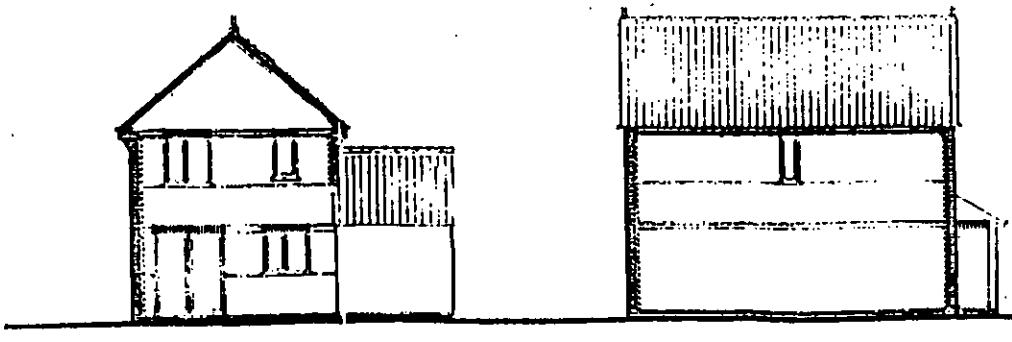


REAR

SIDE

PERSIMMON HOMES

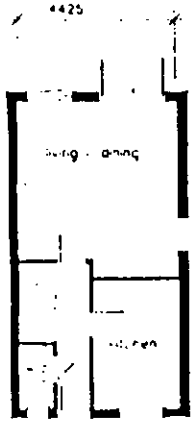
HARLEY RISE
WORMINGHAM ROAD
READING

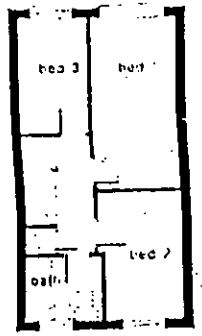
THE CHICHESTER II
ELEVATIONS

MAR '97 1/100

PER/666/06 4

dha



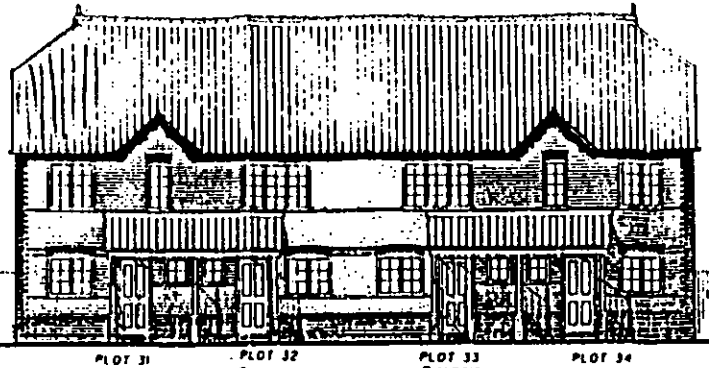


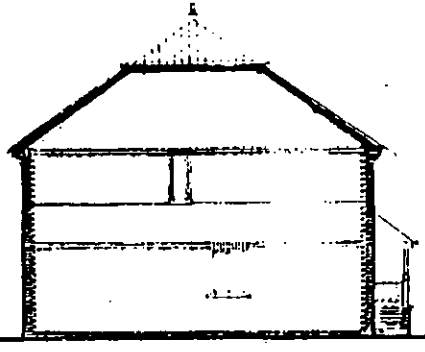
409
621

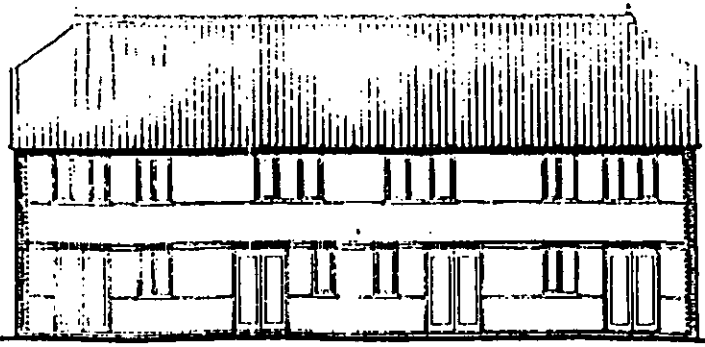
REVISED PLAN

17/0533/F

THE EDINBURGH







PERSIMMON HOMES

EARLEY RISE
WOKINGHAM ROAD
READING

THE EDINBURGH
ELEVATIONS

MAR 07
PER/666/07/A

dha

REVISED PLAN

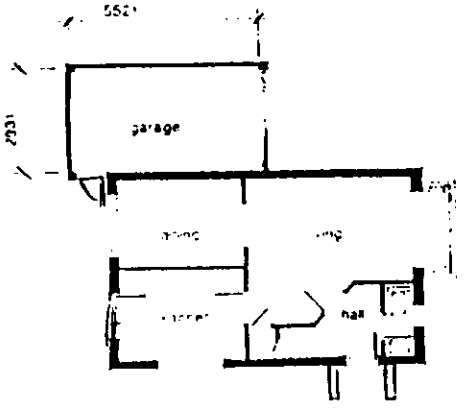
THE WOODLEY.



FRONT ENTRANCE



REAR SIDE



410 622

PERSIMMON HOMES

EARLEY RISE
WOKINGHAM ROAD
READING

THE WOODLEY
ELEVATIONS

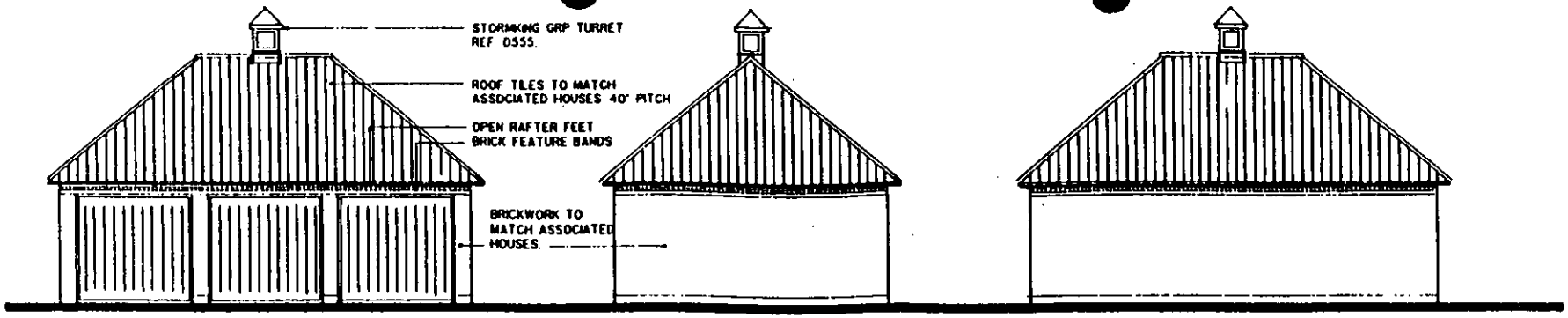
MAR '97 1/100

PER/6666/14 A

dha

David Hunter Associates

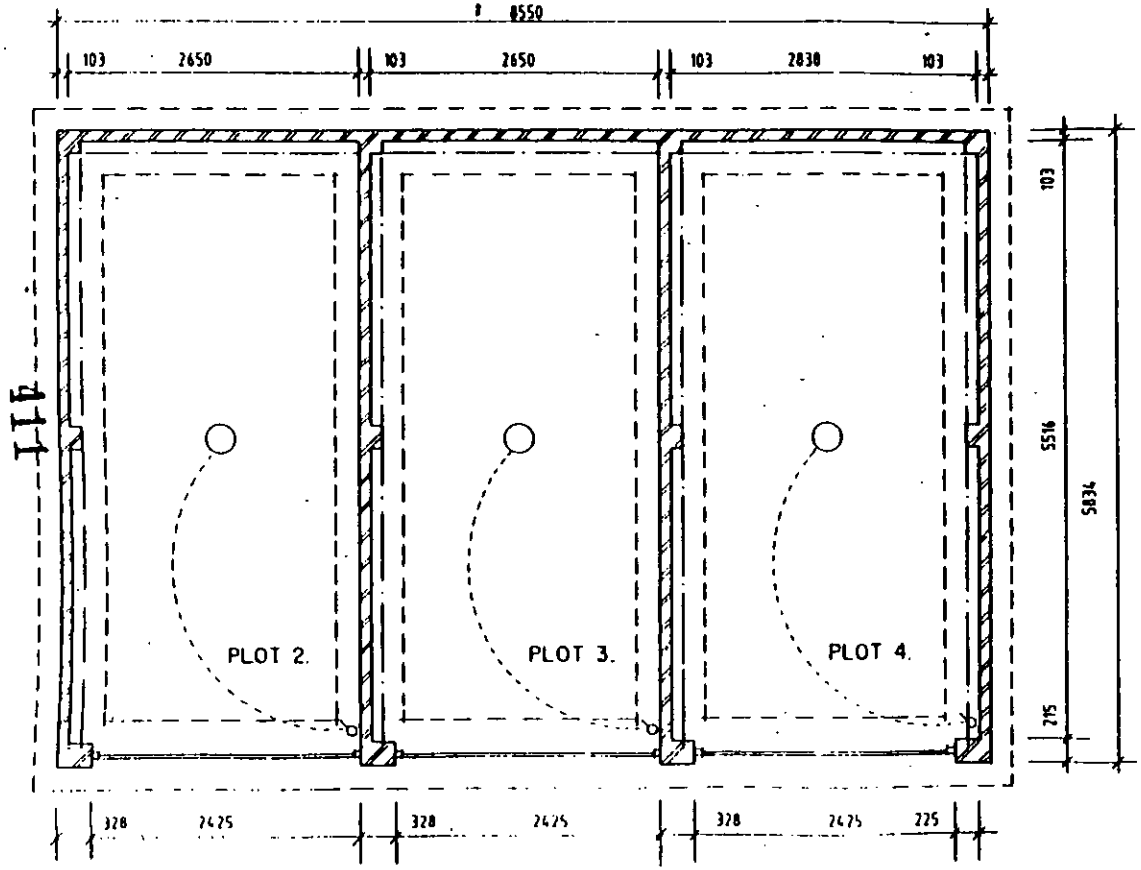
EARLEY RISE



FRONT ELEVATION

SIDE ELEVATION

REAR ELEVATION



FLOOR PLAN.

623
411

Rev	Date	Details	Drawn

Client

PERSIMMON
HOMES

Site

EARLEY RISE.
WOKINGHAM ROAD.
READING.

Drawing Title

GARAGE DETAILS.
TRIPLE DETATCHED
PLOTS 2-4.

Date MAR 97

Scales 1/100, 1/50.

Drawing No. PER/666/15.

dha

Derek Homer Associates

E. Power cables cross the site in a north-south direction and are situated primarily over the access road. However though no properties are immediately underneath, some are extremely close. Current research is inconclusive about any adverse health effects from electromagnetic fields from such power cables. Expert advice (based on the advice of the National Radiological Protection Board) is that no health risk has been established, although it may be advisable to avoid development directly underneath such cables as a precautionary approach. The Health and Safety Executive have also been consulted and have stated that there are no reasons on health and safety grounds why the application should not be permitted. On this basis, there are no grounds to object to the submitted layout.

F. The concerns of the Parish Council and local residents have been carefully considered. Concerns about the proximity of the power cables have been addressed in paragraph E above. It is considered that the reduction in the number of units has produced an acceptable density on the site. Children will not be able to trespass onto the railway line because of the existence of the 2.5m fence. The issue of contamination has been dealt with at paragraph B above. The Highway Authority is satisfied that there will be no detrimental impact on highway safety here. Landscaping will be subject to a condition although the principles of boundary treatments have already been established. Construction hours will also be controlled by condition.

5. **Conclusion** - The principle of the development of the site for residential use is acceptable and is supported by the National Guidance and the Local Plan. The constraints of noise, contamination and power cables can be satisfactorily accommodated without detriment to the proposal. Details of the layout of the scheme and its relationship with surrounding areas are acceptable.

6. **Recommendation** - GRANT planning permission subject to a Section 106 Agreement to cover the cost of play equipment and to secure de-contamination of the site, the provision of the access and right turn lane, and the following conditions :

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

2. This permission relates to the application as amended by and shall be carried out in accordance with revised drawing no PER/666/01E submitted to the Local Planning Authority on 01.09.97.

3. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development Order) 1995 (or any Order revoking and re-enacting that Order) no fences, gates, walls or other means of enclosure shall be erected within the curtilage of any dwellinghouse forward of any wall of that dwellinghouse which fronts onto a road.

4. Notwithstanding the provisions of the Town and Country Planning, (General Permitted Development Order) 1995 (or any Order revoking and re-enacting that Order) no additional windows or similar openings shall be constructed in the western first floor elevation of Plot 1.

5. Construction work of any sort shall take place only between the hours of 7.00 am and 7.00 pm Monday to Fridays and 8.00 am to 1.30 pm Saturdays and no work shall take place on Sundays or Bank Holidays.

6. Prior to the commencement of development details of the proposed slab levels of the proposed dwellings shall be submitted to and approved in writing by the Local Planning Authority. The constructed development shall not vary from the approved levels by more than 300 mm.

APPEAL DECISION 99/69866/F



Appeal Decision

site visit held on Tuesday 9 November 1999

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

[illegible]

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

23 NOV 1999

Appeal : T/APP/X0360/A/99/1028116/P5

- The appeal is made under Section 78 of the Town and Country Planning Act 1990 against a failure to determine an application for planning permission within the appropriate period.
- The appeal is brought by Bancroft Developments against Wokingham District Council.
- The site is located at 18 to 22 Arbor Lane, Winnersh.
- The application (ref: 99/69866/F), is dated 17/5/99.
- The development proposed is the demolition of an existing bungalow and the construction of three 2-bedroom houses, three 3-bedroom houses, two 4-bedroom houses and one 5-bedroom house.

Decision: The appeal is allowed and planning permission is granted as set out in the attached schedule.

Procedural Matters

1. Just before the site visit the appellants submitted drawings showing landscaping and amendments to the junction at Arbor Lane (Dwg Nos 0132/1 & 1292/01A). In view of the lateness and to avoid prejudice, I shall treat them as illustrative but not as part of the application before me.

Main Issues

2. The main issues are:

   a. whether, in the light of relevant policies, the proposed development would harm the character or appearance of the surrounding area;

   b. whether the living conditions of prospective residents would be unacceptably harmed by noise from the railway.

Development Plan

3. The appeal will be determined in accordance with the development plan, unless material considerations indicate otherwise. The development plan consists of the adopted Berkshire Structure Plan and the Loddon Area Local Plan.

Emerging Policies

4. There is an emerging Wokingham District Local Plan. It has been the subject of a local inquiry into objections but the inspector's report is awaited. At this stage in the plan process I shall give little weight to the detail of its policies. There is no evidence to suggest that the statutory development plan has been overtaken by events.

5. Reference is also made to the draft guidance in the draft revision of Planning Policy Guidance 3 (PPG 3). However, as a draft I shall give it little weight.

Countryside Policies

6. Part of the site is within the settlement boundary of Winnersh but most of it is outside the development boundary. In policy terms the latter is within the countryside. Structure Plan Policy C2 is a general policy seeking to strictly control development in the countryside. Adopted Local Plan Policy LTV1 would generally permit development within the settlement boundary and LTV2 (A) would permit housing development on sites not exceeding 0.4 hectares on the edge of settlements, in the form of rounding off. The part of the site outside the settlement boundary does not exceed 0.4 hectares.

7. The part of the site, which is outside the settlement, consists of the ends of three adjacent long rear gardens. One adjoins the southern boundary of a small area of public open space. These two small areas are almost totally enclosed by built development, including the Winnersh Triangle Business Park, an apparently recent housing development known as Arbor Meadows, older properties in Arbor Lane and Arbor Meadows, a railway line and a dense area of residential development to the south of the railway line. In view of all this I consider that housing development on the site would be partly within and partly rounding off the settlement. Therefore, in principle, it would accord with Policies LTV1 and LTV2(A).

Character and Appearance of Immediate Area

8. The rear gardens make a contribution to the appearance of the public open space. However, the gardens are not part of the public space. Moreover, the gardens do not appear to be part of the countryside, nor do they have the character of the open countryside. As I have said the two adjoining small areas are almost entirely surrounded by built development. The proposed development would not be unduly harmful to the character or appearance of the countryside, in the light of the adopted Local Plan Policy.

9. The development would be denser than the existing development north of the railway but would be similar to much of the recently built development in the general area. Some increase in density is almost inevitable if a good mix of house sizes is to be achieved, in accordance with Policy LH8. The house designs would be different from those around but not incompatible. I do not consider that the development would be harmful to the general character or appearance.

Noise

10. From the specialist noise study, most of the proposed houses would be in Noise Exposure Category (NEC) B by day and night. One, Plot 9, would be in NEC A and one wall of Plot 8 would be in NEC C during the day. From the report and the advice in PPG 24, I am satisfied that acceptable living conditions could be achieved by suitable mitigation measures, such as those outlined in the report on the study. The report refers specifically to the extra measures needed for Plot 8.

Summary

11. On the two main issues, I conclude that the proposed development would accord with development plan policies and would not harm the character or appearance of the

surrounding area. Noise need not unacceptably harm the living conditions of the prospective residents. I have also taken account of all the other matters raised but they are not sufficient to override my conclusions arising from the main issues.

Conditions

12. I have already dealt with the need for noise mitigation measures. To protect the appearance of the area, conditions would be required to control the external materials to be used, and for landscaping on the lines of the illustrative scheme in Drawing 0132/1.

13. The proposals (Dwg No 1292/01) include changes to the junction of Arbor Meadows and Arbor Lane. Improvements, such as those indicated, would be necessary to accommodate the proposed access safely. There is need for a "Grampian" condition concerning the implementation of the proposed junction improvements. It can be worded in a way that overcomes any doubts there might be about the probability of it being completed within five years. The appellants also suggest a unilateral undertaking covering contributions to street lighting and footways but I am not convinced that these measures would be necessary in relation to the proposed development.

14. Finally in the interests of road safety it is necessary to ensure that the internal access road, turning and parking areas are provided and retained.

Conclusions

15. I conclude that the appeal should be allowed and planning permission granted, subject to conditions. In exercise of the powers transferred to me, that is my decision.

Informative

16. Some conditions require further matters to be approved by the local planning authority. There is a right of appeal to the Secretary of State if the authority refuses any such application, fails to give a decision within the prescribed period or grants a conditional approval.

17. This letter only grants planning permission under Section 57 of the Town and Country Planning Act 1990. It does not give any other approval or consent, which may be required.

Schedule:

Appeal: T/APP/X0360/A/99/1028116/P5

18. The appeal is allowed and planning permission granted for the demolition of an existing bungalow and the construction of three 2-bedroom houses, three 3-bedroom houses, two 4-bedroom houses and one 5-bedroom house, at 18 to 22 Arbor Lane, Winnersh, in accordance with the terms of the application [No: 99/69866/F] dated 17/5/99 and the plans submitted therewith, subject to the following conditions:

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

(ii) No development shall take place until samples of the materials to be used in the construction of the external surfaces of the buildings 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.

(iii) No development shall take place until a scheme of landscaping has been submitted to the local planning authority and approved by it. The scheme shall include indications of all existing trees and hedgerows and details of any to be retained, together with a scheme for their protection during the development.

(iv) 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 development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the local planning authority gives written consent to any variation. No building shall be occupied until all fencing and hard landscaping has been completed in accordance with Drawing No 1292/01.

(v) Development shall not begin until a scheme for protecting the prospective occupants of the dwellings from noise from the railway has been submitted to and approved by the local planning authority; all works which form part of the scheme shall be completed before a dwelling is occupied.

(vi) No dwelling shall be occupied until the internal access road, turning spaces, parking spaces and garages have been provided in accordance with Drawing No 1292/01 and thereafter they shall be retained for those purposes only.

(vii) No other construction work, hereby approved, shall begin until the improvements to the junction of Arbor Meadows and Arbor Lane have been completed in accordance with the details shown in Drawing No 1292/01.

B P Daly

COMMITTEE REPORT 99/70251/F

Application No. 99/70251/F | **Received** 04.08.99 | **Winnersh**

Location : **Ambulance Station, Reading Road, Winnersh**
Proposal : **Demolition of existing ambulance station and erection of 13 2-bedroomed flats and parking.**

1. **Planning History**

This 0.24 ha site is located at the junction of Reading Road and Winnersh Grove There are many mature trees on the site, including a large yew tree in the centre of the site and a significant tree screen to the eastern boundary. None of the trees is the subject of a TPO. To the east of the site, no. 342 Reading Road is a bed and breakfast establishment. To the west, on the opposite side of Winnersh Grove, is a children's day nursery and to the south are residential properties on Laburnum Road, which is a cul-de-sac and cannot be accessed from the site or Winnersh Grove.

The ambulance station is now surplus to requirements and the site is being sold by the National Health Trust. There is no relevant planning history.

2. **Proposal** – is for the demolition of the ambulance station and the erection of 13 2-bedroomed flats in a block of 2 stories with a third storey in the roof (3 units being located in the roof). Access would be from Winnersh Grove (the front access onto Reading Road would be stopped up) and parking would be to the rear of the site. The majority of trees would be retained but the central yew and 3 others would be removed.

3. **Consultations** -
   - ***Winnersh Parish Council*** – comments attached
   - ***Highway Authority*** – no objection subject to a section 106 agreement to secure a financial contribution of £15,000 towards highway improvements at Winnersh crossroads, and local sustainable transport intitiatives, and conditions.
   - ***Letters*** – one from the day nursery objecting on grounds of highway safety, and safety in relation to constrution vehicles, and one from residents to rear objecting on grounds of loss of privacy, amenity and wildlife
   - ***Environmental Health Officer*** – no objection subject to conditions relating to sound insulation measures to ensure protection from traffic noise
   - ***Thames Valley Police Liaison Officer*** – is concerned that there are no secure private garden areas

4. **Appraisal** – The main determining issues are:

A. Whether the principal of development is acceptable (Berkshire Structure Plan Policy H5. Loddon Area Local Plan Policy LH1. Wokingham District Local Plan (Deposit Draft) Policy WH1)

B. Impact on character of the area and adjacent properties (Loddon Area Local Plan Policies LBE1. LBE2. LBE8; Wokingham District Local Plan (Deposit Draft) Policies WOS3. WBE13. WBE11)

C. Layout and design (Policies LBE1.LBE2. LH8 and Loddon Area Local Plan, Policies WBE1 and WHE of Wokingham District Local Plan (Deposit Draft)).

D. Highway Issues

E. Services, Amenity and Infrastructure Requirements

F. Concerns of local residents and the Parish Council

A. The principle of development

The site lies within the settlement and within an area which is predominately residential. The development of the former ambulance station for housing conforms in principle with Development Plan policies subject to its having an acceptable impact on the character of the area and to there being no unacceptable highway issues.

B. Impact on the character of the area and amenity of neighbouring properties.

The site currently comprises a centrally located building of 1 and 1½ stories with existing mature trees to the east and an open aspect to Reading Road and Winnersh Grove.

The proposal retains the majority of important trees to the east but the central building will be significantly larger than the existing ambulance station in terms of its east-west spread across the site and its height, and will involve the loss of the central yew tree which is currently a significant feature in the street scene. The loss of this tree has been accepted by the Arboriculturist as it is near the centre of the site and its retention would make redevelopment difficult. Replacement planting along the front of the site will compensate for the loss to the street scene. The majority of the other mature trees on the site are shown to be retained as they are recognised as having significant amenity value. Local Plan policies are thus complied with

There are 3 flats proposed within the roofspace of the highest part of the building (9m); the bulk of the roof has, however, been broken up and the number of dormers kept to a minimum through the use of rooflights. The height of the proposal is not considered out of keeping with the neighbouring property at 342 Reading Road, which is 8.2 m high. The proposal mirrors the

gable design of this existing property in its elevation to Reading Road. The boundary treatment to Reading Road demonstrates continuity with the existing frontages in that a 2m high wall with screen planting on its road side is proposed. The building has been located so that it provides continuity in terms of the building line between existing properties in Winnersh Grove and number 342 Reading Road. All parking is to be located to the rear of the flats.

It is considered that the scale, form and design of the proposal are in keeping with the character of the location and that therefore in this respect there is no conflict with planning policy.

In terms of the impact of the proposal on neighbouring property, the retention of the mature tree screen between the proposal and no. 342 Reading Road has resulted in 17 metres separation flank to flank and has reduced any potential for overlooking. This relationship is therefore considered to be satisfactory. Revisions have secured an acceptable relationship with the property at the rear – number 68 Laburnam Road, avoiding overlooking or disturbance from car parking. There are no residential properties which may be overlooked on the west side of Winnersh Grove. The proposal is therefore considered to show a satisfactory relationship with existing properties.

C. Layout and Design

In terms of the mix of units, the proposal conforms with planning policy because it proposes 13 2-bedroomed units for which there is a demand, as shown by the District's Housing Need Survey.

The useable amenity space provided is in excess of the local plan requirement; although the majority of this is provided at the front of the site, this area will be shielded from road noise and rendered private by virtue of the 2 metre brick wall to Reading Road elevation.

The Thames Valley Police Liaison Officer has expressed concern about the lack of secure private garden areas; it is considered that, in this instance, to provide such areas would not be practical and would detract from the spacious character of the site. However, a condition is included to ensure small-scale enclosures around the ground-floor flats to provide some security

In terms of its appearance, it is considered that the proposal will relate well to other neighbouring buildings along Reading Road. In terms of its design and layout, therefore, there is no conflict with development plan policy.

D Highway Issues

The site is a sustainable location, being within walking distance of main bus routes and about 500 metres from Winnersh station. Car parking spaces are therefore acceptable at 1.5/unit. A Section 106 agreement is required to secure financial contribution of £15,000 towards improvements at Winnersh Crossroads and local sustainable transport initiatives.

E. Services, Amenity and Infrastructure requirements

A contribution of £15,000 has been offered towards local primary and secondary schools, to be secured through a section 106 agreement. A contribution of £2,187 will also be made through a legal agreement towards the provision of a new library in Winnersh. A financial contribution of £15,000 will also be made towards highway improvements at Winnersh Crossroads, and local sustainable transport intitiatives. It is considered that these contributions satisfactorily address the Services, Amenity and Infrastructure requirements resulting from this development

F. Concerns of local residents and the Parish Council

Highway concerns have been addressed in paragraph 4D above. Concerns with regard to loss of amenity have been overcome with the submission of revised plans.

5. **Conclusion**

The principle of the re-development of the site for residential use is acceptable. It is not considered that the proposal detracts from the character of the area or the street scene, or the amenity of neighbouring properties, and so conforms with development plan policies.

6. **Recommendation** – GRANT permission subject to a section 106 agreement to secure financial contributions towards the following:

- £15,000 towards facilities at local primary and secondary schools
- £2,187 towards the provision of a new library at Winnersh
- £15,000 towards improvements at Winnersh Crossroads, and local sustainable transport initiatives including public transport, walking and cycling facilities

and the following conditions:

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

2. This permission relates to the application as amended by and shall be carried out in accordance with revised plan No's 9481/P/O/A, 02A, 03A, 04A, 05A, 06A submitted to the Local Planning Authority on 22/10/99.

3 No construction work of any sort shall take place other than between the hours of 0800 and 1800 Monday to Fridays and 0800 to 1330 Saturdays and no work shall take place on Sundays or Bank Holidays.

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

5 No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning

Authority and these works shall be carried out as approved. These details shall include enclosures; hard surfacing materials; minor artefacts.

6. Soft landscape works shall include [planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed number/densities where appropriate; implementation and maintenance programme].

7. All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with the programme agreed with the Local Planning Authority.

8. 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 boundary treatment shall be completed in accordance with the approved details before occupation.

9. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons (1 November - 31 March) following the first 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 dangerous, damaged or diseased shall be replaced in the next planting season with others of similar size and species.

10. Existing trees, hedgerows and shrubs identified on the approved plans for retention shall not be damaged or destroyed, nor shall they be uprooted, felled or pruned for a period of 5 years after completion of the permitted development. Any trees, shrubs or hedgerows removed or which die or become dangerous, damaged or diseased before the end of that period shall be replaced with new trees, shrubs or hedging species of such size, species and in such number and position as may be agreed in writing by the Local Planning Authority before the end of the first available planting season following their loss or removal (November - March inclusive).

11. 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.

12 Before the use hereby permitted commences, the building shall be sound insulated in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority

13. No development of any kind shall be commenced on site until there has been submitted to and approved in writing by the Local Planning Authority a method statement for arboricultural works: the statement shall include details of the sequence of operations including felling and removal, remedial surgery works, location and erection of protective fences, the siting of and access to and from the works compound and details of the arboricultural supervision on site.

14. The approved protective fences shall be erected before any demolition or construction activity occurs on site and shall only be removed following written authorisation from the Local Planning Authority.

15. Details of the routes of all underground services and works there to must be submitted to and approved by the Local Planning Authority prior to the commencement of development and these approved details shall be implemented.

16. An area of at least 2 metres deep shall be delineated for each ground floor unit as secure private amenity space, and these details shall be included in the approved landscaping scheme.

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

18. No dwelling shall be occupied until secure bicycle storage details have been submitted and approved in writing by the Local Planning Authority.

19. Before the development hereby permitted is commenced, the vehicular access proposed shall be formed and provided with visibility splays shown on the approved drawing no. 9481/P/01A. The land within the visibility splay shall be cleared of any obstruction exceeding 0.6 metres in height and so maintained at all times.

20. Provision shall be made for 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.

21. Adequate precautions shall be taken during construction to prevent the deposit of mud and similar debris 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.

22. The existing access onto the front of the site off Reading Road shall be stopped up and abandoned and footway and verge crossings shall be re-instated to the satisfaction of the Local Planning Authority, before development commences.

23. The yellow hatched box markings fronting the site on Reading Road shall removed prior to development commencing.

REASONS

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

2. For the avoidance of doubt.

3, 4, 8.
To safeguard the amenities of neighbouring residents and the locality.

5, 6, 7, 9, 10.
In the interests of visual amenity.

11. To ensure a satisfactory external appearance.

12. To protect future occupiers from road noise

13, 14, 15.
To protect the trees to be retained.

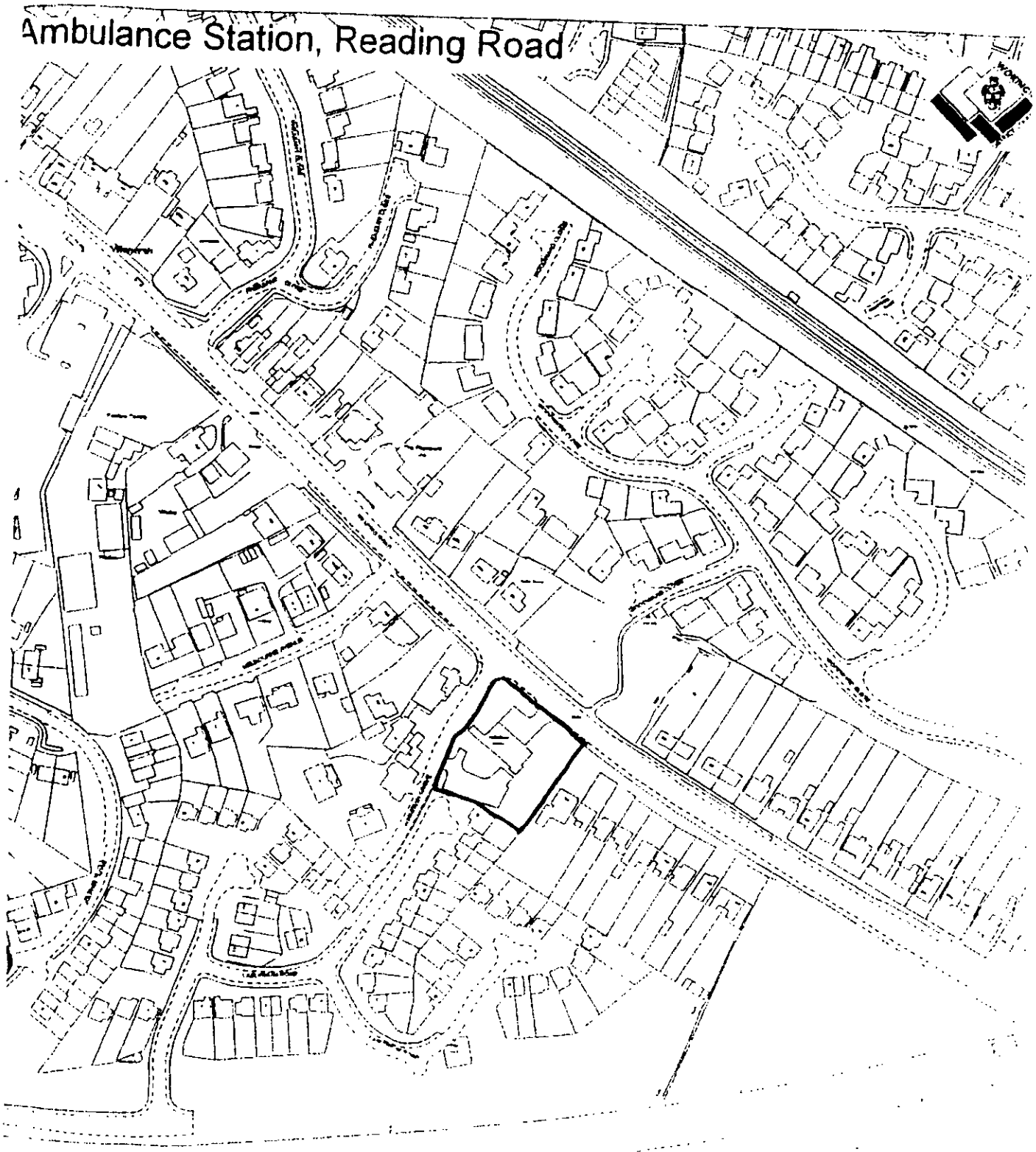
16. In the interests of security.

17, 19, 20, 21, 22, 23.
In the interests of highway safety.

18. In the interests of sustainability.

Lynette Baker

Ambulance Station, Reading Road



Application Ref 99/70251/F

Application Boundary

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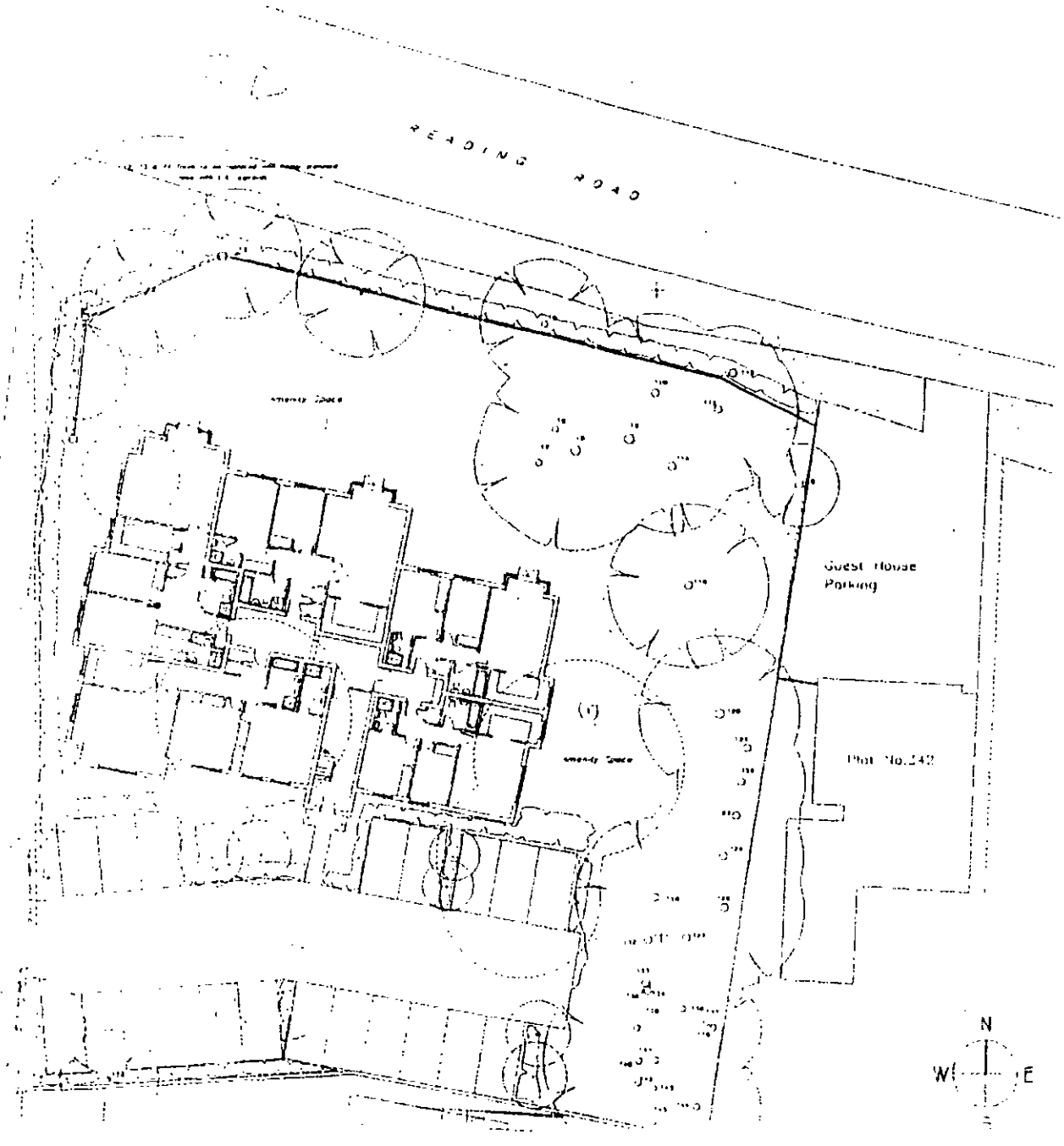
elopment Control Section, Environmental Services, Wokingham District Council
November 1999



Revision	Date	By
A Alteration to flat layout &	19/10/99	
Hedging, spray fence and hedging amended		
B notes added		

KEY

Proposed Planting

Existing Trees to be retained

Existing Trees to be removed

1.8m High screen wall/ fencing with continuous hedge planting around site boundary.

SITE AREA

0.24 Hectares
0.59 Acres

SCHEDULE OF UNITS

A Type 2 Bed Flats = 2
B Type 2 Bed Flats = 2
C Type 2 Bed Flats = 2
D Type 2 Bed Flats = 2
E Type 2 Bed Flats = 2
F Type 2 Bed Flats = 1
G Type 2 Bed Flats = 1
H Type 2 Bed Flats = 1

TOTAL = 13

Parking provision 20 spaces.

FLATS AT WINNERSH GROVE READING ROAD, WOKINGHAM SITE LAYOUT- including GROUND FLOOR FLAT

1:200

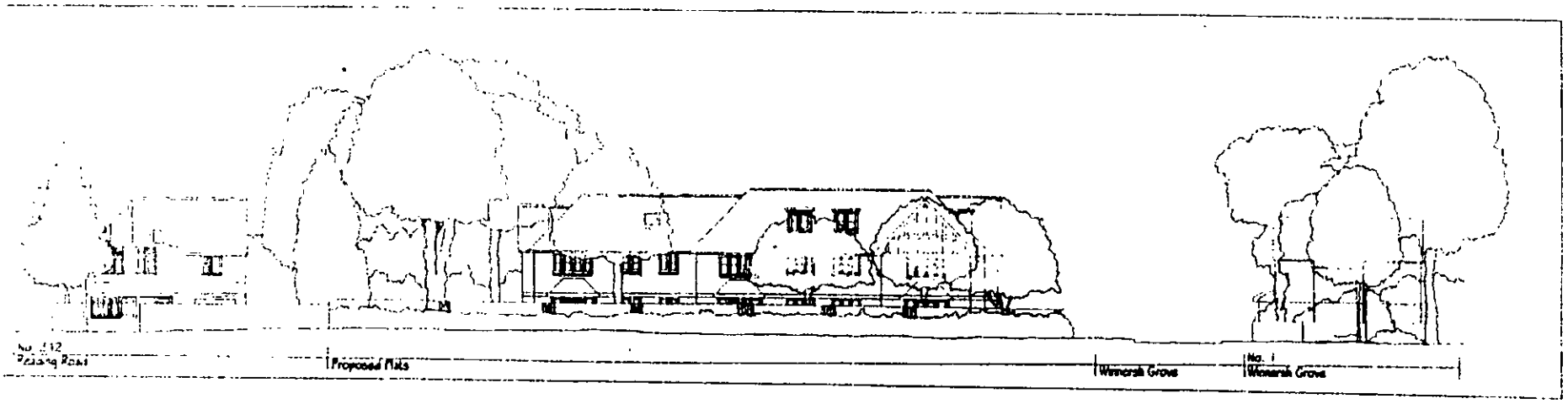
9481/P/01A

Date 23.7.99

Drawn by SE

Chartered Architects Town Planners and Environmental Consultants

The Burton Hillmore Partnership Reading Limited



WINNERSH GROVE
READING ROAD
WOKINGHAM

STREET ELEVATION

40251

9481/P/06

1:200

Date 23/07/99

Drawn by TJ

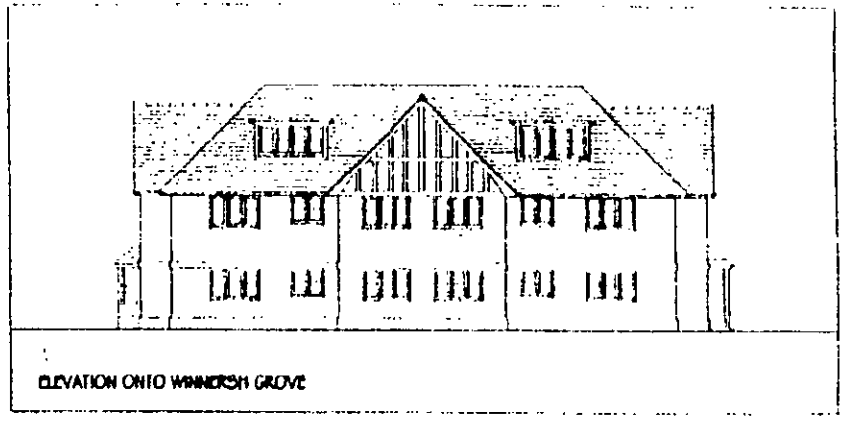
bwp

chartered surveyors
town planners and
environmental consultants

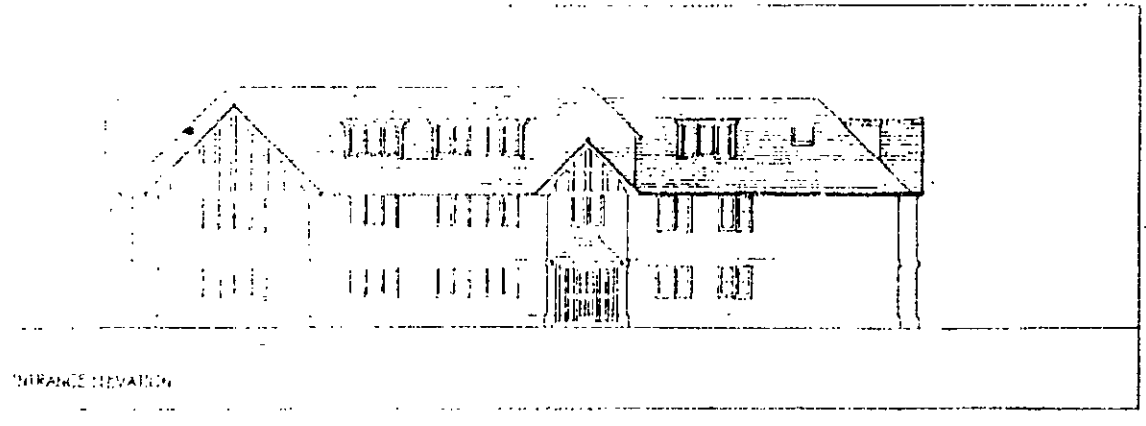
The Barton Willmore Partnership Reading Limited
Beansheaf Farmhouse Bourne Close, Calcot
Reading, RG31 7BW Tel: 0118 9425577



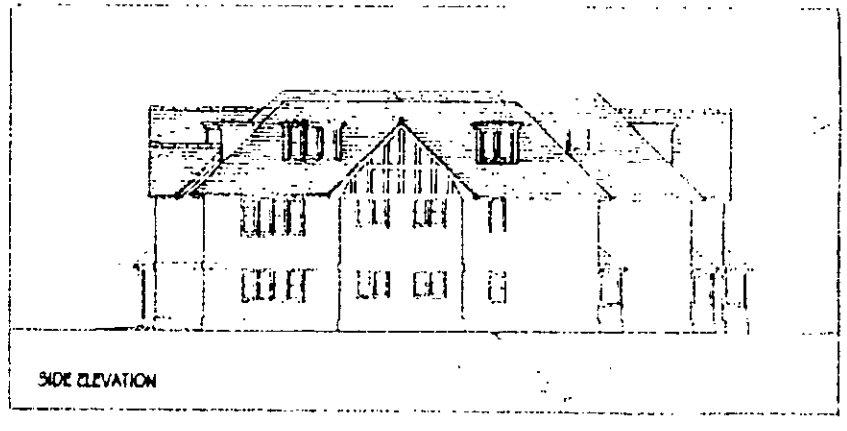
ELEVATION ONTO READING ROAD



ELEVATION ONTO WINNERSH GROVE



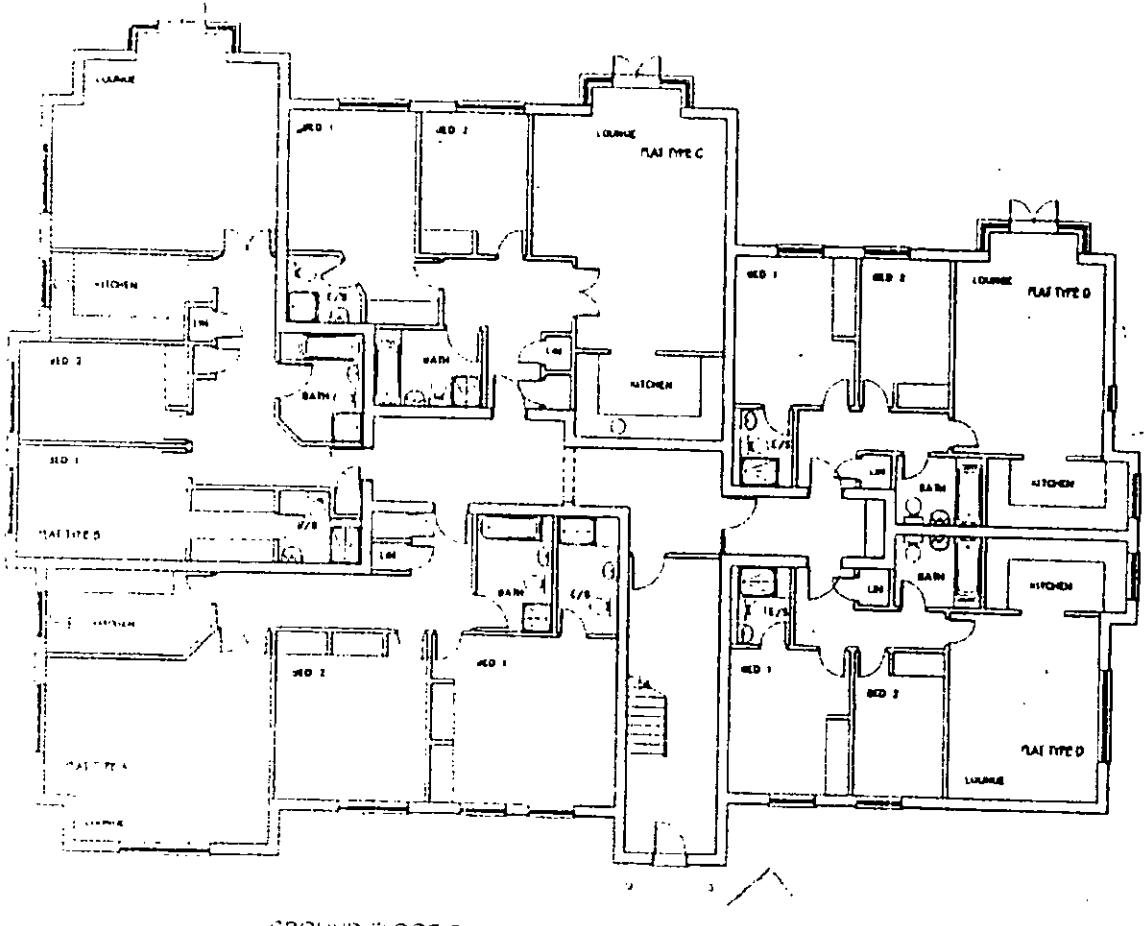
ENTRANCE ELEVATION



SIDE ELEVATION

WINNERSH GROVE
READING ROAD
WOKINGHAM
ELEVATIONS

9481/P/05A



GROUND FLOOR PLAN

WINNERSH GROVE
READING ROAD
WOKINGHAM

GROUND FLOOR PLAN

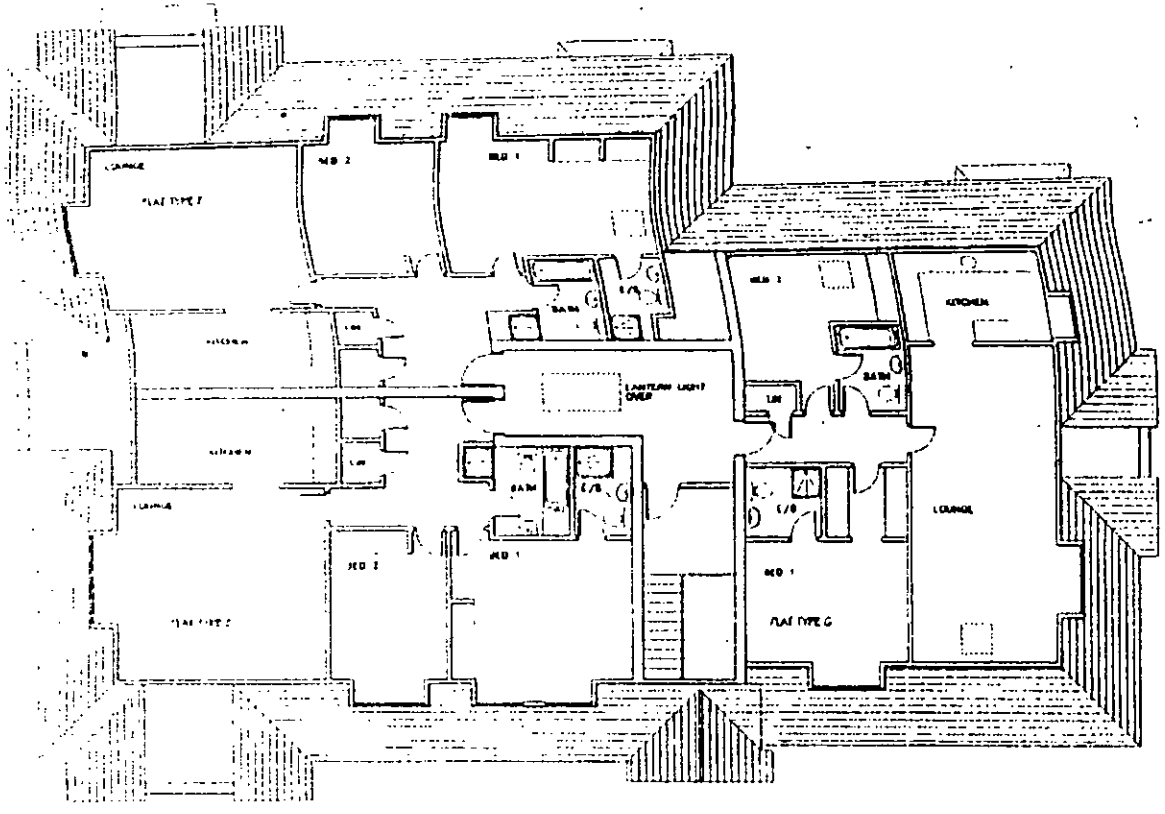
9481/P/02A

1:100

Date 23/07/99 Drawn by SE

Chartered Architects
Town Planners and
Environmental Consultants

The Design Partnership (Reading) Limited
Greenwood Farmhouse Mourne Close, Tilehurst
Reading RG31 5QH Tel: 0118 9425577



2ND FLOOR PLAN

Revision	Date	By
A General amendments to Floor Plan	23/07/99	MS

WINNERSH GROVE
READING ROAD
WOKINGHAM

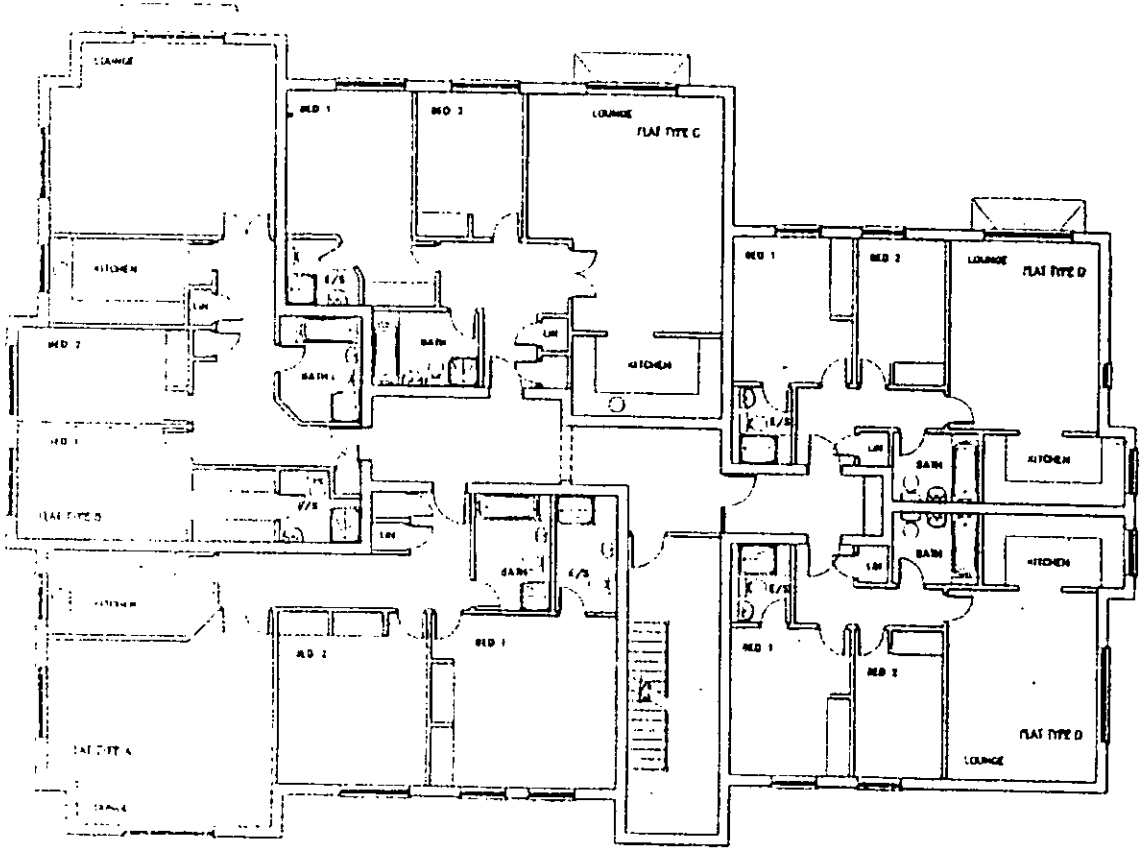
SECOND FLOOR PLAN

9481/P/04A

1:100

Date 23/07/99 Drawn by SE

Chartered Architects
Town Planners and
Environmental Consultants



1ST FLOOR PLAN

WINNERSH GROVE
READING ROAD
WOKINGHAM

FIRST FLOOR PLAN

9481/P/03A

1:100

Date 23/07/99

Drawn by JE

Chartered Architects
Town Planners and
Environmental Consultants

APPENDIX E

COMMITTEE REPORT – F/2000/1514

Application No	Received	Earley.
F/2000/1514	10.05.00	

Applicant: Bancroft Developments.
Location : Land to the rear of 1-11 Pond Head Lane, Earley.
Proposal : **Proposed demolition of 3, 3a, 13 and 15 Pond Head Lane and erection of 23 dwellings. (Duplicate application).**

1. **Planning History** – The site is located on land to the rear of 1-11 Pond Head Lane. The dwellings which occupy number 3 and 3a were originally granted planning permission in 1974 and are located to the rear of the frontage dwellings. The frontage dwellings numbers 13 and 15, which are also proposed for removal, pre-date the planning system. There have been no other relevant planning applications on this site.

2. **Proposal** – The proposed development is to demolish the existing dwellings on numbers 3 and 3a, and 13 and 15. The area of land that is currently 13 and 15, will be used to create a new access way to the land at the rear, with two frontage dwellings to either side of the new road. On the land to the rear of these two new four-bedroomed dwellings on the plot of 3 and 3a, there would be a further 21 dwellings erected. In total the proposed development is for 4 four-bedroomed dwellings, 9 three-bedroomed dwellings, 8 two-bedroomed dwellings and a block of 2 two-bedroomed maisonettes. The proposal would create in total 21 new dwelling and 4 replacement houses.

3. **Consultations** -
   - ***Earley Town council:*** Recommends refusal. (see attached comments).
   - ***Landscaping:*** No objection subject to conditions.
   - ***Crime Prevention Design Adviser:*** Has no major concerns regarding community safety and security. He does suggest a gate to the rear access lane to number 19 and 20.
   - ***Policy and Plans:*** No objection.
   - ***Environmental Health:*** No objection subject to conditions.
   - ***Railtrack:*** No objection subject to conditions.
   - ***Letters of Objection:*** There have been 24 letters of objection from local residents on the original plans and 3 additional letters of objection to the revised plans. A petition with 161 signatures has also been received The objections can be summarised as follows:
     - Increased on-street parking.
     - Increased traffic movements during rush hour, leading to congestion and a highway hazard.
     - Increased noise and disturbance during construction and after.
     - Overdevelopment of the site.
     - Loss of privacy from overlooking.
     - Out of keeping with the character and appearance of the surrounding area.
     - Would lead to further future development of a connecting site.
     - Loss of value of the existing dwellings.
     - Increased danger on a route to a school.
     - Existing companies on Pond Head Road have already increase traffic.
     - People currently use the junction to the front of the site for turning.

- The right turn filter lane on Wokingham Road is too small.
- Increased danger to children who play in the street.
- Increased pollution.
- Concern about impact upon the existing mains sewers.
- Loss of trees.
- Development would be forward of the building line.
- Proposal would clash with the existing driveways.
- Increased demand upon local services.
- Poor visibility on the new junction.

4. **Appraisal** – Main issues:

   A. Principle of Development. (Policy H5 of the Berkshire Structure Plan; Policy LH1 of the Loddon Area Local Plan; Policy WH6 and Housing Density Policy of the Wokingham District Local Plan (Deposit Draft) as modified.
   B. Housing Mix and Density. (Policies H5 and H9 of the Berkshire Structure Plan; Policies LH1, LH8 and LBE5 of the Loddon Area Local Plan; Policies WH6 and the Housing Density Policy of the Wokingham District Local Plan (Deposit Draft) as modified.
   C. Impact upon the residential amenity of the neighbouring dwellings. (Policies LBE1, LBE2 and LBE5 of the Loddon Area Local Plan; Policies WOS3 and WBE1 of the Wokingham District Local Plan (Deposit Draft) as modified.
   D. Impact upon the character and appearance of the surrounding area. (Policies LBE1, LBE2 and LBE5 of the Loddon Area Local Plan; Policies WOS3 and WBE1 of the Wokingham District Local Plan (Deposit Draft) as modified.
   E. Impact upon the existing trees. (Policies LBE1, LBE2 and LBE9 of the Loddon Area Local Plan; Policies WOS3, WBE1 and WBE11 of the Wokingham District Local Plan (Deposit Draft) as modified.
   F. Impact upon Highways Safety. (Policies LT5 and LT6 of the Loddon Area Local Plan; WT6 and WT7 of the Wokingham District Local Plan (Deposit Draft) as modified.
   G. Services, Amenities and Infrastructure Provision.
   H. Concerns of Residents and Earley Town Council.

A. Principle of Development.

The site is located within the identified settlement where development is usually acceptable in principle, subject to meeting the other policies within the District's development plans. The site would be designated as 'previously-used land' as it is currently existing dwelling and garden area. Therefore, the principle of development would be in accordance with the guidance as outline in PPG3 – Housing.

B. Housing Mix and Density.

The proposed development is to erect 4 four-bedroomed dwellings, 9 three-bedroomed dwellings, 8 two-bedroomed dwellings and a block of 2 two-bedroomed maisonettes on a site sized approximately 0.58 hectares. This would represent a net density of 39.7 dwellings per hectare.

Although the site is not within 400m of a local centre or 800m to a town or district centre, it does have particularly good access to alternative modes of

transport (bus corridor, park and ride and cycle routes), which allows travel to other retail facilities. Therefore the site is considered to be in a sustainable location, and development at a density of approximately 40 dwellings per hectares would be acceptable in principle. Hence, the proposed development would comply with the District's policy on housing density.

The proposed development would provide 44% of the dwellings as 2 bedroomed; 39% would be 3 bedroomed and only 17% of the dwellings would be 4 bedroomed. Therefore, the proposed housing mix is in accordance with the district's housing need and policy WH6 of the Wokingham District Local Plan (Deposit Draft) as modified.

C. Impact upon the residential amenity of the neighbouring dwellings.
The revised plans for the proposed development has resulted in the relocation of the access road, from running along the boundary of the site with number 11 Pond Head Lane, to be located between the two proposed 4 bedroomed dwellings. The road would at approximately 30m into the site start to curve towards the boundary with number 11. This is to allow the location of a block of three dwellings on the opposite side of the access road. Therefore the proposed road would be located such that there would be minimal detrimental noise or disturbance to the current and future occupiers of numbers 11 or 17.

The proposed development would be on land that both dwellings along Pond Head Lane and Wokingham Road would back onto. However the minimum distance from the rear of the closest dwelling, along Wokingham Road, would still be approximately 31m to the boundary of the application site. The closest residential dwellings to the boundary of the site and the dwellings, which front onto Pond Head Lane, are numbers 5 and 7. However the approximate distance from the main rear elevation of these dwellings to the rear boundary to the site is approximately 34m. Therefore there would be no overlooking, overbearing or overshadowing of the adjacent residential dwellings.

There are already two business located within Pond Head Lane. These together with the existing dwellings and the close proximity of the A329(M), the railway line and Wokingham Road (approx.60m), means that there is already a level of general noise and disturbance within the surrounding area of the development. It is therefore considered that the proposed development would not increase the level of noise and disturbance to a level which would have a significant detrimental Impact upon the residential amenity of the adjacent dwellings.

D. Impact upon the character and appearance of the surrounding area.
The existing dwellings within Pond Head Lane are of a variety of sizes and styles. The two frontage dwellings, which are proposed to be demolished at number 13 and 15, are two-storey gable fronted, 3 bedroomed dwellings. The existing dwelling to the north, Number 17 Pond Head Lane, originally was of a similar design to that of Number 13 and 15, however it has in recent years been significantly extended, with a two storey side extension and a flat roofed side facing dormer window. The dwelling to the opposite side of the site is one of a semi-detached pair. The two 4-bedroomed dwellings which will replace numbers 13 and 15 , will have a central two storey section with a side cat-slide roof with a front facing dormer window. It would be similar in form to that of number 17.

The revised plans for the proposed development have pulled the replacement frontage dwellings slightly further back on their sites. This means that the plot 1 dwelling will stand 2m forward of number 17 and while the plot 2 dwelling would stand only 60cm forward of number 11. This would be a similar relationship as currently exists between the existing dwellings and the street pattern. Therefore, the proposed replacement frontage dwelling would not be out of keeping with the existing dwellings along Pond Head Lane.

The proposed dwellings would have adequate private amenity space. While the rear garden areas of the terraced dwelling would be only as wide as the houses themselves, the shortest garden area of the terrace house would be at least 12m long. While the adjacent dwellings have larger garden areas, there are dwellings only a short distance away with garden areas of a similar size to the proposed dwellings. Hence the proposed development would not be out of keeping with the character or appearance of the surrounding area.

E. Impact upon the existing trees.
The Landscape Architect is satisfied that the proposed development and replacement landscaping scheme would have no significant detrimental impact upon the quality of the existing landscape of this area.

F. Impact upon the highway safety.
The Highway Authority is satisfied that the visibility splays shown on the amended drawing and the relevant alterations to the southern corner of the proposed new junction into the development, to create greater definition to the existing spur road, would mean that motorists would be able to enter and leave the proposed site in a safe manner.

There is an existing right turn lane on Wokingham Road with enough room to allow two cars to wait out of the flow of traffic for a suitable opportunity to turn into Pond Head Lane. It is recommended that the developers would be required via a condition to increase the length of this bay to allow three cars room to wait when turning right. This will help to maintain the flow of traffic along Wokingham Road.

A financial contribution of £20,000 has been agreed by the developer in order to compensate for additional traffic created by the development. This will be used for all or part of either safe routes to schools initiatives or to improve local sustainable transport initiatives and local traffic management schemes in the vicinity of the application site, by way of providing a pedestrian crossing over Wokingham Road.

The site is located along an existing bus corridor, with regular services into Reading and Wokingham. The site is also very close to an existing cycle route and a further proposed cycle route will pass along Pond Head Lane itself. It is 900m to the 'Park and Ride' site at the Showcase Cinema and to the Earley Train Station. Therefore, due to the wide selection of alternative modes of transport within easy reach of the site, the highway authority are satisfied that the proposed number of parking spaces would not result in an increase in on-street parking along Pond Head Lane. Accordingly, the proposed development would have no significant detrimental impact upon the highway safety of the surrounding area.

G. Services, Amenities and Infrastructure Provision.
Policy WOS4 of the Wokingham District Local Plan (Deposit Draft) as modified requires that development proposals will be expected to have some regard to existing levels of infrastructure, services and amenities. This is expanded upon in Supplementary Planning Guidance Provision of additional facilities or contributions need to meet the relevant test as laid down in Circular 1/97 'Planning Obligations'.

As stated above a contribution of £20,000 has been agreed for off-site highway improvements. There is also a requirement to provide open space or off-site financial contributions towards improving existing facilities. In this regard a financial contribution of £5,000 has been agreed to provide and install an additional piece of play equipment for the Skelmerdale West Play area. This play area, is the closest facility to the development and is within the 240m radius distance that is recommended by the NPFA and Council policy.

The proposed development would also impact upon the number of people wishing to use the local library facilities and a contribution of £1,242 has been agreed to improve the local library facilities. The proposed development would have a direct effect upon the upon education. The development would fall within the Bulmershe catchment area for secondary education. A financial contribution of £13,480 has also been agreed which would contribute toward the future expansion of the existing school.

H. Concerns of local residents and Earley Town Council.
The concerns of the Town Council and local residents have been noted. Some of these concerns have been addressed in the above appraisal. However the Town Council and some of the local residents have raised the possibility that the current application would set a precedent for further such development within the area. The site plan does state that the new roadway could give access to a future extension of the development. However the current application must be determined on the information which is currently submitted as part of this application. The possible future extension to the site would be likely to be on adjacent land which was designated as an identified housing site within the Loddon Area Local Plan.

Objections were also raised that the proposed development would reduce the value of the existing dwellings. However this is not a relevant planning consideration. There were also concerns that the proposed development would lead to an increase in the level of pollution. However, the development is located on previously-developed land and is located in close proximity to alternative sustainable modes of transport.

Another concern is the additional pressure which would be placed upon the existing main sewer system. This issue is controlled under separate legislation by Thames Water and should not form part of the consideration of this application.

5. **Conclusion** – The proposed development would have no significant detrimental impact upon the residential amenity of the existing dwelling or upon the character or appearance of the surrounding area. Similarly, the proposed new accessway and parking provision for the development would have no detrimental impact

upon the highway safety of Pond Head Lane and the surrounding area. Therefore, the proposed development would be in accordance with the policies of the District's Development Plan.

6. **Recommendation** – To GRANT planning permission, subject to a legal agreement for £20,000 towards off-site improvements to either safe routes to schools initiatives or to the improvement of local sustainable transport initiatives and local traffic management schemes; £5,000 towards off-site leisure provision, which would fund an additional piece of play equipment at Skelmerdale West Play Area; £1,242 towards library provision; £13,480 towards secondary education and the following conditions:

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.

Nicola Lake.

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.

SIGNED: _____ DATE: 22 JUN 2000

Clerk To Earley Parish/Town Council.

556

TOWN COUNCIL OBSERVATION SHEET

APPLICATION NO: P/2000/1514 PLANNING OFFICER: Nicola Lake

PARISH: EARLEY

PROPOSAL: Revised Plans: showing plots 1 and 2 set back, car parking reduced from 39 to 35 spaces.

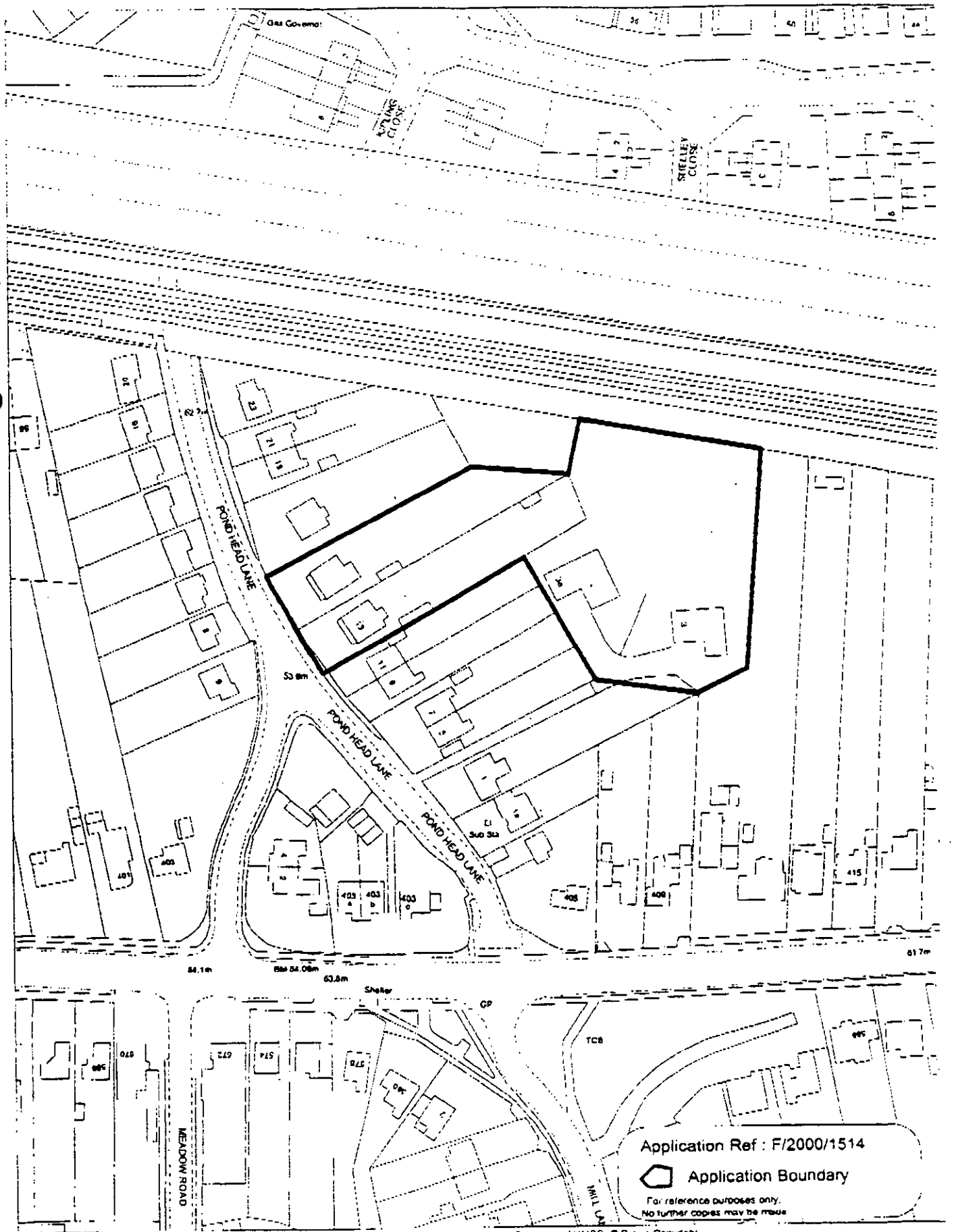
ADDRESS: 1 - 11 Pond Head Lane

APPLICANT: Bancroft Developments Ltd.

Councillors considered that these revisions did nothing to alleviate the concerns previously raised by the Town Council, and felt, therefore, that the observations already made should still be taken into account when considering this application.

SIGNED: _____
CLERK TO EARLEY TOWN COUNCIL

DATE: 19 OCT 2000



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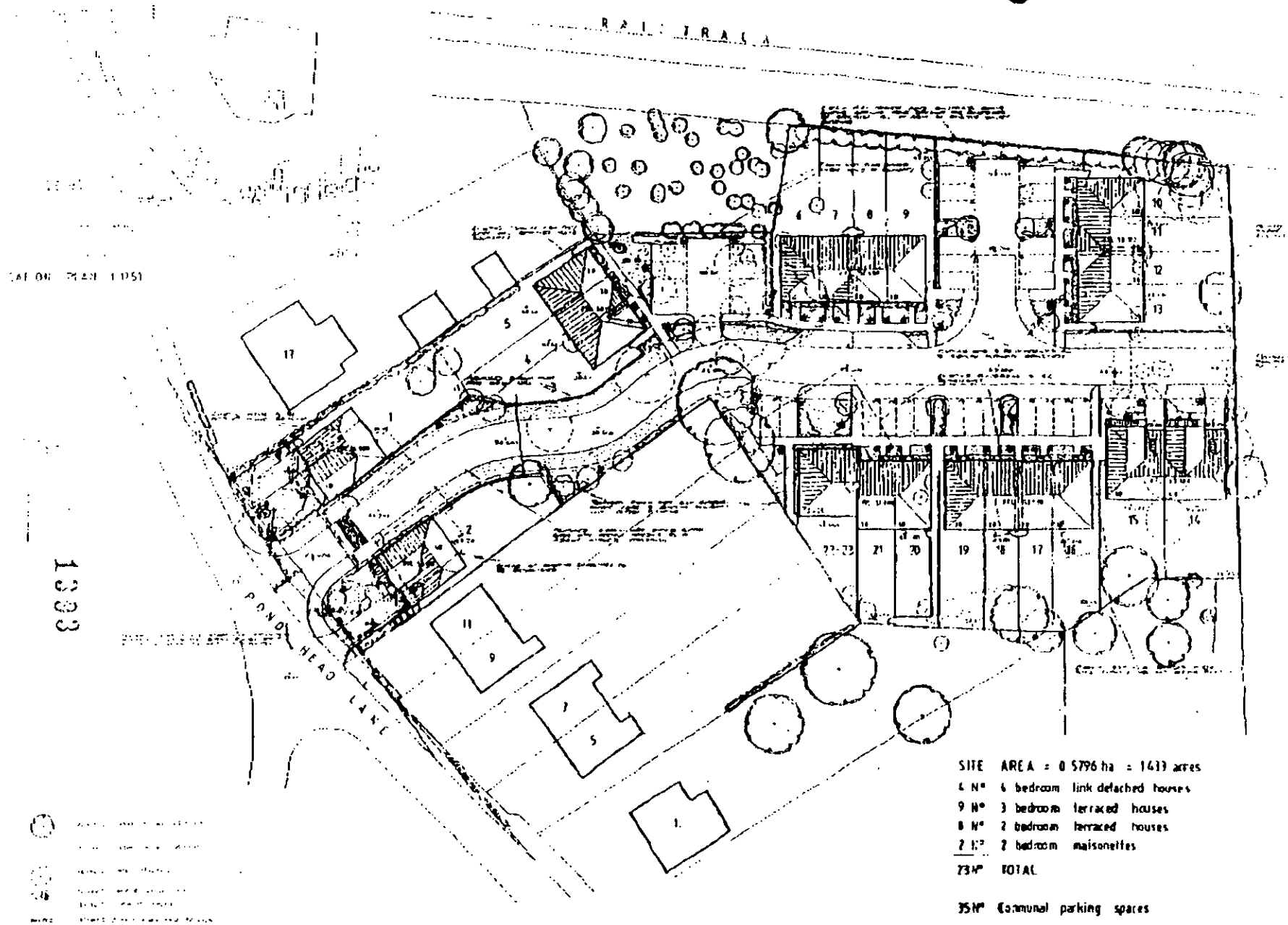
Development Control Section, Environmental Services, Wokingham District Council.

8 November 2000

Scale: 1 : 1250




RAILTRACK
PONDHEAD LANE
SITE AREA = 0 5796 ha = 1433 acres
6 N° 4 bedroom link detached houses
9 N° 3 bedroom terraced houses
8 N° 2 bedroom terraced houses
2 N° 2 bedroom maisonettes
25 N° TOTAL
35 N° Communal parking spaces
1433
Proposed residential development
9 11 and 15 Pond Head Lane
EARLEY
Berks
Barcroft Developments
SITE PLAN
1:250 May 2000
REVISED PLAN

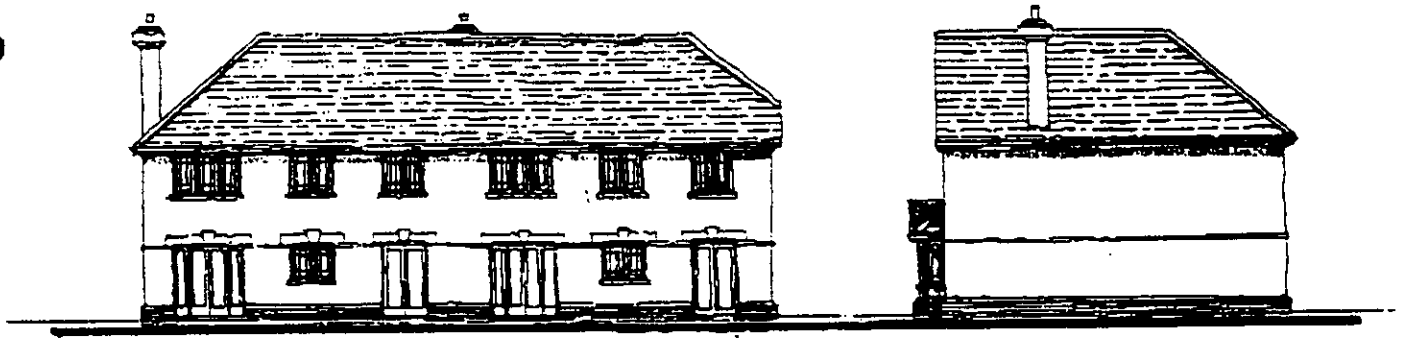
All dimensions and levels on this and to be checked prior to commencement of work.

This drawing is the copyright of The Edwards Irish Partnership.



FRONT ELEVATION

SIDE ELEVATION



REAR ELEVATION

SIDE ELEVATION

[illegible] 15.4

MATERIALS

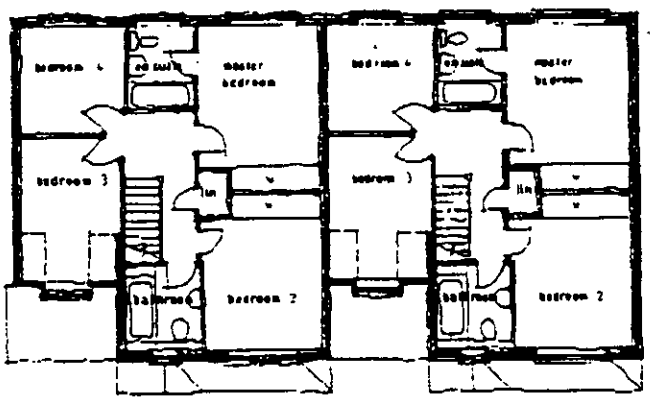
Roof [illegible]

WALLS [illegible]

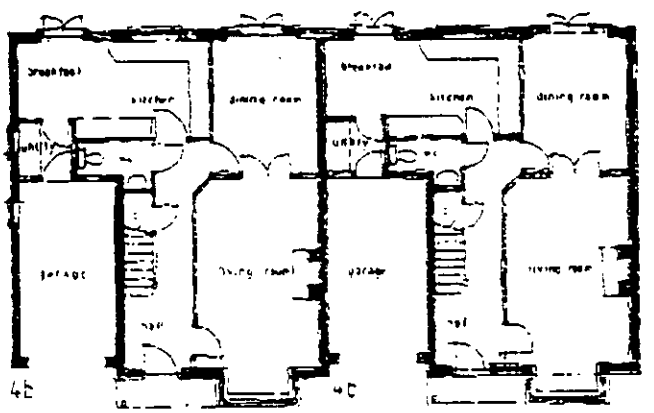
WINDOWS [illegible]

DOORS [illegible]

GROSS INTERNAL FLOOR AREA = 125.63 m² = 1352 ft²



FIRST FLOOR



GROUND FLOOR

Proposed residential development
3, 13 and 15 Pond Head Lane
EARLEY
Berks

Bancroft Developments

4 bed house types
plots 1, 2, 14 and 15

1:100 April 2000

The Edwards Irish Partnership
Architects & Surveyors
[illegible]

1394

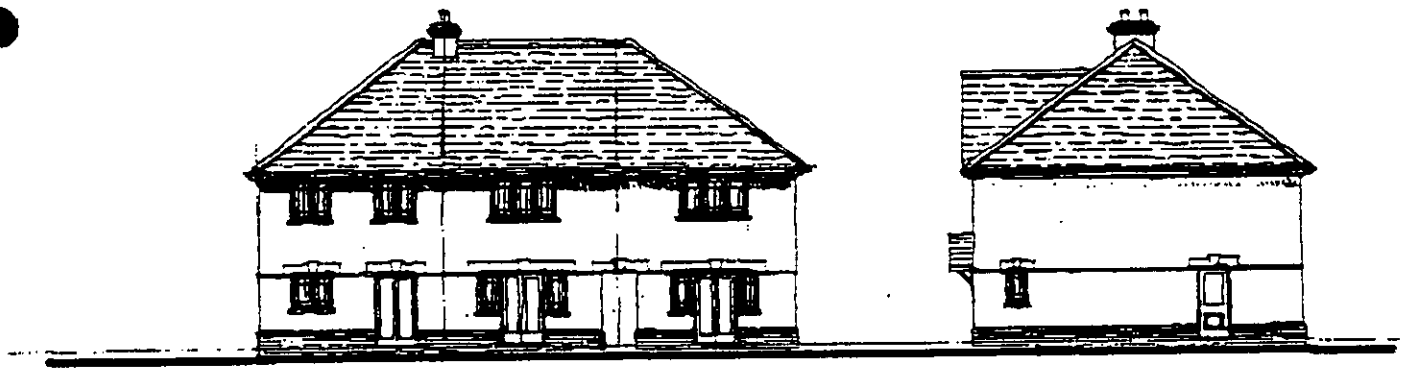
Job 1351 Dwg. 06

Notes



FRONT ELEVATION

SIDE ELEVATION



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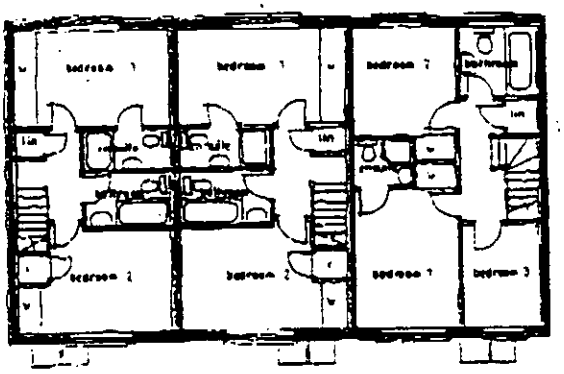
SIDE ELEVATION



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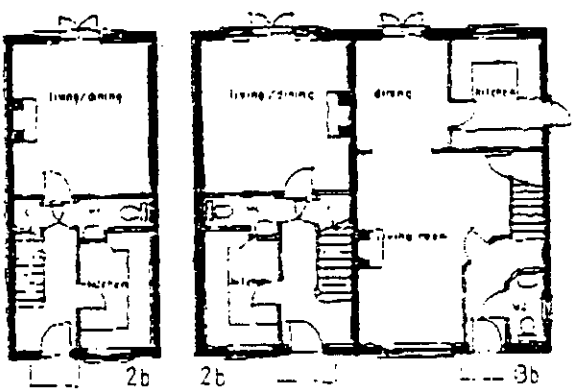


GROUND FLOOR

MATERIALS

Roof

Walls

Windows

Doors

Garages

A

Proposed residential development
3 13 and 15 Pond Head Lane
EARLEY
Berks

Bancroft Developments

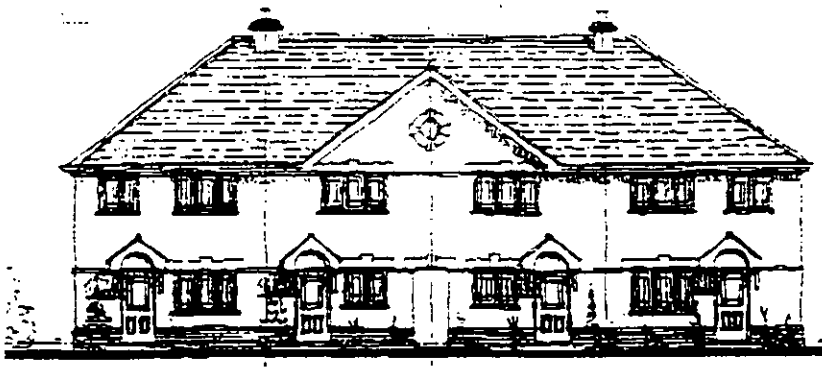
2 and 3 bedroom house types
plots 3, 4 and 5

1:100 May 2000

1335

The Edwards Irish Partnership
Architects & Surveyors

Job 1351 Dwg. 07 A



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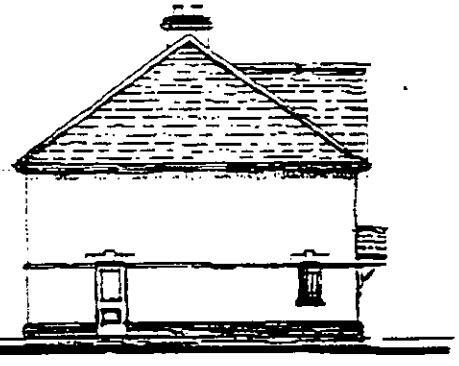
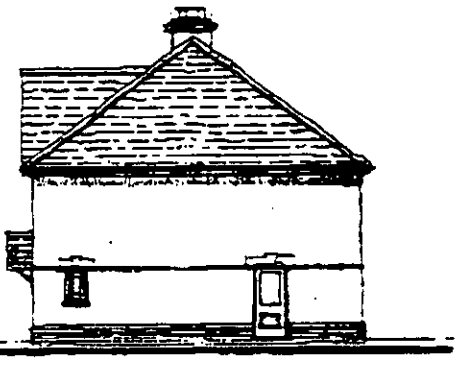


SIDE ELEVATION



REAR ELEVATION



SIDE ELEVATION

MATERIALS

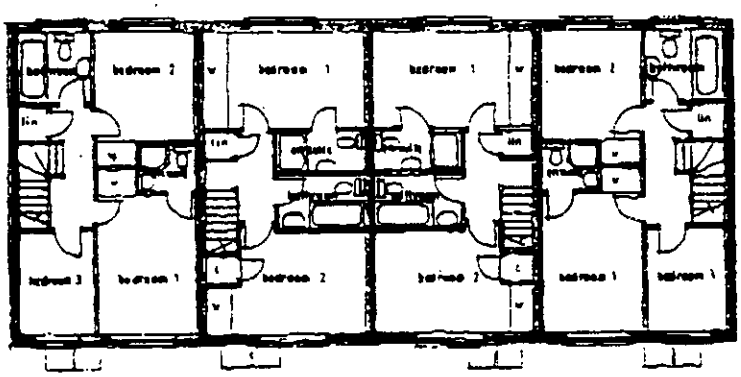
Roof

Walls

Windows

Doors

Eaves



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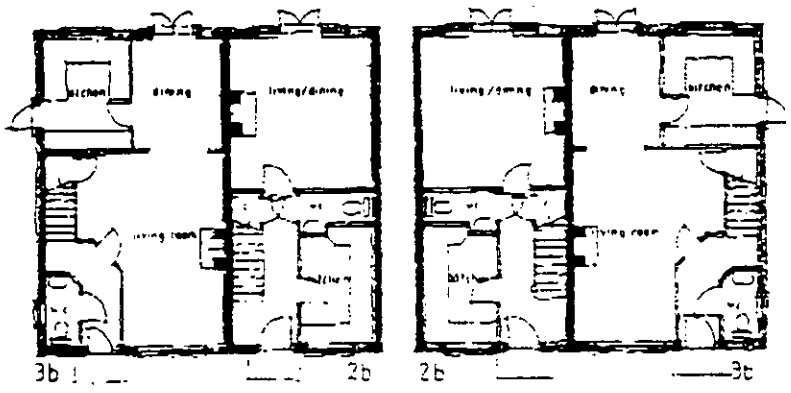


GROUND FLOOR

Proposed residential development
3 13 and 15 Pond Head Lane
EARLEY
Berks

Bancroft Developments

2 and 3 bedroom house types
plots 6-13 and 16-19

1:100 May 2000

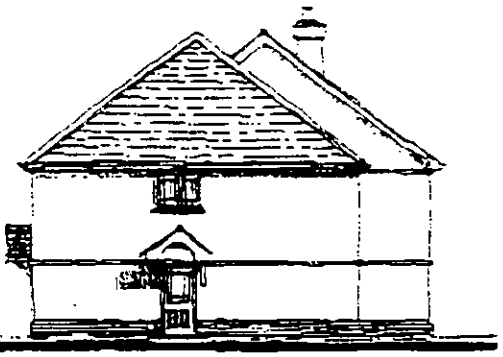
The Edwards Irish Partnership
Architects & Surveyors

Job 1351 Dwg. 08

1386



FRONT ELEVATION



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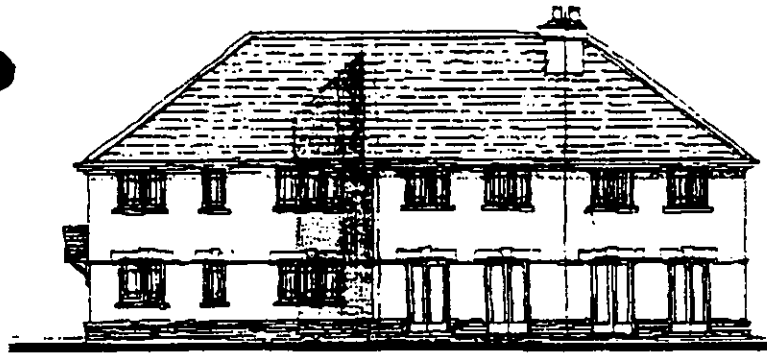

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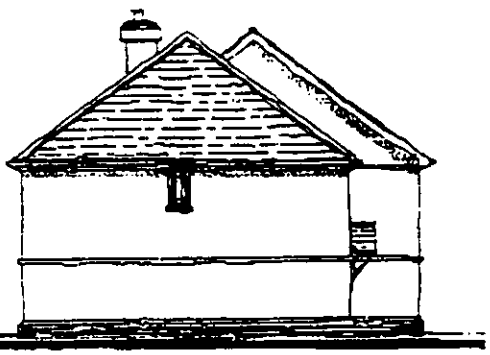


SIDE ELEVATION

10 MAY 2000

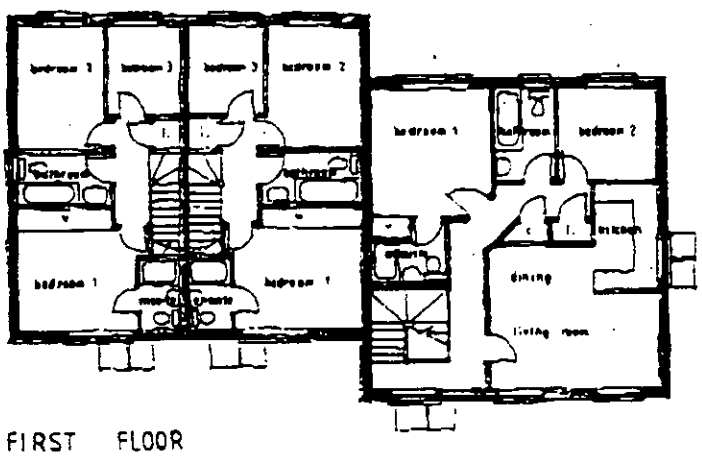
MATERIALS

Roof : Reinforced concrete roofing slates with

WALLS : multi stock facing brickwork and white

WINDOWS : White UPVC casement windows with

DOORS : white painted finish



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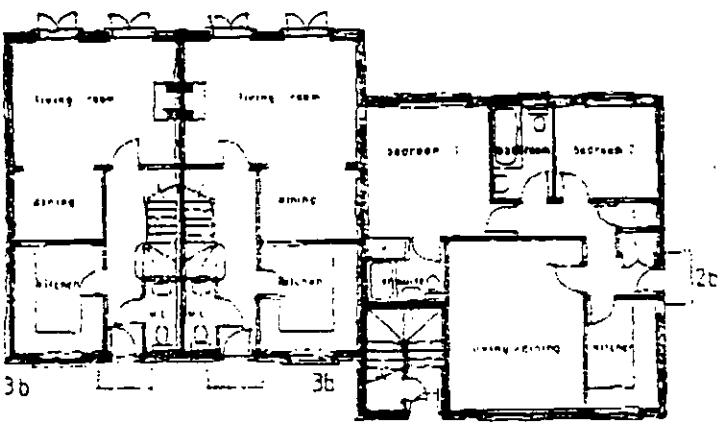

GROUND FLOOR

25

Proposed residential developmer
3, 13 and 15 Pond Head Lan
EARLEY
Berks

Bancroft Developments

2 bed flat and 3bed house
plots 20 - 23

1:100 May 2000

The Edwards Irish Partnership
Architects & Surveyors

1397

Job 1351 Dwg. 09

NOTICE

All dimensions and details are not to be checked. Only to be used for planning purposes.

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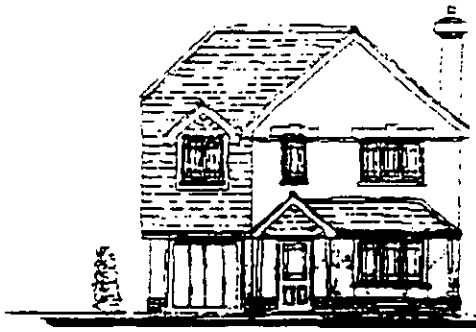

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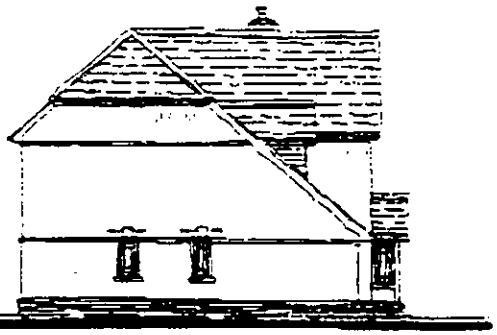

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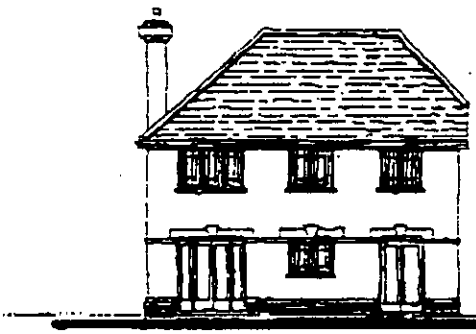
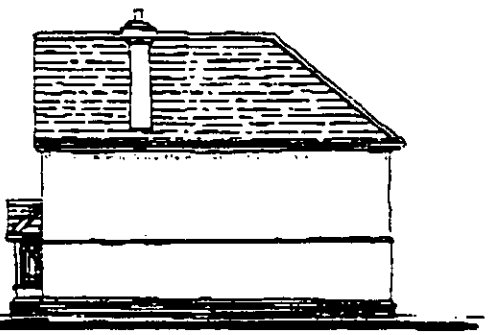


REAR ELEVATION



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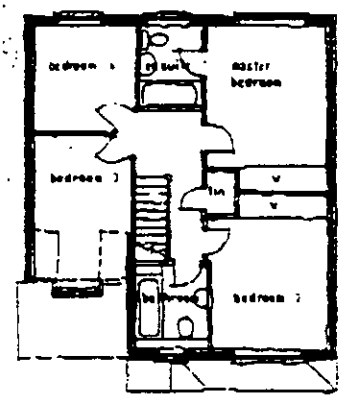
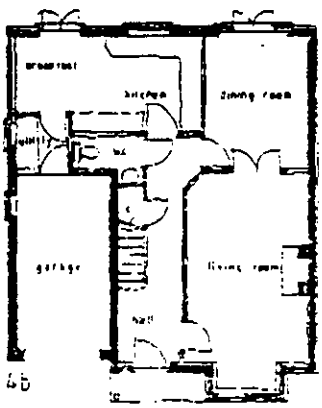


FIRST FLOOR



GROUND FLOOR

MATERIALS

Roof

Walls

Windows

Eaves

Gables

INTERNAL FLOOR AREA - 125 sq.m²
- 1350 ft²

Proposed residential development
3, 13 and 15 Pond Head Lane
EARLEY
Berks

Bancroft Developments

4 bed house types
plots 1 and 2

1:100 October 200

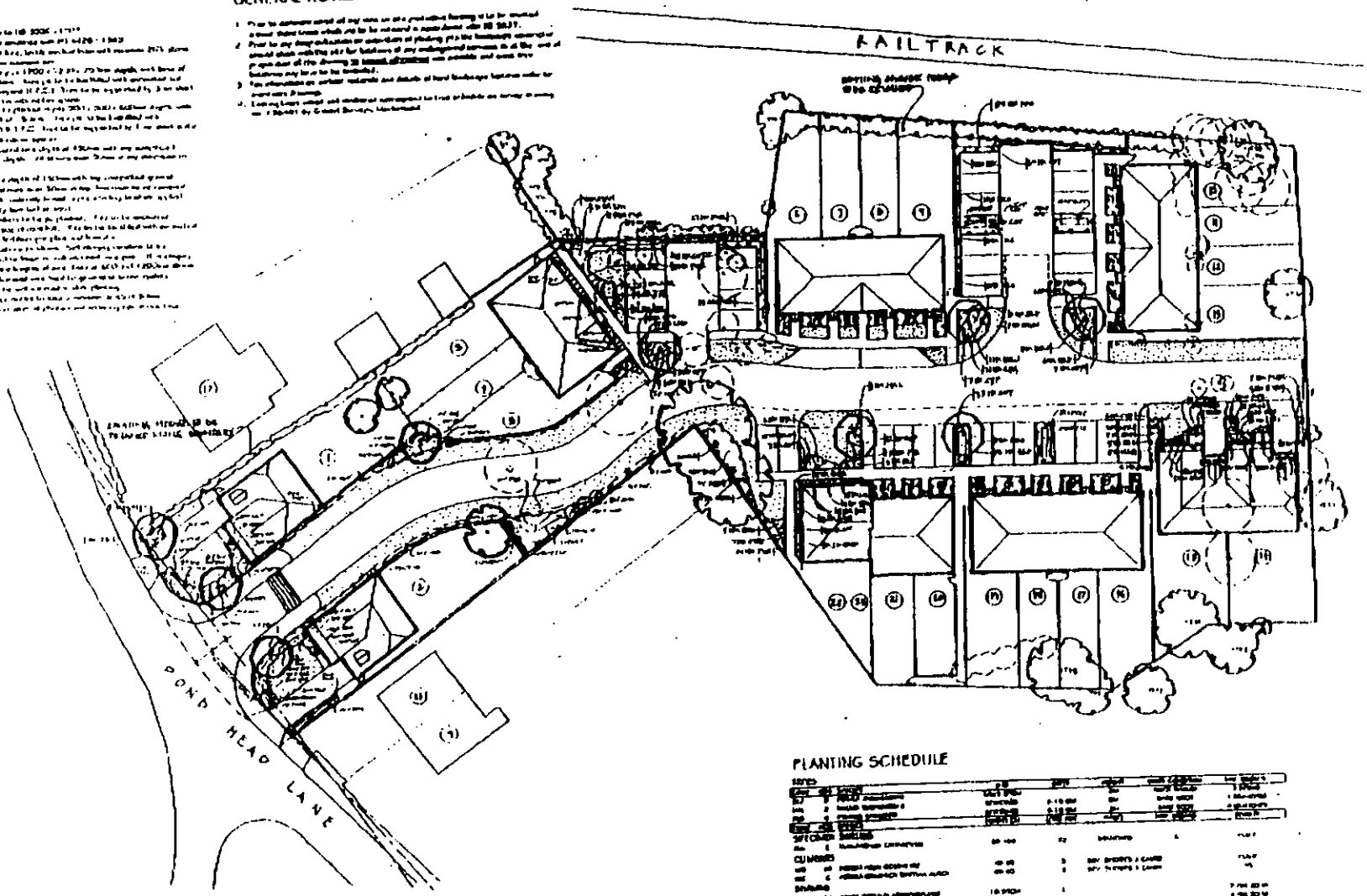
1393

The Edwards Irish Partnership
Architects & Surveyors

Job 1351 Dwg. 10

...TING NOTES

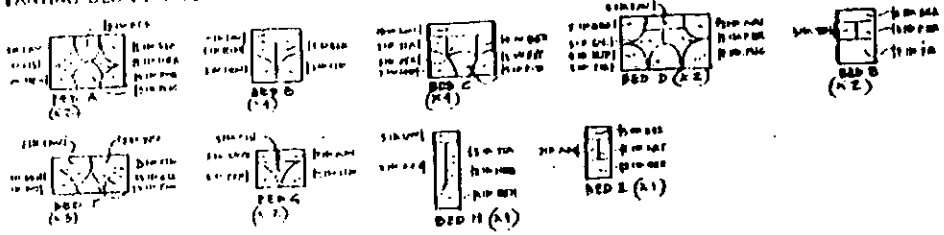
GENERAL NOTES



LEGEND

PLANTING SCHEDULE

PLANTING BED DETAILS 1:100 SCALE

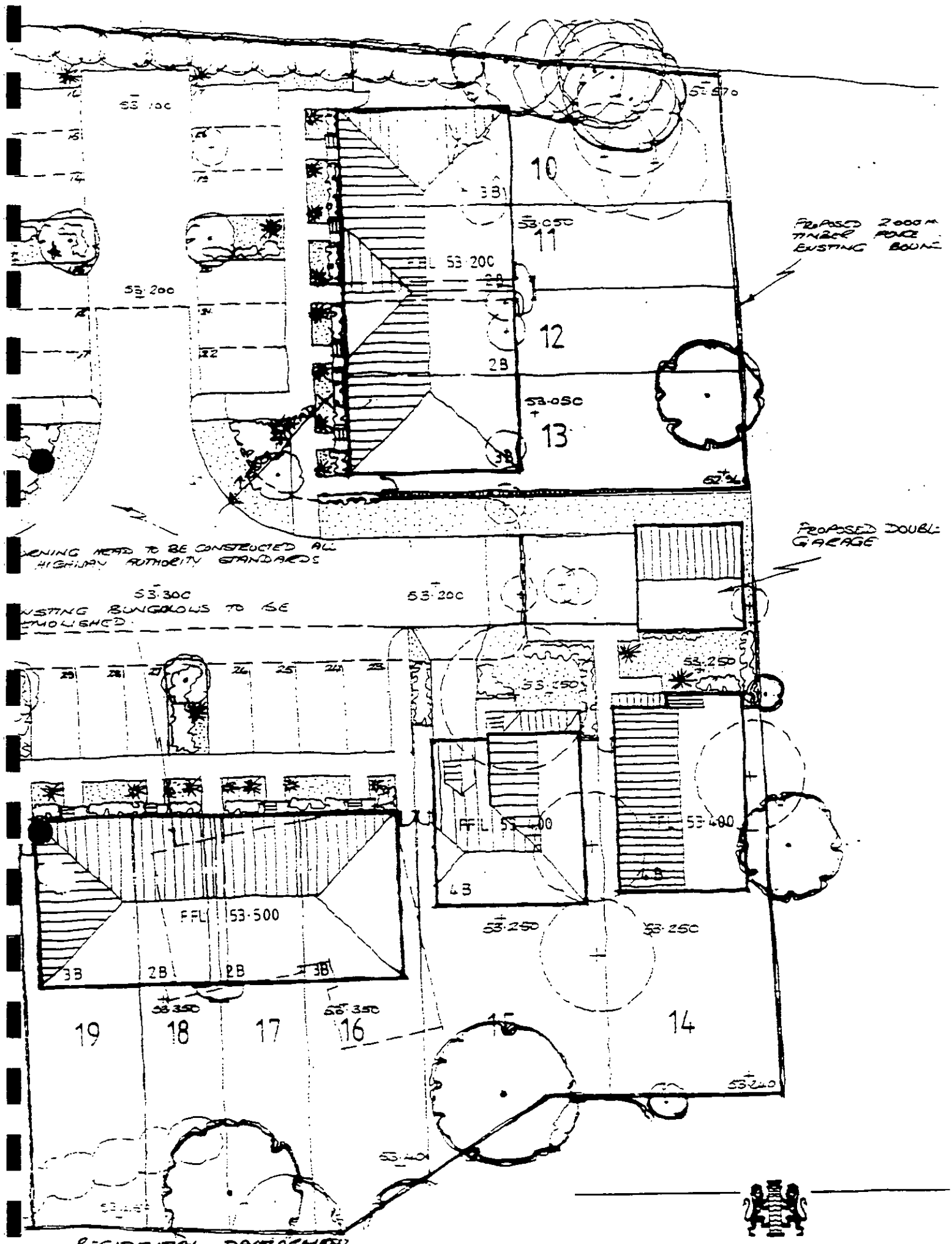


NORTH

FRANCIS SCOTT LTD.

APPENDIX F

GARAGE BLOCK PLAN



RESIDENTIAL DEVELOPMENT
3, 13 AND 15 POND HEAD LANE
EARLEY.
SKETCH OVERLAY.
1351/101 SK NOVEMBER 2000 1:250.

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

APPENDIX G

DECISION NOTICE

WOKINGHAM DISTRICT COUNCIL

TOWN AND COUNTRY PLANNING ACTS

Notification of Refusal of Permission

Bancroft Developments
C/O The Edwards Irish Partnership
36 Langborough Road
Wokingham
Berkshire
RG40 2BT

Application Number: F/2000/1514

Parish: **EARLEY**

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).**

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

Reason

1. 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.

Informative

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

Berkshire Structure Plan Policies H5 and H9.

Loddon Area Local Plan Policies LH1, LH8, LBE5, LBE1, LBE2, LBE9, LT5 and LT6.

Deposit Draft Wokingham District Local Plan Policies Housing Density, WH6, WOS3, WBE1, WBE11, WT6 and WT7.

John Mitchell
Development Control Manager
Date: 30/11/2000

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

APPENDIX H

UNILATERAL UNDERTAKING

DATED 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 ..... day of 2000

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:

Signed as a Deed by the said
PAUL LEWIS KEILTY
In the presence of

Signed as a Deed by the said
KIM KEILTY
In the presence of

Signed as a Deed by the said
GRACE SYLVESTER
In the presence of

Signed as a Deed by the said
MAURICE LOUIE MOYNIHAN
In the presence of

Signed as a Deed by the said
SUSAN MARY MOYNIHAN
In the presence of

Signed as a Deed by the said
DANIEL EMILE TONG
In the presence of

APPENDIX I

NOISE REPORT

POND HEAD LANE
NOISE ASSESSMENT REPORT

CLIENT: BANCROFT DEVELOPMENTS

STRATFIELD HOUSE
265 HIGH STREET
CROWTHORNE
BERKSHIRE
RG45 7AH

JOB NO: 11037
DATE: May, 00

PETER BRETT ASSOCIATES
CONSULTING ENGINEERS
16 WESTCOTE ROAD
READING
BERKSHIRE
RG30 2DE
TEL: 0118 950 8777
FAX: 0118 950 8198
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peter brett associates
CONSULTING ENGINEERS

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REFERENCES

Calculation of Road Traffic Noise (CRTN)
Planning Policy Guidance Noise 24 – Planning and Noise (PPG 24)

Figures

Site Layout Plan
Relative Heights of Dwellings and Noise sources

Appendices

Appendix 1 PPG 24 Noise Exposure Categories
Appendix 2 Noise Meter Results
Appendix 3 Noise Calculations

1.0 INTRODUCTION

1.1 Background

Peter Brett Associates were instructed to undertake a noise assessment on behalf of Bancroft Developments for the proposed residential development of 23 dwellings at Pond Head Lane, Earley, Reading.

The purpose of the assessment was to predict the impact of road and rail noise on the proposed dwellings, to assess its significance and to recommend any necessary noise mitigation measures.

The principal source of noise at the site is road traffic on the A329 (M) and rail noise from the adjacent Reading-Wokingham branch railway. Nearby roads including the Wokingham Road and Pond Head Lane contribute to the ambient noise climate as do aircraft passing overhead associated with Heathrow Airport.

2.0 RESULTS

2.1 Daytime Noise Survey

A noise survey were undertaken in the rear of No.3 Pond Head Lane, using a calibrated CEL-268 noise meter. The first was undertaken on 5 April 2000 and consisted of two 3-hour unattended daytime samples (10:30-13:30 hrs and 14:00-17:00 hrs).

The monitoring position for the survey was 10m from the boundary fence with the railway and at a height of 1.4m above ground. The monitoring position is shown on Figure 1 and the relative height of the road and railway line are shown on Sketch 1.

The results of the daytime noise survey are shown in Table 2.1.1 below

Table 2.1.1 Daytime Noise Survey Results

Sample	Freefield $L_{eq\ 3\text{-Hour}}$	Freefield $L_{10\ 3\text{-Hour}}$	Freefield $L_{90\ (3\text{-hour})}$	Freefield $L_{max(3\text{-hour})}$
10:30-13:30	63.0	63.5	57.0	94.4
14:00-17:00	62.9	64.0	57.5	83.2

The noise survey was unattended and therefore the noise meter was also set to record events above SEL 68 dB (A), during each 3-hour sample, in order to identify passing trains. The SEL measured for each passing train was used to calculate the mean SEL for a typical passing train of 85 dB (A). The relative position of the railway line to the site affords some attenuation of the noise associated with passing trains.

2.2 Night time Noise Survey

A noise survey was undertaken overnight between 9 and 10May 2000 at the same monitoring position as the day time survey taken previously, and consisted of an unattended eight hour sample (23:00-07:00).

The results of the night-time noise survey are shown in Table 2.2.1 below

Table 2.2.1 Night-time Noise survey Results

Sample	Freefield $L_{eq,8\text{-Hour}}$	Freefield $L_{10,8\text{-Hour}}$	Freefield $L_{90\ (8\text{-hour})}$	Freefield $L_{max(8\text{-hour})}$
23:00-07:00	56.4	58.5	37.0	85.6

The results of the noise survey suggest that no trains pass the site during the quietest hours (00:00-04:00) at night, therefore sleep disturbance from passing trains is unlikely.

2.3 Noise Calculations

2.3.1 Existing Situation

The ambient noise levels recorded during the day-time noise survey were used to validate calculations of traffic noise at the site using the CRTN method based on traffic flows. The noise calculations take into account the attenuation provided by the existing 3-metre high noise fence positioned along the length of the carriageway of the A329(M).

Table 2.3.1 Conversion of the 3-hour noise sample to Leq 16-hour

L10 3-hour	Conversion to Leq 16-hour	Leq 16-hour	NEC
64 dB(A)	-3 dB (A)	61 dB (A)	B

Over both the day and night-time assessment periods the noise climate is dominated by road traffic noise. Rail noise adds only slightly to the $L_{eq\ T}$.

According to PPG 24 the noise levels recorded at the site require conditions to be imposed in order to ensure an adequate level of protection against noise. Therefore the attenuation provided by a second noise fence of 2.5 metres to be positioned along the site boundary as shown on the site layout plan attached has been included in the noise assessment for the proposed dwellings across the site. This second fence will directly attenuate the rail noise and provide additional attenuation of the road noise. The calculations are based on the road noise only and are therefore likely to be conservative.

The noise levels at the proposed elevations (front or rear) closest to the railway and A329(M) of selected plots across the site, as drawn on the layout plan attached, have been calculated. The plots are numbered as shown on the site layout plan attached. It is expected that the opposite facades will all be adequately screened and no additional measures will be necessary.

The calculated noise levels have then been assessed in relation to PPG 24 Noise Exposure Categories described in Appendix 1.

2.3.2 *Daytime Calculated Noise Levels for Proposed Dwellings*

Plot 5 (Front)

Table 2.3.2 Plot 5 Daytime Noise Levels

	$L_{A10,18Hr}$	$L_{Aeq\ 16Hr}$	Free Field	NEC
Ground Floor	63.93	61.93	59.43	B
First Floor	65.06	63.06	60.56	B

Plot 6 (Rear)

Table 2.3.3 Plot 6 Daytime Noise Levels

	$L_{A10,18Hr}$	$L_{Aeq\ 16Hr}$	Free Field	NEC
Ground Floor	64.63	62.63	60.13	B
First Floor	65.72	63.72	61.22	B

Plot 9 (Rear)

Table 2.3.4 Plot 9 Daytime Noise Levels

	$L_{A10,18Hr}$	$L_{Aeq\ 16Hr}$	Free Field	NEC
Ground Floor	63.55	61.55	59.05	B
First Floor	65.30	63.30	60.80	B

The rear of Plots 7 and 8 are likely to experience similar noise levels to Plot 9 shown in Table 2.3.4 above.

Plot 10 (Front)

Table 2.3.5 Plot 10 Daytime Noise Levels

	$L_{A10,18Hr}$	$L_{Aeq\ 16Hr}$	Free Field	NEC
Ground Floor	62.93	60.93	58.43	B
First Floor	65.81	63.81	61.31	B

The front elevation of Plots 11, 12 and 13 are likely to experience similar noise levels to those shown in Table 2.3.5 above.

Plot 14 (Front)

Table 2.3.6 Plot 14 Daytime Noise Levels

	$L_{A10\ 16Hr}$	$L_{Aeq\ 16Hr}$	Free Field	NEC
Ground Floor	61.57	59.57	57.07	B
First Floor	62.36	60.36	57.86	B

Plots 17&18 (Front)

Table 2.3.7 Plots 17 &18 Daytime Noise Levels

	$L_{A10\ 16Hr}$	$L_{Aeq\ 16Hr}$	Free Field	NEC
Ground Floor	58.90	56.90	54.40	A
First Floor	59.80	57.80	55.30	B

Plots 22 & 23 (Front)

Table 2.3.8 Plot 22 & 23 Daytime Noise Levels

	$L_{A10\ 16Hr}$	$L_{Aeq\ 16Hr}$	Free Field	NEC
Ground Floor	58.99	56.99	54.49	A
First Floor	60.67	58.67	56.17	B

2.3.3 Night time Calculated Noise Levels for Proposed Dwellings

The night-time noise levels for the receptors across the site have been calculated using the Leq (8-hour) noise level measured during the night-time noise survey on site and applying appropriate distance. screening and angle of view corrections.

Plot 5 (Front)

Table 2.3.9 Plot 5 Night-time Noise Levels

	$L_{Aeq\ 8Hr}$ Free Field	NEC
Ground Floor	53.75	B
First Floor	54.88	B

Plot 6 (Rear)

Table 2.3.10 Plot 6 Night-time Noise Levels

	$L_{Aeq\ 8Hr}$ Free Field	NEC
Ground Floor	54.45	B
First Floor	55.54	B

Plot 9 (Rear)

Table 2.3.11 Plot 9 Night-time Noise Levels

	$L_{Aeq\ 8Hr}$ Free Field	NEC
Ground Floor	53.37	B
First Floor	55.12	B

Plot 10 (Front)

Table 2.3.12 Plot 10 Night-time Noise Levels

	$L_{Aeq\ 8Hr}$ Free Field	NEC
Ground Floor	52.94	B
First Floor	55.77	B

Plot 14 (Front)

Table 2.3.13 Plot 14 Night-time Noise Levels

	$L_{Aeq\ 8Hr}$ Free Field	NEC
Ground Floor	51.39	B
First Floor	52.18	B

Plots 17&18 (Front)

Table 2.3.14 Plot 17 & 18 Night-time Noise Levels

	$L_{Aeq\ 8Hr}$ Free Field	NEC
Ground Floor	48.72	B
First Floor	49.62	B

Plots 22 & 23 (Front)

Table 2.3.15 Plot 22 & 23 Night-time Noise Levels

	$L_{Aeq\ 8Hr}$ Free Field	NEC
Ground Floor	48.81	B
First Floor	50.49	B

3.0 CONCLUSIONS AND RECOMMENDATIONS

3.1 Noise Attenuation Measures

3.1.1 Noise Attenuation Fence

It can be seen from the noise assessment results shown above that the additional 2.5m noise attenuation fence provides some additional attenuation for all of the proposed dwellings, particularly on the ground floor and in the gardens (i.e. all NEC B or below).

3.1.2 Glazing Treatments

On the proposed dwellings closest to the noise sources, by installing acoustic double glazing and fan light windows on any habitable rooms on the elevation facing the railway and A329 M, the daytime indoor noise levels should not exceed 46 dB (A) even with the window open.

3.1.3 Orientation of Habitable Rooms

Wherever possible habitable rooms have been positioned on the quietest side of the dwelling – furthest away from the A329M and the railway. Where this is not the case the first floor rooms will have assisted ventilation suitable for acoustic protection so that the room can be occupied without the need to open windows for ventilation.

Prepared and submitted on behalf of Peter Brett Associates

Jane Cassidy
Environmental Planner

Bruce Blaine
Associate

Appendix 1

PPG 24 Noise Exposure Categories

PPG24 clearly states:

"Noise should be taken into account when determining planning applications and, where appropriate, conditions imposed to ensure an adequate level of protection against noise."

PPG24 sets out guidance and gives noise exposure categories (NEC's) giving acceptable limits of noise exposure from noise (see Table below).

PPG 24 Noise Exposure Categories

Noise Levels corresponding to the Noise Exposure Categories for new dwellings $L_{Aeq,T}$ dB				
Noise Source	Noise Exposure Category			
Road Traffic	A	B	C	D
07:00-23:00	<55	55-63	63-72	>72
23:00-07:00	<45	45-57	57-66	>66
Rail Traffic				
07:00-23:00	<55	55-66	66-74	>74
23:00-07:00	<45	45-59	59-66	>66

A. Noise need not be considered as a determining factor in granting planning permission, although the noise level at the high end of the category should not be regarded as a desirable level.

B. Noise should be taken into account when determining planning applications and where appropriate conditions imposed ensure an adequate level of protection against noise.

C. Planning permission should not normally be granted. Where it is considered that permission should be given, for example because there are no alternative quieter sites available, conditions should be imposed to ensure a commensurate level of protection against noise.

D. Planning permission should normally be refused.

Figure 1

Site Layout Plan

Proposed Noise Fence

RAILTRACK

POND HEAD LANE

EXISTING HOUSE TO BE DEMOLISHED

EXISTING 1.600 M HIGH BRICK WALL BOUNDARY

EXISTING 1.800 M HIGH CLOSE BOARDED TIMBER FENCE TO BOUNDARY

EXISTING OUTBUILDING TO BE DEMOLISHED

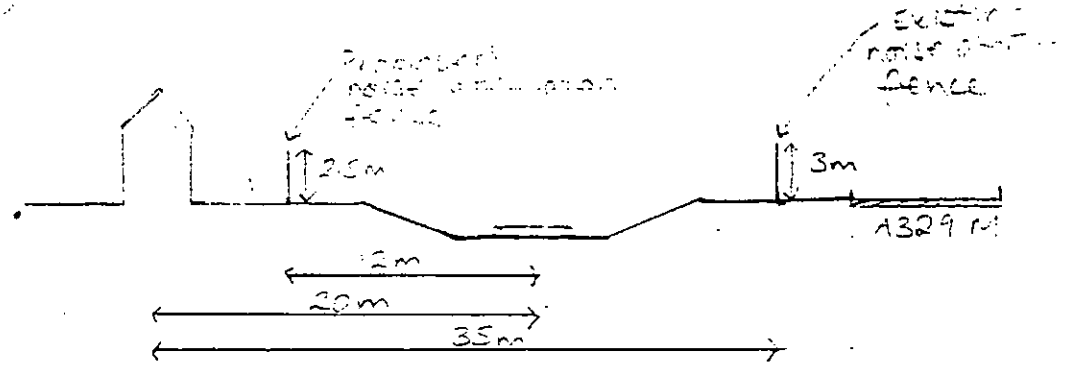
EXISTING OUTBUILDING TO BE DEMOLISHED

EXISTING OUTBUILDING TO BE DEMOLISHED

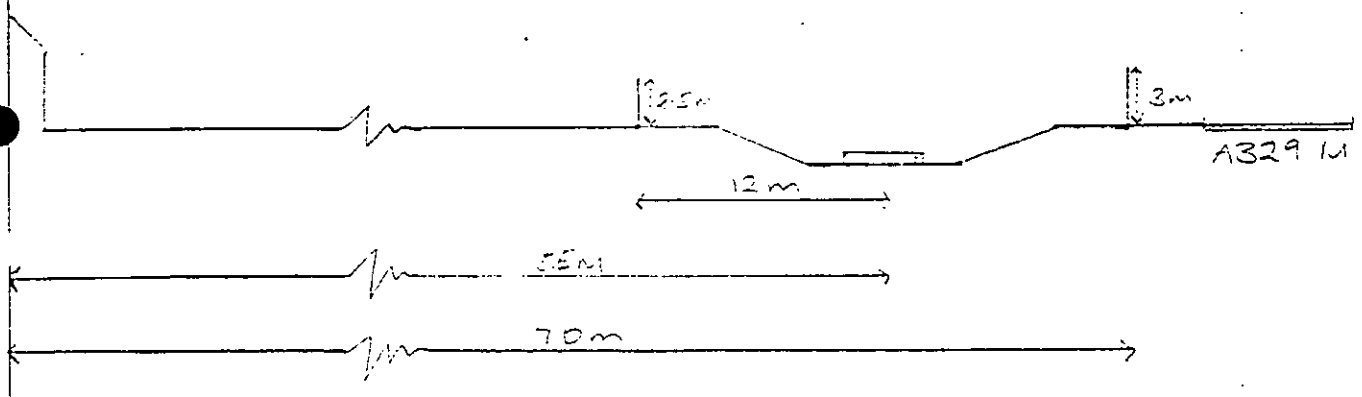
	JOB TITLE:	JOB No:		SHEET:
pba Peter Brett Associates CONSULTING ENGINEERS	POND HEAD LANE [illegible]	11037		1
		DATE: 26/4/10	BY: JC	CHECKED

Cross sections showing [illegible] position of [illegible] relative to existing [illegible] and existing noise barrier.

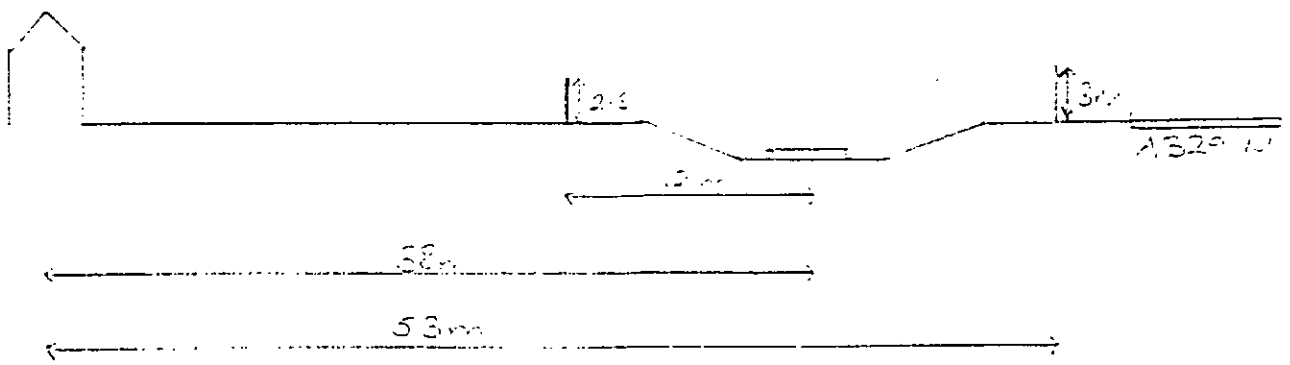
PLOT 1 (REAR)



PLOT 17 (FRONT)



PLOT 9 (FRONT)



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ENVIRONMENTAL MODE REPORT.



CUMULATIVE PERIOD 1
MEASUREMENT RANGE 40 - 110 dB
START DATE 06/APR/00
END DATE 06/APR/00

INSTRUMENT TYPE CEL-268
T.W.=F F.W.=A PERIOD = 5 mins.
START TIME 10:30:00
END TIME 13:30:00

PERIOD NO.	START TIME HH:MM:SS	LEQ dB	Ln10 dB	Ln50 dB	Ln90 dB	Ln99 dB	LMAX dB	LAV(4) dB	O/L	BAT
001	10:30:00	62.9	64.0	61.0	58.0	55.0	79.4	62.3		
002	10:35:00	61.7	64.0	60.5	57.5	53.5	69.3	61.5		
003	10:40:00	63.3	64.5	60.5	55.5	51.5	76.2	62.5		
004	10:45:00	61.4	63.5	61.0	57.5	53.0	66.7	61.3		
005	10:50:00	63.7	64.0	61.0	58.0	55.0	78.4	62.9		
006	10:55:00	62.3	64.5	61.5	58.0	56.5	72.3	62.0		
007	11:00:00	63.5	65.5	61.0	58.0	55.0	76.1	62.8		
008	11:05:00	61.8	64.5	60.5	56.5	53.0	72.0	61.5		
009	11:10:00	62.2	63.5	61.0	57.0	53.0	78.5	61.7		
010	11:15:00	61.7	63.5	60.5	57.0	52.0	73.5	61.3		
011	11:20:00	62.5	64.0	61.0	57.5	55.0	77.9	62.1		
012	11:25:00	61.6	63.0	60.5	56.5	53.5	74.0	61.2		
013	11:30:00	62.5	63.0	60.5	56.0	51.5	79.6	61.6		
014	11:35:00	60.1	62.5	59.5	56.0	53.5	67.9	59.9		
015	11:40:00	62.2	63.0	60.0	55.5	51.5	78.5	61.4		
016	11:45:00	60.6	62.5	60.0	57.5	55.5	66.6	60.5		
017	11:50:00	62.2	64.0	60.5	56.5	50.5	74.6	61.7		
018	11:55:00	60.0	62.0	58.5	55.5	52.5	72.7	59.6		
019	12:00:00	67.3	64.0	60.0	56.5	54.0	84.8	64.9		
020	12:05:00	63.9	65.5	61.5	58.5	54.5	80.5	63.2		
021	12:10:00	61.7	63.5	60.5	57.0	55.0	76.3	61.3		
022	12:15:00	70.2	63.0	60.0	56.5	53.0	94.4	65.6		
023	12:20:00	63.0	64.5	61.5	57.5	55.0	76.9	62.5		
024	12:25:00	60.8	62.5	59.5	56.5	54.5	73.4	60.5		
025	12:30:00	63.4	63.5	60.5	58.0	55.5	80.8	62.3		
026	12:35:00	62.1	64.5	61.5	58.0	56.0	71.5	61.8		
027	12:40:00	62.9	64.5	61.5	59.0	55.5	77.3	62.5		
028	12:45:00	61.8	64.0	61.5	58.0	52.0	67.7	61.7		
029	12:50:00	62.9	64.0	61.0	58.5	57.0	76.6	62.4		
030	12:55:00	62.4	64.5	61.0	56.5	53.5	74.7	62.0		
031	13:00:00	62.7	63.5	60.0	56.5	54.0	79.8	61.7		
032	13:05:00	60.6	63.0	60.5	57.0	54.5	65.6	60.5		
033	13:10:00	62.6	64.0	61.0	58.0	55.5	77.3	62.2		
034	13:15:00	61.6	63.5	61.0	58.0	55.5	75.5	61.3		
035	13:20:00	61.3	62.5	59.5	56.5	52.5	77.0	60.7		
036	13:25:00	60.7	62.5	59.5	56.5	54.0	73.5	60.3		

OVERALL DURATION DD:HH:MM:SS	ALEQ dB	ALn10 dB	ALn50 dB	ALn90 dB	ALn99 dB	ALMAX dB	ALAV(4) dB	O/L	BAT
00:03:00:00	63.0	63.5	60.5	57.0	53.5	94.4	61.9		

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EVENT MODE REPORT.



CUMULATIVE PERIOD 1
MEASUREMENT RANGE 40 - 110 dB
START DATE 06/APR/00
END DATE 06/APR/00
EVENT THRESHOLD 68 dB

INSTRUMENT TYPE CEL-268 V3.
T.W.=F F.W.=A PERIOD = 5 mins.
START TIME 10:30:00
END TIME 13:30:00
ONSET TIME 5 SECS.

EVENT NO.	START TIME HH:MM:SS	SEL dB	LMAX dB	@ TIME HH:MM:SS	DUR HH:MM:SS	O/L	BAT
001	10:30:22	78.0	70.8	10:30:27	00:00:08		
002	10:34:50	81.2	79.4	10:34:52	00:00:05		
003	10:37:17	77.3	69.3	10:37:24	00:00:08		
004	10:41:53	82.1	74.8	10:42:01	00:00:12		
005	10:44:25	81.7	76.2	10:44:29	00:00:08		
006	10:50:46	84.7	78.4	10:50:49	00:00:12		
007	10:56:00	78.1	72.3	10:56:03	00:00:06		
008	11:03:58	83.5	76.1	11:04:04	00:00:11		
009	11:09:31	77.2	72.0	11:09:36	00:00:11		
010	11:12:59	79.9	78.5	11:13:01	00:00:05		
011	11:17:31	78.0	73.5	11:17:33	00:00:05		
012	11:20:33	80.8	77.9	11:20:35	00:00:07		
013	11:27:38	79.7	74.0	11:27:42	00:00:07		
014	11:33:27	83.2	79.6	11:33:30	00:00:09		
015	11:40:37	82.2	78.5	11:40:40	00:00:06		
016	11:50:20	79.5	73.4	11:50:22	00:00:08		
017	11:56:09	77.7	72.7	11:56:10	00:00:05		
018	12:04:18	90.9	84.8	12:04:21	00:00:13		
019	12:06:56	75.4	73.4	12:07:00	00:00:06		
020	12:07:30	82.8	78.9	12:07:33	00:00:08		
021	12:13:31	79.1	76.3	12:13:33	00:00:05		
022	12:16:17	94.6	94.4	12:16:17	00:00:05		
023	12:20:39	81.7	76.9	12:20:43	00:00:09		
024	12:25:44	78.0	73.4	12:25:46	00:00:05		
025	12:33:13	84.5	80.8	12:33:15	00:00:07		
026	12:35:03	76.2	69.7	12:35:06	00:00:06		
027	12:44:01	80.2	77.3	12:44:03	00:00:06		
028	12:50:40	81.7	76.6	12:50:43	00:00:08		
029	12:55:41	78.7	71.7	12:55:44	00:00:14		
030	12:56:59	79.5	74.7	12:57:01	00:00:06		
031	13:04:18	83.3	79.8	13:04:21	00:00:07		
032	13:04:51	76.2	71.8	13:04:53	00:00:05		
033	13:13:41	80.3	77.3	13:13:44	00:00:08		
034	13:14:06	77.0	71.9	13:14:08	00:00:05		
035	13:19:58	81.8	77.0	13:20:02	00:00:08		
036	13:27:28	77.8	73.5	13:27:30	00:00:05		

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ENVIRONMENTAL MODE REPORT.

CUMULATIVE PERIOD 2
MEASUREMENT RANGE 40 - 110 dB
START DATE 06/APR/00
END DATE 06/APR/00

INSTRUMENT TYPE CEL-268
T.W.=F F.W.=A PERIOD = 5 mins.
START TIME 14:00:00
END TIME 17:00:00

PERIOD NO.	START TIME HH:MM:SS	LEQ dB	Ln10 dB	Ln50 dB	Ln90 dB	Ln99 dB	LMAX dB	LAV(4) dB	O/L	BAT
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002	14:05:00	63.7	66.0	61.0	56.0	50.5	79.4	62.8		
003	14:10:00	62.6	63.5	60.5	58.0	56.0	79.3	61.9		
004	14:15:00	61.2	63.0	60.5	57.0	55.0	72.5	60.9		
005	14:20:00	62.0	63.5	60.0	56.5	54.0	76.4	61.5		
006	14:25:00	61.5	62.5	60.0	56.5	54.5	76.7	60.9		
007	14:30:00	62.5	63.0	59.5	56.5	54.0	79.9	61.5		
008	14:35:00	61.5	61.5	58.5	55.5	52.5	78.4	60.5		
009	14:40:00	60.2	63.0	59.5	55.5	53.5	68.0	60.0		
010	14:45:00	62.9	63.5	60.5	57.5	55.0	78.7	62.1		
011	14:50:00	60.9	63.5	60.0	55.0	51.5	72.6	60.6		
012	14:55:00	62.1	63.5	60.5	56.5	53.0	78.4	61.5		
013	15:00:00	64.5	65.5	62.0	58.5	56.0	80.9	63.6		
014	15:05:00	61.9	63.5	61.0	58.0	54.5	76.8	61.5		
015	15:10:00	59.9	62.5	59.5	55.5	50.5	65.0	59.7		
016	15:15:00	62.8	63.5	60.5	57.0	54.5	80.1	62.0		
017	15:20:00	62.6	64.0	61.0	58.0	55.5	76.8	62.1		
018	15:25:00	61.1	62.5	60.0	57.0	53.5	72.0	60.7		
019	15:30:00	64.5	64.0	60.5	57.0	54.5	81.3	63.0		
020	15:35:00	61.6	63.5	61.0	58.0	56.0	68.5	61.5		
021	15:40:00	63.6	65.5	61.5	59.0	57.0	77.6	63.2		
022	15:45:00	62.8	65.0	62.0	58.5	53.5	70.8	62.6		
023	15:50:00	64.1	65.0	61.5	59.0	57.0	77.3	63.4		
024	15:55:00	61.9	63.0	60.0	56.5	55.0	75.1	61.3		
025	16:00:00	66.1	64.0	60.5	56.5	53.0	83.2	64.3		
026	16:05:00	62.6	64.5	62.0	59.5	57.0	70.7	62.4		
027	16:10:00	63.8	65.0	62.0	59.5	57.0	78.7	63.3		
028	16:15:00	60.8	63.0	60.5	57.5	55.5	66.6	60.7		
029	16:20:00	63.5	64.0	61.0	58.5	56.5	78.1	62.7		
030	16:25:00	63.2	65.0	61.5	59.0	56.5	74.7	62.8		
031	16:30:00	64.9	65.0	62.0	60.0	58.5	79.3	64.0		
032	16:35:00	62.3	64.0	61.0	58.5	57.0	72.2	62.1		
033	16:40:00	63.4	63.5	61.0	57.5	54.5	80.0	62.4		
034	16:45:00	62.4	64.0	62.0	60.0	57.0	67.6	62.3		
035	16:50:00	64.7	65.0	62.5	59.5	58.0	77.5	64.0		
036	16:55:00	63.1	64.5	61.0	58.5	56.0	75.9	62.5		

OVERALL DURATION DD:HH:MM:SS	ALEQ dB	ALn10 dB	ALn50 dB	ALn90 dB	ALn99 dB	ALMAX dB	ALAV(4) dB	O/L	BAT
00:03:00:00	62.9	64.0	61.0	57.5	54.0	83.2	62.1		

CEL Instruments Ltd.

EVENT MODE REPORT.



CUMULATIVE PERIOD 2
MEASUREMENT RANGE 40 - 110 dB
START DATE 06/APR/00
END DATE 06/APR/00
EVENT THRESHOLD 68 dB

INSTRUMENT TYPE CEL-268
T.W.=F F.W.=A PERIOD = 5 mins.
START TIME 14:00:00
END TIME 17:00:00
ONSET TIME 5 SECS.

EVENT NO.	START TIME HH:MM:SS	SEL dB	LMAX dB	@ TIME HH:MM:SS	DUR HH:MM:SS	O/L	BAT
001	14:02:30	74.3	69.8	14:02:32	00:00:06		
002	14:09:02	82.8	79.4	14:09:04	00:00:06		
003	14:09:28	78.6	71.1	14:09:30	00:00:09		
004	14:13:13	82.1	79.3	14:13:15	00:00:06		
005	14:15:58	77.1	72.5	14:16:01	00:00:05		
006	14:22:08	81.0	76.4	14:22:11	00:00:07		
007	14:25:34	81.2	76.7	14:25:37	00:00:07		
008	14:33:30	83.5	79.9	14:33:32	00:00:08		
009	14:39:54	82.2	78.4	14:39:57	00:00:06		
010	14:49:40	83.4	78.7	14:49:42	00:00:09		
011	14:54:01	75.6	72.6	14:54:04	00:00:05		
012	14:56:39	81.3	78.4	14:56:42	00:00:06		
013	15:03:12	84.5	80.9	15:03:15	00:00:08		
014	15:04:48	78.2	73.4	15:04:54	00:00:08		
015	15:08:16	78.9	76.8	15:08:18	00:00:05		
016	15:20:51	81.3	76.8	15:20:54	00:00:07		
017	15:27:34	79.7	72.0	15:27:39	00:00:09		
018	15:32:32	86.8	81.3	15:32:36	00:00:09		
019	15:40:52	80.4	77.6	15:40:54	00:00:06		
020	15:43:00	77.9	73.5	15:43:01	00:00:05		
021	15:49:29	78.0	70.8	15:49:39	00:00:11		
022	15:52:03	84.7	77.3	15:52:10	00:00:12		
023	15:57:12	81.6	75.1	15:57:14	00:00:09		
024	16:02:21	86.9	83.2	16:02:23	00:00:10		
025	16:02:47	86.1	80.1	16:02:49	00:00:10		
026	16:08:27	78.9	70.7	16:08:33	00:00:09		
027	16:13:04	81.4	78.7	16:13:06	00:00:06		
028	16:14:27	78.7	73.4	16:14:29	00:00:06		
029	16:20:39	84.3	78.1	16:20:44	00:00:11		
030	16:27:11	81.2	74.7	16:27:15	00:00:08		
031	16:32:58	85.9	79.3	16:33:03	00:00:11		
032	16:36:17	78.9	72.2	16:36:22	00:00:08		
033	16:40:19	84.4	80.0	16:40:21	00:00:07		
034	16:50:06	85.0	77.5	16:50:10	00:00:14		
035	16:56:10	76.7	74.3	16:56:13	00:00:05		
036	16:58:15	82.3	75.9	16:58:20	00:00:10		

CEL Instruments Ltd.

ENVIRONMENTAL MODE REPORT.

CUMULATIVE PERIOD 1
MEASUREMENT RANGE 20 - 90 dB
START DATE 09/MAY/00
END DATE 10/MAY/00

INSTRUMENT TYPE CEL-268 V3.3
T.W.=F F.W.=A PERIOD = 5 mins.
START TIME 23:00:00
END TIME 07:00:00

PERIOD NO.	START TIME HH:MM:SS	LEQ dB	Ln10 dB	Ln50 dB	Ln90 dB	Ln99 dB	LMAX dB	LAV(4) dB	O/L	BAT
001	23:00:00	58.0	59.5	55.5	47.5	44.5	72.9	57.0	*	
002	23:05:00	55.7	59.0	54.5	47.5	44.5	65.5	55.3		
003	23:10:00	54.9	58.0	51.5	45.0	42.0	66.3	54.2		
004	23:15:00	62.3	60.0	54.5	47.5	45.5	82.2	59.4	*	
005	23:20:00	55.4	59.0	53.5	45.5	43.5	63.9	54.9		
006	23:25:00	56.3	59.5	55.5	49.0	46.5	62.5	56.0		
007	23:30:00	55.6	58.5	55.0	48.0	44.5	61.6	55.3		
008	23:35:00	58.1	57.5	52.5	45.0	43.0	76.4	56.1	*	
009	23:40:00	61.8	58.5	52.5	46.0	44.0	83.0	58.4	*	
010	23:45:00	64.4	57.5	51.0	44.5	43.5	85.6	60.1	*	
011	23:50:00	52.6	57.0	49.5	42.5	40.0	63.6	51.9		
012	23:55:00	56.5	57.0	48.0	39.5	38.0	75.7	54.2	*	
013	00:00:00	52.5	56.5	48.5	42.5	41.0	61.5	51.8		
014	00:05:00	50.9	55.5	46.0	40.5	39.0	62.2	50.1		
015	00:10:00	52.1	56.0	49.0	44.0	42.5	61.3	51.5		
016	00:15:00	51.8	56.0	48.5	41.5	39.5	62.4	51.1		
017	00:20:00	51.5	55.5	46.0	41.0	39.0	64.8	50.5		
018	00:25:00	54.9	56.5	46.5	39.0	37.5	72.4	52.8	*	
019	00:30:00	52.8	57.5	46.0	40.5	39.0	66.4	51.5		
020	00:35:00	50.6	54.5	44.0	37.0	35.0	62.8	49.3		
021	00:40:00	49.9	55.0	44.5	38.0	36.0	58.7	49.1		
022	00:45:00	51.7	55.5	47.5	41.0	40.0	64.3	50.8		
023	00:50:00	49.5	54.5	44.0	39.5	38.0	62.1	48.5		
024	00:55:00	49.2	54.0	43.0	38.5	36.5	60.6	48.0		
025	01:00:00	47.7	52.0	41.0	37.0	36.0	61.9	46.5		
026	01:05:00	57.9	56.5	45.5	40.5	39.0	75.0	55.0		
027	01:10:00	50.2	54.5	44.0	38.0	36.0	62.4	49.1		
028	01:15:00	48.9	53.0	44.0	39.0	36.5	61.6	47.9		
029	01:20:00	48.3	53.5	41.5	36.0	35.5	59.2	47.1		
030	01:25:00	49.1	53.5	41.5	37.0	34.5	62.4	47.7		
031	01:30:00	48.8	53.0	44.5	38.0	35.5	59.7	47.9		
032	01:35:00	49.1	54.5	43.0	37.5	36.5	62.1	47.8		
033	01:40:00	48.5	54.0	43.0	39.0	37.5	59.8	47.4		
034	01:45:00	51.5	56.5	44.5	40.0	37.5	63.6	50.3		
035	01:50:00	47.2	50.0	41.0	36.5	34.5	59.7	45.8		
036	01:55:00	48.6	54.5	43.0	38.0	36.0	59.5	47.5		
037	02:00:00	50.8	55.5	46.0	41.5	40.0	60.1	50.0		
038	02:05:00	48.8	53.0	42.0	35.5	32.0	63.5	47.3		
039	02:10:00	48.0	53.0	41.5	38.0	36.5	60.2	46.9		
040	02:15:00	47.3	52.5	40.0	37.0	35.5	59.1	45.9		
041	02:20:00	47.0	50.5	40.5	36.5	35.0	60.6	45.6		
042	02:25:00	44.2	46.5	37.5	34.5	33.0	60.5	42.5		
043	02:30:00	47.4	50.5	40.0	36.5	35.5	60.4	45.8		
044	02:35:00	43.6	46.0	36.5	34.5	33.5	58.4	42.0		
045	02:40:00	50.0	55.5	42.5	38.0	35.0	62.9	48.5		
046	02:45:00	48.9	55.0	42.0	34.5	33.5	60.8	47.5		
047	02:50:00	47.1	52.5	38.0	33.5	32.0	59.0	45.5		
048	02:55:00	45.3	48.5	38.5	32.0	30.5	60.7	43.8		
049	03:00:00	47.4	52.0	36.0	32.0	30.5	60.3	45.6		
050	03:05:00	47.9	52.0	37.5	29.0	27.5	60.0	46.2		
051	03:10:00	49.3	54.5	42.5	31.0	28.5	63.5	47.8		
052	03:15:00	48.6	53.5	36.5	31.5	30.0	63.5	46.5		

053	03:20:00	46.2	49.0	34.0	29.5	27.5	63.2	43.9
054	03:25:00	46.6	50.5	36.0	31.0	28.5	61.9	44.7
055	03:30:00	47.4	48.5	36.0	32.0	30.0	63.3	45.0
056	03:35:00	49.3	54.0	41.0	30.0	28.5	63.9	47.8
057	03:40:00	49.0	54.5	42.0	31.5	30.0	61.2	47.7
058	03:45:00	48.6	52.0	40.5	34.0	30.5	63.8	46.8
059	03:50:00	49.1	54.5	36.5	33.0	31.0	62.5	47.2
060	03:55:00	50.5	56.0	45.0	37.5	34.5	62.0	49.5
061	04:00:00	52.2	57.5	45.0	35.0	33.5	65.0	51.0
062	04:05:00	50.0	56.0	41.0	35.0	33.5	62.2	48.6
063	04:10:00	47.9	52.0	41.5	37.0	34.5	62.0	46.6
064	04:15:00	49.7	54.5	43.5	36.5	34.0	60.2	48.6
065	04:20:00	50.7	55.0	47.0	41.5	36.0	62.3	49.9
066	04:25:00	50.4	54.0	47.5	42.5	39.5	63.0	49.8
067	04:30:00	53.2	56.5	51.5	46.0	41.5	62.4	52.8
068	04:35:00	59.6	57.5	52.0	47.5	44.5	80.5	56.9
069	04:40:00	53.6	57.0	52.0	46.5	43.0	62.9	53.2
070	04:45:00	54.8	58.5	52.0	46.0	43.0	66.9	54.3
071	04:50:00	53.6	58.0	50.0	43.5	41.0	66.7	52.9
072	04:55:00	52.7	56.5	48.5	43.5	40.0	64.1	51.8
073	05:00:00	52.0	56.5	47.5	41.5	38.0	62.8	51.3
074	05:05:00	52.7	57.0	48.0	42.0	39.0	63.4	51.9
075	05:10:00	58.7	59.5	52.5	45.5	42.0	79.2	56.7
076	05:15:00	53.7	57.5	50.5	44.5	40.0	63.3	53.1
077	05:20:00	53.0	57.5	48.5	43.0	39.5	64.6	52.3
078	05:25:00	52.1	57.0	46.5	39.0	36.0	63.0	51.1
079	05:30:00	60.0	59.5	51.5	42.0	38.5	81.9	57.1
080	05:35:00	54.8	58.5	53.0	44.5	42.0	63.7	54.3
081	05:40:00	59.6	59.0	54.0	46.0	40.5	79.7	57.4
082	05:45:00	54.0	57.5	51.0	44.5	42.5	64.3	53.5
083	05:50:00	55.0	59.0	53.0	45.0	41.5	64.8	54.4
084	05:55:00	64.4	59.5	53.0	45.5	41.5	82.3	61.2
085	06:00:00	55.1	58.5	54.5	47.0	44.0	61.2	54.8
086	06:05:00	59.2	60.0	55.5	49.5	47.5	72.7	58.0
087	06:10:00	55.6	58.5	54.5	48.0	44.5	63.2	55.2
088	06:15:00	62.4	62.0	58.0	51.5	49.0	81.9	60.6
089	06:20:00	57.8	60.5	57.0	52.5	50.0	63.9	57.6
090	06:25:00	63.8	62.0	58.0	51.5	48.0	80.2	61.8
091	06:30:00	60.9	62.5	58.0	53.5	50.5	73.6	60.1
092	06:35:00	62.0	63.5	58.5	53.5	49.0	80.6	60.8
093	06:40:00	63.2	63.0	59.5	56.5	54.0	78.8	62.0
094	06:45:00	60.5	63.0	60.0	56.5	52.0	67.0	60.3
095	06:50:00	61.7	64.0	60.5	57.5	55.0	72.7	61.4
096	06:55:00	65.3	63.5	60.5	55.5	49.5	81.1	63.5

OVERALL DURATION	ALEQ	ALn10	ALn50	ALn90	ALn99	ALMAX	ALAV(4)	O/L	BAT
DD:HH:MM:SS	dB	dB	dB	dB	dB	dB	dB		
00:08:00:00	56.4	58.5	48.0	37.0	31.0	85.6	54.0		

CEL Instruments Ltd.

EVENT MODE REPORT.

CUMULATIVE PERIOD 1
MEASUREMENT RANGE 20 - 90 dB
START DATE 09/MAY/00
END DATE 10/MAY/00
EVENT THRESHOLD 60 dB

INSTRUMENT TYPE CEL-268 V3.3
T.W.=F F.W.=A PERIOD = 5 mins.
START TIME 23:00:00
END TIME 07:00:00
ONSET TIME 5 SECS.

EVENT NO.	START TIME HH:MM:SS	SEL dB	LMAX dB	@ TIME HH:MM:SS	DUR HH:MM:SS	O/L	BAT
001	23:02:17	69.9	61.9	23:02:18	00:00:11		
002	23:03:09	78.8	72.9	23:03:14	00:00:11	-	
003	23:04:27	67.7	62.1	23:04:27	00:00:06		
004	23:04:49	67.6	60.9	23:04:52	00:00:06		
005	23:07:31	69.7	62.3	23:07:35	00:00:10		
006	23:07:58	70.5	65.5	23:08:01	00:00:07		
007	23:14:29	73.4	66.3	23:14:32	00:00:10		
008	23:15:13	86.0	82.2	23:15:18	00:00:12	-	
009	23:15:58	73.9	63.9	23:16:10	00:00:24		
010	23:21:18	70.9	63.9	23:21:24	00:00:08		
011	23:21:49	66.7	61.0	23:21:49	00:00:05		
012	23:26:06	68.4	64.2	23:26:06	00:00:07		
013	23:30:48	66.9	61.6	23:30:52	00:00:05		
014	23:35:27	81.1	76.4	23:35:32	00:00:13	-	
015	23:38:27	67.0	61.3	23:38:28	00:00:05		
016	23:42:07	85.8	83.0	23:42:10	00:00:12	-	
017	23:45:36	69.2	63.6	23:45:37	00:00:06		
018	23:46:04	88.9	85.6	23:46:10	00:00:14	-	
019	23:50:54	68.1	62.2	23:50:57	00:00:06		
020	23:55:23	79.4	75.7	23:55:26	00:00:08	-	
021	00:10:36	66.3	60.7	00:10:37	00:00:05		
022	00:20:59	71.8	64.8	00:21:11	00:00:14		
023	00:25:36	77.1	72.4	00:25:38	00:00:08	-	
024	00:32:54	67.6	61.3	00:32:58	00:00:06		
025	00:34:41	70.8	66.4	00:34:44	00:00:06		
026	00:36:49	67.5	62.5	00:36:51	00:00:06		
027	00:54:25	66.6	62.1	00:54:27	00:00:05		
028	01:08:19	81.9	75.0	01:08:23	00:00:13		
029	01:47:19	69.8	62.5	01:47:23	00:00:09		
030	02:40:46	68.0	62.9	02:40:48	00:00:06		
031	03:29:21	66.4	61.9	03:29:23	00:00:05		
032	03:38:20	68.2	63.9	03:38:22	00:00:06		
033	03:48:48	67.3	62.6	03:48:48	00:00:06		
034	03:49:29	67.2	63.8	03:49:30	00:00:05		
035	03:51:43	67.3	62.5	03:51:47	00:00:05		
036	04:02:21	71.1	63.6	04:02:24	00:00:14		
037	04:30:12	66.2	60.9	04:30:15	00:00:05		
038	04:39:37	83.2	80.5	04:39:40	00:00:09	-	
039	04:47:32	70.7	64.4	04:47:43	00:00:12		
040	04:51:10	66.4	63.1	04:51:13	00:00:05		
041	04:56:52	69.0	64.1	04:56:54	00:00:05		
042	04:59:02	69.8	63.6	04:59:03	00:00:07		
043	05:07:26	69.0	63.4	05:07:30	00:00:07		
044	05:13:11	69.7	63.3	05:13:13	00:00:10		
045	05:14:18	80.1	79.2	05:14:22	00:00:10	-	
046	05:14:50	76.1	73.0	05:14:53	00:00:06		
047	05:16:39	66.7	61.2	05:16:39	00:00:05		
048	05:24:21	67.8	61.6	05:24:25	00:00:06		
049	05:26:12	70.5	63.0	05:26:15	00:00:12		
050	05:31:29	68.8	62.6	05:31:29	00:00:07		
051	05:32:00	83.4	81.9	05:32:04	00:00:10	-	

052	05:32:29	69.1	65.0	05:32:32	00:00:05
053	05:34:36	67.0	62.1	05:34:37	00:00:05
054	05:35:40	69.0	62.8	05:35:43	00:00:07
055	05:39:49	67.0	61.9	05:39:51	00:00:05
056	05:40:41	70.9	67.2	05:40:44	00:00:06
057	05:44:00	82.4	79.7	05:44:04	00:00:10
058	05:48:23	68.8	64.3	05:48:25	00:00:05
059	05:51:38	67.2	61.7	05:51:38	00:00:05
060	05:52:51	66.2	61.4	05:52:52	00:00:05
061	05:53:30	70.0	64.8	05:53:32	00:00:07
062	05:54:19	66.6	61.6	05:54:20	00:00:05
063	05:55:32	80.5	79.5	05:55:35	00:00:09
064	05:59:07	88.1	82.3	05:59:14	00:00:16
065	05:59:51	67.0	61.7	05:59:54	00:00:05
066	06:05:35	73.4	62.2	06:05:50	00:00:25
067	06:06:16	81.4	72.7	06:06:26	00:00:16
068	06:07:41	68.0	62.8	06:07:42	00:00:05
069	06:15:51	76.8	65.5	06:16:10	00:00:38
070	06:16:47	73.3	63.0	06:17:02	00:00:19
071	06:17:16				

077	06:22:57	72.0	63.9	06:22:59	00:00:13
078	06:23:19	70.0	63.2	06:23:20	00:00:09
079	06:23:51	69.9	62.6	06:23:56	00:00:08
080	06:25:21	68.9	63.0	06:25:24	00:00:06
081	06:27:29	87.3	80.2	06:27:41	00:00:28
082	06:28:06	75.1	64.9	06:28:12	00:00:23
083	06:28:48	75.6	63.0	06:28:49	00:00:31
084	06:29:33	71.2	61.7	06:29:35	00:00:14
085	06:30:32	75.2	65.5	06:30:37	00:00:21
086	06:31:38	70.2	63.3	06:31:42	00:00:08
087	06:32:12	74.9	64.2	06:32:24	00:00:26
088	06:33:17	82.9	73.6	06:33:24	00:00:38
089	06:34:14	71.5	62.5	06:34:17	00:00:16
090	06:35:22	73.6	63.8	06:35:28	00:00:17
091	06:36:29	73.2	64.8	06:36:37	00:00:16
092	06:37:24	78.3	71.7	06:37:28	00:00:24
093	06:38:22	68.3	61.2	06:38:26	00:00:07
094	06:38:53	68.9	61.7	06:38:59	00:00:08
095	06:39:20	88.0	80.6	06:39:28	00:01:17
096	06:40:51	71.6	63.8	06:40:57	00:00:11
097	06:41:23	79.7	65.2	06:41:42	00:01:27
098	06:43:26	71.3	65.4	06:43:29	00:00:07
099	06:43:41	78.5	66.7	06:43:45	00:00:49
100	06:44:51	78.0	64.0	06:44:57	00:01:01
101	06:46:22	77.8	66.8	06:46:43	00:00:34
102	06:47:13	71.6	62.7	06:47:18	00:00:11
103	06:47:30	69.7	62.8	06:47:31	00:00:07
104	06:47:48	72.6	67.0	06:47:51	00:00:10
105	06:48:06	70.8	64.1	06:48:11	00:00:08
106	06:48:19	77.4	63.5	06:48:59	00:00:51
107	06:49:18	82.1	71.9	06:50:16	00:01:17
108	06:50:42	77.9	63.1	06:50:48	00:00:55
109	06:52:09	80.1	72.7	06:52:13	00:00:52
110	06:53:06	81.5	66.2	06:53:27	00:01:40
111	06:54:51	76.6	66.4	06:55:07	00:00:27
112	06:55:26	74.5	65.3	06:55:32	00:00:16
113	06:56:04	73.4	62.4	06:56:17	00:00:18
114	06:56:27	72.3	64.3	06:56:38	00:00:12
115	06:56:46	67.7	62.0	06:56:50	00:00:06
116	06:57:06	89.1	81.1	06:58:13	00:01:37
117	06:59:03	72.7	63.0	06:59:13	00:00:18
118	06:59:26	75.5	64.5	06:59:39	00:00:24

Daytime Noise Levels

Pond Head Lane Development

NOTES:
Where AOD heights are not known assume temporary datum e g. 5 0m
Italics denotes manual input - no automatic update
All distances and heights are in meters
Angles given in degrees
Noise Source is assumed to be 3 5m from kerb and 0 5m above road surface
A1, A2, A3 correspond to different segments for dwelling A

Traffic Flow Data

	Plot 10			Plot 9			Plots 17 &18				Plot 5			Plot 6			Plot 14			Plot 22&23
	Existing Barrier (1)	Proposed Barrier(2)	Segment 3	Existing Barrier (1)	Proposed Barrier(2)	Segment 3	Existing Barrier (1)	Proposed Barrier(2)	Segment3	Segment 4	Existing Barrier (1)	Proposed Barrier(2)	Segment 3	Existing Barrier (1)	Proposed Barrier(2)	Segment 3	Existing Barrier (1)	Proposed Barrier(2)	Segment 3	Existing Barrier (1)
AM peak hour (2 way flow)	5000	4000	4000	5000	5000	5000	5000	5000	5000	5000	5000	5000	5000	5000	5000	5000	5000	5000	5000	5000
PM peak hour (2 way flow)	5000	4000	4000	5000	5000	5000	5000	5000	5000	5000	5000	5000	5000	5000	5000	5000	5000	5000	5000	5000
16 hour flow	50000	40000	40000	50000	50000	50000	50000	50000	50000	50000	50000	50000	50000	50000	50000	50000	50000	50000	50000	50000
18 hour flow	51000	40800	40800	51000	51000	51000	51000	51000	51000	51000	51000	51000	51000	51000	51000	51000	51000	51000	51000	51000
mean speed (mph)	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120
% heavies	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0

Horizontal distances and Angle of View Data

Dwelling																				
Kerb to Barrier	3 0	27 0	4 0	4 0	27 0	4 0	4 0	27 0	4 0	4 0	4 0	27 0	4 0	4 0	27 0	4 0	4 0	27 0	4 0	27 0
Kerb to Receptor	32 0	32 0	32 0	40 0	40 5	40 0	69 0	69 0	69 0	69 0	47 0	48 0	47 0	40 0	41 0	40 0	59 0	59 0	59 0	91 0
Barrier to Receptor	28 0	5 0	28 0	36 0	13 5	36 0	65 0	42 0	65 0	65 0	43 0	21 0	43 0	36 0	14 0	36 0	55 0	32 0	55 0	64 0
Angle of View	91 0	91 0	17 0	104 0	104 0	26 0	30 0	30 0	27 0	7 0	25 0	25 0	113 0	87 0	87 0	69 0	30 0	30 0	70 0	40 0

Barrier and Receptor Height Data

Dwelling																				
Receptor Ground Floor (R_1)	1 2	1 2	1 2	1 2	1 2	1 2	1 2	1 2	1 2	1 2	1 2	1 2	1 2	1 2	1 2	1 2	1 2	1 2	1 2	1 2
Receptor First Floor (R_2)	4 0	4 0	4 0	4 0	4 0	4 0	4 0	4 0	4 0	4 0	4 0	4 0	4 0	4 0	4 0	4 0	4 0	4 0	4 0	4 0
Barrier Height	3 00	2 50	3 00	3 00	2 50	3 00	3 00	2 50	3 00	3 00	3 00	2 50	3 00	3 00	2 50	3 00	3 00	2 50	3 00	3 00

Relative Height Data (heights given Above Ordnance Datum (AOD) where possible).

Dwelling																				
Height of Road (AOD)	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00
Barrier base (AOD)	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00
Dwelling base (AOD)	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00
Height of R_1 (AOD)	1 20	1 20	1 20	1 20	1 20	1 20	1 20	1 20	1 20	1 20	1 20	1 20	1 20	1 20	1 20	1 20	1 20	1 20	1 20	1 20
Height of R_2 (AOD)	4 00	4 00	4 00	4 00	4 00	4 00	4 00	4 00	4 00	4 00	4 00	4 00	4 00	4 00	4 00	4 00	4 00	4 00	4 00	4 00
Top of Barrier (AOD)	3 00	2 50	3 00	3 00	2 50	3 00	3 00	2 50	3 00	3 00	3 00	2 50	3 00	3 00	2 50	3 00	3 00	2 50	3 00	3 00

Calculations

Shortest distance between S and R	Ground floor d'	35 507	35 507	35 507	43 506	44 006	43 506	72 503	72 503	72 503	72 503	50 505	51 505	50 505	43 506	44 506	43 506	62 504	62 504	62 504	94 503
	First floor d	35 672	35 672	35 672	43 641	44 139	43 641	72 584	72 584	72 584	72 584	50 621	51 619	50 621	43 641	44 637	43 641	62 598	62 598	62 598	94 565
Path difference for Obstructed Propagation (m).	Ground floor δ	0 457	0 225	0 457	0 445	0 122	0 445	0 427	0 082	0 427	0 427	0 439	0 101	0 439	0 445	0 120	0 445	0 431	0 088	0 431	0 125
	First floor δ	0 251	0 114	0 251	0 279	0 010	0 279	0 329	0 008	0 329	0 329	0 296	0 000	0 296	0 279	0 008	0 279	0 317	0 003	0 317	0 045
First Floor																					
Check if Receptor is in Shadow or Illuminated zone		S	I	S	S	I	S	S	S	S	S	S	I	S	S	I	S	S	S	S	S
Angle (Degrees)	Angle from S R	18 435	3 752	18 435	18 435	3 752	18 435	18 435	3 752	18 435	18 435	18 435	3 752	18 435	18 435	3 752	18 435	18 435	3 752	18 435	6 688
	Angle from B R	2 045	16 699	2 045	1 591	6 340	1 591	0 881	2 045	0 881	0 881	1 332	4 086	1 332	1 591	6 116	1 591	1 042	2 684	1 042	0 895

Daytime Noise Levels

Location of Dwelling: Plot 10

		Barrier 1	Barrier 2			CRTN ref.
Basic noise level CRTN.		**76.18**	**75.21**	**75.21**	**dB(A)**	Chart 3.
Correction for mean traffic speed and % heavies.		6.07	6.07	6.07	dB(A)	Chart 4.
Correction for gradient.		0.00	0.00	0.00	dB(A)	Chart 5.
Correction for road surface.		-1.00	-1.00	-1.00	dB(A)	
	Total correction	5.07	5.07	5.07	dB(A)	
Corrected basic noise level.		**81.24**	**80.27**	**80.27**	**dB(A)**	
Propagation.						
Distance correction.	Ground Floor	-4.20	-4.20	-4.20	dB(A)	Chart 7.
	First Floor	-4.22	-4.22	-4.22	dB(A)	Chart 7.
Screening Correction.	Ground Floor	-12.9	-11.0	-12.9	dB(A)	Chart 9a.
	First Floor	-11.3	-1.0	-11.3	dB(A)	Chart 9a.
Site Layout.						
Reflections.	Facade effects.	*2.5*	*2.5*	*2.5*	dB(A)	
	Angle of view correction.	-2.96	-2.96	-10.25	dB(A)	Chart 10.
Total Correction.	Ground Floor	-17.54	-15.70	-24.83		
	First Floor	-15.98	-5.69	-23.27		
Received Noise.	**Ground Floor $L_{A10\ 18Hr}$**	**63.70**	**64.57**	**55.44**	**dB(A)**	
	First Floor $L_{A10\ 18Hr}$	**65.26**	**74.58**	**57.00**	**dB(A)**	

Daytime Noise Levels

Location of Dwelling: Plot 9

		Barrier 1	Barrier 2			CRTN ref.
Basic noise level CRTN.		76.18	76.18	76.18	dB(A)	Chart 3.
Correction for mean traffic speed and % heavies.		6.07	6.07	6.07	dB(A)	Chart 4.
Correction for gradient.		0.00	0.00	0.00	dB(A)	Chart 5.
Correction for road surface.		-1.00	-1.00	-1.00	dB(A)	
	Total correction	5.07	5.07	5.07	dB(A)	
Corrected basic noise level.		**81.24**	**81.24**	**81.24**	**dB(A)**	
Propagation.						
Distance correction.	Ground Floor	-5.08	-5.13	-5.08	dB(A)	Chart 7.
	First Floor	-5.10	-5.14	-5.10	dB(A)	Chart 7.
Screening Correction.	Ground Floor	-12.8	-9.7	-12.8	dB(A)	Chart 9a.
	First Floor	-11.6	-5.0	-11.6	dB(A)	Chart 9a.
Site Layout.						
Reflections.	Facade effects.	2.5	2.5	2.5	dB(A)	
	Angle of view correction.	-2.38	-2.38	-8.40	dB(A)	Chart 10.
Total Correction.	Ground Floor	-17.77	-14.74	-23.79		
	First Floor	-16.54	-10.03	-22.56		
Received Noise.	**Ground Floor $L_{A10\ 18Hr}$**	**63.47**	**66.50**	**57.45**	**dB(A)**	
	First Floor $L_{A10\ 18Hr}$	**64.70**	**71.21**	**58.68**	**dB(A)**	

Daytime Noise Levels

Location of Dwelling: Plots 17 & 18

		Barrier 1	Barrier 2				CRTN ref.
Basic noise level CRTN.		76.18	76.18	76.18	76.18	dB(A)	Chart 3.
Correction for mean traffic speed and % heavies.		6.07	6.07	6.07	6.07	dB(A)	Chart 4.
Correction for gradient.		0.00	0.00	0.00	0.00	dB(A)	Chart 5.
Correction for road surface.		-1.00	-1.00	-1.00	-1.00	dB(A)	
	Total correction	5.07	5.07	5.07	5.07	dB(A)	
Corrected basic noise level.		**81.24**	**81.24**	**81.24**	**81.24**	**dB(A)**	
Propagation.							
Distance correction.	Ground Floor	-7.30	-7.30	-7.30	-7.30	dB(A)	Chart 7.
	First Floor	-7.31	-7.31	-7.31	-7.31	dB(A)	Chart 7.
Screening Correction.	Ground Floor	-12.7	-9.0	-12.7	-12.7	dB(A)	Chart 9a.
	First Floor	-12.0	-5.0	-12.0	-12.0	dB(A)	Chart 9a.
Site Layout.							
Reflections.	Facade effects.	2.5	2.5	2.5	2.5	dB(A)	
	Angle of view correction.	-7.78	-7.78	-8.24	-14.10	dB(A)	Chart 10.
Total Correction.	Ground Floor	-25.27	-21.58	-25.73	-31.59		
	First Floor	-24.57	-17.59	-25.03	-30.89		
Received Noise.	**Ground Floor $L_{A10\ 16Hr}$**	**55.97**	**59.66**	**55.51**	**49.65**	**dB(A)**	
	First Floor $L_{A10\ 16Hr}$	**56.67**	**63.65**	**56.22**	**50.35**	**dB(A)**	

Daytime Noise Levels

Location of Dwelling: Plot 5

		Barrier 1	Barrier 2	Segment 3		CRTN ref.
Basic noise level CRTN.		**76.18**	**76.18**	**76.18**	**dB(A)**	Chart 3.
Correction for mean traffic speed and % heavies.		6.07	6.07	6.07	dB(A)	Chart 4.
Correction for gradient.		0.00	0.00	0.00	dB(A)	Chart 5.
Correction for road surface.		-1.00	-1.00	-1.00	dB(A)	
	Total correction	5.07	5.07	5.07	dB(A)	
Corrected basic noise level.		**81.24**	**81.24**	**81.24**	**dB(A)**	
Propagation.						
Distance correction.	Ground Floor	-5.73	-5.82	-5.73	dB(A)	Chart 7.
	First Floor	-5.74	-5.82	-5.74	dB(A)	Chart 7.
Screening Correction.	Ground Floor	-12.8	-9.4	-12.8	dB(A)	Chart 9a.
	First Floor	-11.7	-5.0	-11.7	dB(A)	Chart 9a.
Site Layout.						
Reflections.	Facade effects.	2.5	2.5	2.5	dB(A)	
	Angle of view correction.	-8.57	-8.57	-2.02	dB(A)	Chart 10.
Total Correction.	Ground Floor	-24.57	-21.25	-18.02		
	First Floor	-23.52	-16.90	-16.97		
Received Noise.	**Ground Floor $L_{A10\ 18Hr}$**	**56.67**	**59.99**	**63.22**	**dB(A)**	
	First Floor $L_{A10\ 18Hr}$	**57.72**	**64.34**	**64.27**	**dB(A)**	

Daytime Noise Levels

Location of Dwelling: Plot 6

		Barrier 1	Barrier 2	Segment 3		CRTN ref.
Basic noise level CRTN.		**76.18**	**76.18**	**76.18**	**dB(A)**	Chart 3.
Correction for mean traffic speed and % heavies.		6.07	6.07	6.07	dB(A)	Chart 4.
Correction for gradient.		0.00	0.00	0.00	dB(A)	Chart 5.
Correction for road surface.		-1.00	-1.00	-1.00	dB(A)	
	Total correction	5.07	5.07	5.07	dB(A)	
Corrected basic noise level.		**81.24**	**81.24**	**81.24**	**dB(A)**	
Propagation.						
Distance correction.	Ground Floor	-5.08	-5.18	-5.08	dB(A)	Chart 7.
	First Floor	-5.10	-5.19	-5.10	dB(A)	Chart 7.
Screening Correction.	Ground Floor	-12.8	-9.7	-12.8	dB(A)	Chart 9a.
	First Floor	-11.6	-5.0	-11.6	dB(A)	Chart 9a.
Site Layout.						
Reflections.	Facade effects.	2.5	2.5	2.5	dB(A)	
	Angle of view correction.	-3.16	-3.16	-4.16	dB(A)	Chart 10.
Total Correction.	Ground Floor	-18.55	-15.53	-19.55		
	First Floor	-17.31	-10.85	-18.32		
Received Noise.	**Ground Floor $L_{A10\ 18Hr}$**	**62.69**	**65.71**	**61.69**	**dB(A)**	
	First Floor $L_{A10\ 18Hr}$	**63.93**	**70.39**	**62.92**	**dB(A)**	

Daytime Noise Levels

Location of Dwelling: Plot 14

		Barrier 1	Barrier 2	Segment 3		CRTN ref.
Basic noise level CRTN.		**76.18**	**76.18**	**76.18**	**dB(A)**	Chart 3.
Correction for mean traffic speed and % heavies.		6.07	6.07	6.07	dB(A)	Chart 4.
Correction for gradient.		0.00	0.00	0.00	dB(A)	Chart 5.
Correction for road surface.		-1.00	-1.00	-1.00	dB(A)	
	Total correction	5.07	5.07	5.07	dB(A)	
Corrected basic noise level.		**81.24**	**81.24**	**81.24**	**dB(A)**	
Propagation.						
Distance correction.	Ground Floor	-6.66	-6.66	-6.66	dB(A)	Chart 7.
	First Floor	-6.66	-6.66	-6.66	dB(A)	Chart 7.
Screening Correction.	Ground Floor	-12.7	-9.1	-12.7	dB(A)	Chart 9a.
	First Floor	-11.9	-5.0	-11.9	dB(A)	Chart 9a.
Site Layout.						
Reflections.	Facade effects.	2.5	2.5	2.5	dB(A)	
	Angle of view correction.	-7.78	-7.78	-4.10	dB(A)	Chart 10.
Total Correction.	Ground Floor	-24.66	-21.06	-20.98		
	First Floor	-23.83	-16.94	-20.15		
Received Noise.	**Ground Floor $L_{A10\ 18Hr}$**	**56.59**	**60.19**	**60.27**	**dB(A)**	
	First Floor $L_{A10\ 18Hr}$	**57.41**	**64.30**	**61.09**	**dB(A)**	

Daytime Noise Levels

Location of Dwelling: Plot 22 & 23

Barrier 1

				CRTN ref.
Basic noise level CRTN.		**76.18**	**dB(A)**	Chart 3.
Correction for mean traffic speed and % heavies.		6.07	dB(A)	Chart 4.
Correction for gradient.		0.00	dB(A)	Chart 5.
Correction for road surface.		-1.00	dB(A)	
	Total correction	5.07	dB(A)	
Corrected basic noise level.		**81.24**	**dB(A)**	
Propagation.				
Distance correction.	Ground Floor	-8.45	dB(A)	Chart 7.
	First Floor	-8.45	dB(A)	Chart 7.
Screening Correction.	Ground Floor	-9.8	dB(A)	Chart 9a.
	First Floor	-8.1	dB(A)	Chart 9a.
Site Layout.				
Reflections.	Facade effects.	*2.5*	dB(A)	
	Angle of view correction.	-6.53	dB(A)	Chart 10.
Total Correction.	Ground Floor	-22.25		
	First Floor	-20.57		
Received Noise.	**Ground Floor $L_{A10\ 18Hr}$**	**58.99**	**dB(A)**	
	First Floor $L_{A10\ 18Hr}$	**60.67**	**dB(A)**	

Daytime Noise Levels
Summary Table Showing NEC's in accordance with PPG 24

Plot 10

Barrier		$L_{A10\ 18hr}$	$L_{Aeq\ 16hr}$	Free Field	NEC
Existing (1)	Ground Floor	63.70	61.70	59.20	B
	First Floor	65.26	63.26	60.76	B
Proposed (2)	Ground Floor	64.57	62.57	60.07	B
	First Floor	74.58	72.58	70.08	C

Plot 10
With both barriers

	$L_{A10\ 18hr}$	$L_{Aeq\ 16hr}$	Free Field	NEC
Ground Floor	62.08	60.08	57.58	B
First Floor	65.20	63.20	60.70	B

Plot 9

Barrier		$L_{A10\ 18hr}$	$L_{Aeq\ 16hr}$	Free Field	NEC
Existing (1)	Ground Floor	63.47	61.47	58.97	B
	First Floor	64.70	62.70	60.20	B
Proposed (2)	Ground Floor	66.50	64.50	62.00	B
	First Floor	71.21	69.21	66.71	C

Plot 9
With both barriers

	$L_{A10\ 18hr}$	$L_{Aeq\ 16hr}$	Free Field	NEC
Ground Floor	62.32	60.32	57.82	B
First Floor	64.24	62.24	59.74	B

Plot 17&18

Barrier		$L_{A10\ 18hr}$	$L_{Aeq\ 16hr}$	Free Field	NEC
Existing (1)	Ground Floor	55.97	53.97	51.47	A
	First Floor	56.67	54.67	52.17	A
Proposed (2)	Ground Floor	59.66	57.66	55.16	B
	First Floor	63.65	61.65	59.15	B

Plot 17&18
With both barriers

	$L_{A10\ 18hr}$	$L_{Aeq\ 16hr}$	Free Field	NEC
Ground Floor	55.17	53.17	50.67	A
First Floor	56.32	54.32	51.82	A

Plot 5

Barrier		$L_{A10\ 18hr}$	$L_{Aeq\ 16hr}$	Free Field	NEC
Existing (1)	Ground Floor	56.67	54.67	52.17	A
	First Floor	57.72	55.72	53.22	A
Proposed (2)	Ground Floor	59.99	57.99	55.49	B
	First Floor	64.34	62.34	59.84	B

Plot 5
With both barriers

	$L_{A10\ 18hr}$	$L_{Aeq\ 16hr}$	Free Field	NEC
Ground Floor	55.67	53.67	51.17	A
First Floor	57.29	55.29	52.79	A

Plot 6

Barrier		$L_{A10\ 18hr}$	$L_{Aeq\ 16hr}$	Free Field	NEC
Existing (1)	Ground Floor	62.69	60.69	58.19	B
	First Floor	63.93	61.93	59.43	B
Proposed (2)	Ground Floor	65.71	63.71	61.21	B
	First Floor	70.39	68.39	65.89	C

Plot 6
With both barriers

	$L_{A10\ 18hr}$	$L_{Aeq\ 16hr}$	Free Field	NEC
Ground Floor	61.56	59.56	57.06	B
First Floor	62.49	60.49	57.99	B

Plot 14

Barrier		$L_{A10\ 18hr}$	$L_{Aeq\ 16hr}$	Free Field	NEC
Existing (1)	Ground Floor	56.59	54.59	52.09	A
	First Floor	57.41	55.41	52.91	A
Proposed (2)	Ground Floor	60.19	58.19	55.69	B
	First Floor	64.30	62.30	59.80	B

Plot 14
With both barriers

	$L_{A10\ 18hr}$	$L_{Aeq\ 16hr}$	Free Field	NEC
Ground Floor	55.72	53.72	51.22	A
First Floor	56.39	54.39	51.89	A

Plot 22& 23

Barrier		$L_{A10\ 18hr}$	$L_{Aeq\ 16hr}$	Free Field	NEC
Existing (1)	Ground Floor	58.99	56.99	54.49	A
	First Floor	60.67	58.67	56.17	B

Daytime Noise Levels
Summary Table Showing NEC's in accordance with PPG 24

Plot 10
Segment 3

	LA10 18Hr	LAeq 16Hr	Free Field	NEC
Ground Floor	55.44	53.44	50.94	A
First Floor	57.00	55.00	52.50	A

Plot 10
All Segments Combined

	LA10 18Hr	LAeq 16Hr	Free Field	NEC
Ground Floor	62.93	60.93	58.43	B
First Floor	65.81	63.81	61.31	B

Plot 9
Segment 3

	LA10 18Hr	LAeq 16Hr	Free Field	NEC
Ground Floor	57.45	55.45	52.95	A
First Floor	58.68	56.68	54.18	A

Plot 9
All Segments Combined

	LA10 18Hr	LAeq 16Hr	Free Field	NEC
Ground Floor	63.55	61.55	59.05	B
First Floor	65.30	63.30	60.80	B

Plot 17 &18
Segment 3

	LA10 18Hr	LAeq 16Hr	Free Field	NEC
Ground Floor	55.51	53.51	51.01	A
First Floor	56.22	54.22	51.72	A

Plot 17 &18
Segment 4

	LA10 18Hr	LAeq 16Hr	Free Field	NEC
Ground Floor	49.65	47.65	45.15	A
First Floor	50.35	48.35	45.85	A

Plot 17 &18
All Segments Combined

	LA10 18Hr	LAeq 16Hr	Free Field	NEC
Ground Floor	58.90	56.90	54.40	A
First Floor	59.80	57.80	55.30	B

Plot 5
Segment 3

	$L_{A10\ 18Hr}$	$L_{Aeq\ 16Hr}$	Free Field	NEC
Ground Floor	63.22	61.22	58.72	B
First Floor	64.27	62.27	59.77	B

Plot 5
All Segments Combined

	LA10 18Hr	LAeq 16Hr	Free Field	NEC
Ground Floor	63.93	61.93	59.43	B
First Floor	65.06	63.06	60.56	B

Plot 6
Segment 3

	$L_{A10\ 18Hr}$	$L_{Aeq\ 16Hr}$	Free Field	NEC
Ground Floor	61.69	59.69	57.19	B
First Floor	62.92	60.92	58.42	B

Plot 6
All Segments Combined

	LA10 18Hr	LAeq 16Hr	Free Field	NEC
Ground Floor	64.63	62.63	60.13	B
First Floor	65.72	63.72	61.22	B

Plot 14
Segment 3

	$L_{A10\ 18Hr}$	$L_{Aeq\ 16Hr}$	Free Field	NEC
Ground Floor	60.27	58.27	55.77	B
First Floor	61.09	59.09	56.59	B

Plot 14
All Segments Combined

	LA10 18Hr	LAeq 16Hr	Free Field	NEC
Ground Floor	61.57	59.57	57.07	B
First Floor	62.36	60.36	57.86	B

Night time Noise Levels
Summary Table Showing NEC's in accordance with PPG 24

Pond Head Lane Development

NOTES:
Where AOD heights are not known assume temporary datum e g. 5 0m
Italics denotes manual input - no automatic update
All distances and heights are in meters
Angles given in degrees
Noise Source is assumed to be 3 5m from kerb and 0 5m above road surface
A1, A2, A3 correspond to different segments for dwelling A

Traffic Flow Data

	Plot 10			Plot 9			Plots 17 &18				Plot 5			Plot 6			Plot 14			Plot 22&23
	Existing Barrier (1)	Proposed Barrier(2)		Existing Barrier (1)	Proposed Barrier(2)	Segment 3	Existing Barrier (1)	Proposed Barrier(2)	Segment3	Segment 4	Existing Barrier (1)	Proposed Barrier(2)	Segment 3	Existing Barrier (1)	Proposed Barrier(2)	Segment 3	Existing Barrier (1)	Proposed Barrier(2)	Segment 3	Existing Barrier (1)

Horizontal distances and Angle of View Data.

Dwelling																				
Kerb to Barrier	4 0	27 0	4 0	4 0	27 0	4 0	4 0	27 0	4 0	4 0	4 0	27 0	4 0	4 0	27 0	4 0	4 0	27 0	4 0	27 0
Kerb to Receptor	32 0	32 0	32 0	40 0	40 5	40 0	69 0	69 0	69 0	69 0	47 0	48 0	47 0	40 0	41 0	40 0	59 0	59 0	59 0	91 0
Barrier to Receptor	28 0	5 0	28 0	36 0	13 5	36 0	65 0	42 0	65 0	65 0	43 0	21 0	43 0	36 0	14 0	36 0	55 0	32 0	55 0	64 0
Angle of View	91 0	91 0	17 0	104 0	104 0	26 0	30 0	30 0	27 0	7 0	25 0	25 0	113 0	87 0	87 0	69 0	30 0	30 0	70 0	40 0

Barrier and Receptor Height Data

Dwelling																				
Receptor Ground Floor (R_1)	1 2	1 2	1 2	1 2	1 2	1 2	1 2	1 2	1 2	1 2	1 2	1 2	1 2	1 2	1 2	1 2	1 2	1 2	1 2	1 2
Receptor First Floor (R_2)	4 0	4 0	4 0	4 0	4 0	4 0	4 0	4 0	4 0	4 0	4 0	4 0	4 0	4 0	4 0	4 0	4 0	4 0	4 0	4 0
Barrier Height	3 00	2 50	3 00	3 00	2 50	3 00	3 00	2 50	3 00	3 00	3 00	2 50	3 00	3 00	2 50	3 00	3 00	2 50	3 00	3 00

Relative Height Data (heights given Above Ordnance Datum (AOD) where possible).

Dwelling																				
Height of Road (AOD)	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00
Barrier base (AOD)	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00
Dwelling base (AOD)	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00
Height of R_1 (AOD)	1 20	1 20	1 20	1 20	1 20	1 20	1 20	1 20	1 20	1 20	1 20	1 20	1 20	1 20	1 20	1 20	1 20	1 20	1 20	1 20
Height of R_2 (AOD)	4 00	4 00	4 00	4 00	4 00	4 00	4 00	4 00	4 00	4 00	4 00	4 00	4 00	4 00	4 00	4 00	4 00	4 00	4 00	4 00
Top of Barrier (AOD)	3 00	2 50	3 00	3 00	2 50	3 00	3 00	2 50	3 00	3 00	3 00	2 50	3 00	3 00	2 50	3 00	3 00	2 50	3 00	3 00

Calculations

Shortest distance between S and R	Ground floor d'	35 507	35 507	35 507	43 506	44 006	43 506	72 503	72 503	72 503	72 503	50 505	51 505	50 505	43 506	44 506	43 506	62 504	62 504	62 504	94 503
	First floor d	35 672	35 672	35 672	43 641	44 139	43 641	72 584	72 584	72 584	72 584	50 621	51 619	50 621	43 641	44 637	43 641	62 598	62 598	62 598	94 565
Path difference for Obstructed Propagation (m).	Ground floor δ	0 457	0 225	0 457	0 445	0 122	0 445	0 427	0 082	0 427	0 427	0 439	0 101	0 439	0 445	0 120	0 445	0 431	0 088	0 431	0 125
	First floor δ	0 251	0 114	0 251	0 279	0 010	0 279	0 329	0 008	0 329	0 329	0 298	0 000	0 298	0 279	0 008	0 279	0 317	0 003	0 317	0 045
First Floor																					
Check if Receptor is in Shadow or Illuminated zone		S	I	S	S	I	S	S	S	S	S	S	I	S	S	I	S	S	S	S	S
Angle (Degrees)	Angle from S B	18 435	3 752	18 435	18 435	3 752	18 435	18 435	3 752	18 435	18 435	18 435	3 752	18 435	18 435	3 752	18 435	18 435	3 752	18 435	4 886
	Angle from D R	2 045	16 699	2 045	1 591	6 340	1 591	0 881	2 045	0 881	0 881	1 332	4 088	1 332	1 591	6 116	1 591	1 042	2 684	1 042	0 895

Night-time Noise Levels
Summary Table Showing NEC's in accordance with PPG 24

Location of Dwelling: Plot 9

		Barrier 1	Barrier 2	Segment 3		CRTN ref. Chart 3.
						Chart 4. Chart 5.
Basic noise level derived from noise survey.		**73.56**	**73.56**	**73.56**	**dB(A)**	
Propagation.						
Distance correction.	Ground Floor	-5.08	-5.13	-5.08	dB(A)	Chart 7.
	First Floor	-5.10	-5.14	-5.10	dB(A)	Chart 7.
Screening Correction.	Ground Floor	-12.8	-9.7	-12.8	dB(A)	Chart 9a.
	First Floor	-11.6	-5.0	-11.6	dB(A)	Chart 9a.
Site Layout.						
Reflections.	Facade effects.				dB(A)	
	Angle of view correction.	-2.38	-2.38	-8.40	dB(A)	Chart 10.
Total Correction.	Ground Floor	-20.27	-17.24	-26.29		
	First Floor	-19.04	-12.53	-25.06		
Received Noise.	**Ground Floor $L_{eq\ 8Hr}$**	**53.29**	**56.32**	**47.27**	**dB(A)**	
	First Floor $L_{eq\ 8Hr}$	**54.52**	**61.03**	**48.50**	**dB(A)**	

Night-time Noise Levels
Summary Table Showing NEC's in accordance with PPG 24

Location of Dwelling: Plots 17 & 18

		Barrier 1	Barrier 2	Segment 3	Segment 4		CRTN ref.
						dB(A)	Chart 3.
						dB(A)	Chart 4.
						dB(A)	Chart 5.
						dB(A)	
						dB(A)	
Basic noise level derived from noise survey.		**73.56**	**73.56**	**73.56**	**73.56**	**dB(A)**	
Propagation.							
Distance correction.	Ground Floor	-7.30	-7.30	-7.30	-7.30	dB(A)	Chart 7.
	First Floor	-7.31	-7.31	-7.31	-7.31	dB(A)	Chart 7.
Screening Correction.	Ground Floor	-12.7	-9.0	-12.7	-12.7	dB(A)	Chart 9a.
	First Floor	-12.0	-5.0	-12.0	-12.0	dB(A)	Chart 9a.
Site Layout.							
Reflections.	Facade effects.					dB(A)	
	Angle of view correction.	-7.78	-7.78	-8.24	-14.10	dB(A)	Chart 10.
Total Correction.	Ground Floor	-27.77	-24.08	-28.23	-34.09		
	First Floor	-27.07	-20.09	-27.53	-33.39		
Received Noise.	**Ground Floor $L_{eq\ 8Hr}$**	**45.79**	**49.48**	**45.33**	**39.47**	**dB(A)**	
	First Floor $L_{eq\ 8Hr}$	**46.49**	**53.47**	**46.03**	**40.17**	**dB(A)**	

Night-time Noise Levels
Summary Table Showing NEC's in accordance with PPG 24

Location of Dwelling: Plot 5

		Barrier 1	Barrier 2	Segment 3		CRTN ref.
					dB(A)	Chart 3.
					dB(A)	Chart 4.
					dB(A)	Chart 5.
					dB(A)	
					dB(A)	
Basic noise level derived from noise survey.		**73.56**	**73.56**	**73.56**	**dB(A)**	
Propagation.						
Distance correction.	Ground Floor	-5.73	-5.82	-5.73	dB(A)	Chart 7.
	First Floor	-5.74	-5.82	-5.74	dB(A)	Chart 7.
Screening Correction.	Ground Floor	-12.8	-9.4	-12.8	dB(A)	Chart 9a.
	First Floor	-11.7	-5.0	-11.7	dB(A)	Chart 9a.
Site Layout.						
Reflections.	Facade effects.				dB(A)	
	Angle of view correction.	-8.57	-8.57	-2.02	dB(A)	Chart 10.
Total Correction.	Ground Floor	-27.07	-23.75	-20.52		
	First Floor	-26.02	-19.40	-19.47		
Received Noise.	**Ground Floor $L_{eq\ 8Hr}$**	**46.49**	**49.81**	**53.04**	**dB(A)**	
	First Floor $L_{eq\ 8Hr}$	**47.54**	**54.16**	**54.09**	**dB(A)**	

Night-time Noise Levels
Summary Table Showing NEC's in accordance with PPG 24

Location of Dwelling: Plot 6

		Barrier 1	Barrier 2	Segment 3		CRTN ref.
					dB(A)	Chart 3.
					dB(A)	Chart 4.
					dB(A)	Chart 5.
					dB(A)	
					dB(A)	
Basic noise level derived from noise survey.		**73.56**	**73.56**	**73.56**	**dB(A)**	
Propagation.						
Distance correction.	Ground Floor	-5.08	-5.18	-5.08	dB(A)	Chart 7.
	First Floor	-5.10	-5.19	-5.10	dB(A)	Chart 7.
Screening Correction.	Ground Floor	-12.8	-9.7	-12.8	dB(A)	Chart 9a.
	First Floor	-11.6	-5.0	-11.6	dB(A)	Chart 9a.
Site Layout.						
Reflections.	Facade effects.				dB(A)	
	Angle of view correction.	-3.16	-3.16	-4.16	dB(A)	Chart 10.
Total Correction.	Ground Floor	-21.05	-18.03	-22.05		
	First Floor	-19.81	-13.35	-20.82		
Received Noise.	**Ground Floor $L_{eq\ 8Hr}$**	**52.51**	**55.53**	**51.51**	**dB(A)**	
	First Floor $L_{eq\ 8Hr}$	**53.75**	**60.21**	**52.74**	**dB(A)**	

Night-time Noise Levels
Summary Table Showing NEC's in accordance with PPG 24

Location of Dwelling: Plot 14

		Barrier 1	Barrier 2	Segment 3		CRTN ref.
					dB(A)	Chart 3.
					dB(A)	Chart 4.
					dB(A)	Chart 5.
					dB(A)	
					dB(A)	
Basic noise level derived from noise survey.		**73.56**	**73.56**	**73.56**	**dB(A)**	
Propagation.						
Distance correction.	Ground Floor	-6.66	-6.66	-6.66	dB(A)	Chart 7.
	First Floor	-6.66	-6.66	-6.66	dB(A)	Chart 7.
Screening Correction.	Ground Floor	-12.7	-9.1	-12.7	dB(A)	Chart 9a.
	First Floor	-11.9	-5.0	-11.9	dB(A)	Chart 9a.
Site Layout.						
Reflections.	Facade effects.				dB(A)	
	Angle of view correction.	-7.78	-7.78	-4.10	dB(A)	Chart 10.
Total Correction.	Ground Floor	-27.16	-23.56	-23.48		
	First Floor	-26.33	-19.44	-22.65		
Received Noise.	**Ground Floor $L_{eq\ 8Hr}$**	**46.40**	**50.00**	**50.08**	**dB(A)**	
	First Floor $L_{eq\ 8Hr}$	**47.23**	**54.12**	**50.91**	**dB(A)**	

Night-time Noise Levels
Summary Table Showing NEC's in accordance with PPG 24

Location of Dwelling: Plot 22 & 23

Barrier 1

			dB(A)	CRTN ref. Chart 3.
			dB(A)	Chart 4.
			dB(A)	Chart 5.
			dB(A)	
			dB(A)	
Basic noise level derived from noise survey.		**73.56**		
Propagation.				
Distance correction.	Ground Floor	-8.45	dB(A)	Chart 7.
	First Floor	-8.45	dB(A)	Chart 7.
Screening Correction.	Ground Floor	-9.8	dB(A)	Chart 9a.
	First Floor	-8.1	dB(A)	Chart 9a.
Site Layout.				
Reflections.	Facade effects.		dB(A)	
	Angle of view correction.	-6.53	dB(A)	Chart 10.
Total Correction.	Ground Floor	-24.75		
	First Floor	-23.07		
Received Noise.	**Ground Floor $L_{eq\ 8Hr}$**	**48.81**	**dB(A)**	
	First Floor $L_{eq\ 8Hr}$	**50.49**	**dB(A)**	

Night-time Noise Levels
Summary Table Showing NEC's in accordance with PPG 24

Plot 10

Barrier		$L_{eq\ 8hr}$	NEC
Existing (1)	Ground Floor	53.52	B
	First Floor	55.08	B
Proposed (2)	Ground Floor	55.36	B
	First Floor	65.37	C

Plot 10
With both barriers

	$L_{eq\ 8hr}$	NEC
Ground Floor	51.90	B
First Floor	55.02	B

Plot 10
Segment 3

	$L_{eq\ 8hr}$	NEC
Ground Floor	46.23	B
First Floor	47.79	B

Plot 10
All Segments Combined

	$L_{eq\ 8hr}$	NEC
Ground Floor	52.94	B
First Floor	55.77	B

Plot 9

Barrier		$L_{eq\ 8hr}$	NEC
Existing (1)	Ground Floor	53.29	B
	First Floor	54.52	B
Proposed (2)	Ground Floor	56.32	B
	First Floor	61.03	C

Plot 9
With both barriers

	$L_{eq\ 8hr}$	NEC
Ground Floor	52.14	B
First Floor	54.06	B

Plot 9
Segment 3

	$L_{eq\ 8hr}$	NEC
Ground Floor	47.27	B
First Floor	48.50	B

Plot 9
All Segments Combined

	$L_{eq\ 8hr}$	NEC
Ground Floor	53.37	B
First Floor	55.12	B

Plot 17&18

Barrier		$L_{eq\ 8hr}$	NEC
Existing (1)	Ground Floor	45.79	B
	First Floor	46.49	B
Proposed (2)	Ground Floor	49.48	B
	First Floor	53.47	B

Plot 17&18
With both barriers

	$L_{eq\ 8hr}$	NEC
Ground Floor	44.99	A
First Floor	46.13	B

Plot 17 &18
Segment 3

	$L_{eq\ 8hr}$	NEC
Ground Floor	45.33	B
First Floor	46.03	B

Plot 17 &18
Segment 4

	$L_{eq\ 8hr}$	NEC
Ground Floor	39.47	A
First Floor	40.17	A

Plot 17 &18
All Segments Combined

	$L_{eq\ 8hr}$	NEC
Ground Floor	48.72	B
First Floor	49.62	B

Night-time Noise Levels
Summary Table Showing NEC's in accordance with PPG 24

Plot 5

Barrier		$L_{eq\ 8hr}$	NEC
Existing (1)	Ground Floor	46.49	B
	First Floor	47.54	B
Proposed (2)	Ground Floor	49.81	B
	First Floor	54.16	B

Plot 5
With both barriers

	$L_{eq\ 8hr}$	NEC
Ground Floor	45.49	B
First Floor	47.11	B

Plot 5
Segment 3

	$L_{eq\ 8hr}$	NEC
Ground Floor	53.04	B
First Floor	54.09	B

Plot 5
All Segments Combined

	$L_{eq\ 8hr}$	NEC
Ground Floor	53.75	B
First Floor	54.88	B

Plot 6

Barrier		$L_{eq\ 8hr}$	NEC
Existing (1)	Ground Floor	52.51	B
	First Floor	53.75	B
Proposed (2)	Ground Floor	55.53	B
	First Floor	60.21	C

Plot 6
With both barriers

	$L_{eq\ 8hr}$	NEC
Ground Floor	51.38	B
First Floor	52.30	B

Plot 6
Segment 3

	$L_{eq\ 8hr}$	NEC
Ground Floor	51.51	B
First Floor	52.74	B

Plot 6
All Segments Combined

	$L_{eq\ 8hr}$	NEC
Ground Floor	54.45	B
First Floor	55.54	B

Plot 14

Barrier		$L_{eq\ 8hr}$	NEC
Existing (1)	Ground Floor	46.40	B
	First Floor	47.23	B
Proposed (2)	Ground Floor	50.00	B
	First Floor	54.12	B

Plot 14
With both barriers

	$L_{eq\ 8hr}$	NEC
Ground Floor	45.54	B
First Floor	46.21	B

Plot 14
Segment 3

	$L_{eq\ 8hr}$	NEC
Ground Floor	50.08	#REF!
First Floor	50.91	#REF!

Plot 14
All Segments Combined

	$L_{eq\ 8hr}$	NEC
Ground Floor	51.39	B
First Floor	52.18	B

Plot 22& 23

Barrier		$L_{eq\ 8hr}$	NEC
Existing (1)	Ground Floor	48.81	B
	First Floor	50.49	B