APPLICATION NO:
F/2002/6508

LOCATION:
Land At 415 - 445 Wokingham Road, Earley *Reading.*

APPLICANT:
Bancroft Developments/Bryant Homes C/O The Edwards Irish P/Ship

PROPOSAL:
Proposed demolition of 4 dwellings and erection of 48 dwellings

EARLIEST DATE FOR DECISION: **02/06/2002**

APPLICATION WILL HAVE EXPIRED ON:
26/06/2002

CASE OFFICER: **Nicola Lake**

449

R/A/I/L/E/X
Marbleboard

EASIFILE EP7

D13

0118 936 6667

LENNON
planning ltd

4 King Street Lane
Winnersh
Berkshire
RG41 5AS

TOWN PLANNERS • DEVELOPMENT CONSULTANTS • LOCAL GOVERNMENT CONSULTANTS

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20 AUG 2002
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FILE:

Our ref. MGRP/1358/jmm

20 August 2002

Trevor Watson Esq.
Head of Planning
Wokingham District Council
P O Box 157
Shute End
Wokingham
Berkshire RG40 1WR

BY FAX & POST

Dear Mr. Watson,

Appeal by Bryant Homes and Bancroft Developments in respect of 415-445 Wokingham Road, Earley – Your ref. F/2002/6508

Following our Clients' letter of 14th August 2002, I write to confirm that the appeal relating to the site referred to above has been withdrawn in light of your Council's prompt action in respect of the Section 106 Agreement relating to application.

I can confirm that I have written to the Planning Inspectorate to this effect and enclose a copy of my letter for your records.

Yours sincerely,

Matthew Pardoe

Matthew Pardoe
Direct dial no. 0118 936 6673

Enc

cc: Ms. Nicola Lake, Wokingham District Council

Mr T Watson
Head of Development Control
Wokingham District Council
P O Box 157
Shute End
Wokingham
Berkshire
RG40 1WR

14 August 2002

Dear Sir

415-445 WOKINGHAM ROAD, EARLEY

I have now had an opportunity to talk to the Managing Director of Bryant Homes and we are both pleased to confirm that, in the event of our Planning Application for 44 units being approved by the Planning Committee and subject to the Section 106 Agreement being promptly agreed between both parties, we intend to withdraw the Appeal recently lodged with the Planning Inspectorate.

Following discussions between Matthew Pardoe of Lennon Planning and Nicola Lake, I gather that the words 'and its future maintenance' on page 17, paragraph 2 of the Committee Report, should be deleted in reference to the sound barrier along the A3290.

Yours faithfully

PATRICK BANCROFT

cc Ms N Lake - Development Control Officer
Mr A Ross - Chairman of Planning Committee

BANCROFT DEVELOPMENTS

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

PLANNING SERVICES	HP 57717
PCK	LLS
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20 JUN 2002	
COPIES TO	ACK:
	FILE:

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

20 June 2002

Dear Ms Lake

415-445 WOKINGHAM ROAD, EARLEY
APPLICATION NO's F/2001/6387 AND F/2002 6508

Thank you for your letter dated 19 June, regarding the proposed financial contributions that will be required on the above development. We can confirm that we are in agreement with your letter and confirm that the contributions as laid out are acceptable to us.

I have passed a copy of your letter to our solicitors who will prepare the Section 106 Agreement and forward it to your solicitors for their approval.

Many thanks for your assistance,

Yours sincerely

PATRICK BANCROFT

Registered in England No: 2176285
VAT Registered No: 527 1348 57
Directors : P A Bancroft FRICS
H J Bancroft

NHBC

MINUTES OF A MEETING OF THE DEVELOPMENT CONTROL COMMITTEE HELD ON WEDNESDAY 14TH AUGUST 2002 FROM 7.00 PM TO 11.05 PM

Present: Mr AJ Ross (Chairman), Mrs ANMC Drake (Vice-Chairman), Mrs DC Beatty Mr MJ Bryant, Mr SR Conway, Mr RFN Eke, Mrs JA Lissaman, Mr KA Malvern, Mrs M Robertson, Mr ND Rose, and Rob Stanton.

Also Present: Tim Charlesworth and Mr. D Swindells.

PART I

78. MINUTES

The Minutes of the meeting of the Committee held on 24th July 2002 were confirmed as a correct record and signed by the Chairman.

79. APOLOGIES

An Apology for absence was submitted from Mr. JL Earnshaw.

80. ORDER OF BUSINESS

With the Committee's agreement the order of business was changed.

81. APPLICATIONS NOD: 2001/5387 & 2002/6508, 2001/5387 -PROPOSED DEMOLITION OF 4 DWELLINGS AND ERECTION OF 44 DWELLINGS, 2002/6508 PROPOSED DEMOLITION OF 4 DWELLINGS AND ERECTION OF 48 DWELLINGS, LAND AT 415-445 WOKINGHAM ROAD EARLEY, FOR: BRYANT HOMES AND BANCROFT DEVELOPMENTS

The Committee considered a report about these applications set out on Agenda pages 13 to 66.

In explaining the report, Officers informed Members that reference made concerning Application No: 2001/5387 on page 17 of the Agenda under Recommendation A, to the future maintenance of a sound barrier with the A3290 should be deleted as this had been included in error. Members were also reminded that the proposal had been deferred at the Committee meeting of 3rd July 2002 to allow further negotiation.

Cllr. Bob Bradshaw, representing Earley Town Council attended the meeting and spoke in opposition to the proposals.

Before discussion on the proposals began, the Chairman indicated that the debate on the separate proposals would be more structured if each proposal was considered in turn, starting with Application No: 2001/5387.

In considering the report, Members thanked Officers for the work that had been undertaken since application 2001/5387 had been deferred. Members went on to comment that the proposal was now considered to be generally acceptable, although a number of Members expressed some concern regarding the provision of public open space within the site.

In response to a question the Development Control Manager confirmed that a letter had been received from the applicant indicating that the appeal relating to Planning Application No: 2002/6508 would be withdrawn if Members were minded to approve Application No: 2001/5387 and the Section 106 agreement was completed promptly.

Members also referred to the comments of the representative of Earley Town Council concerning the possible use of planning obligations funds for Meadow and Sol Joel Parks. A number of

Members commented that Earley Town Council should be consulted on the use of any leisure funds associated with the development.

Members went on to discuss Application No: 2002/6508 and noted that the proposal was before Members to establish what the Committee would have decided had not an appeal against non-determination been lodged with the Planning Inspectorate. A number of Members expressed strong concern that the proposed frontage of the development was inappropriate for the street scene and that 48 units represented an over development of the site.

RESOLVED:
1) That an Agreement be entered into under Section 106 of the Town & Country Planning Act 1990 and other statutory powers to secure the following contributions;

a) A financial contribution of £80,000 towards off-site highways improvements and sustainable highway improvements and sustainable transport initiatives;

b) The laying out of the play area up to a value of £47,000 with a ten-year commuted maintenance sum, a further ten year commuted maintenance sum if the open space is transferred into the ownership of the Council;

c) A financial contribution of £17,478.72 towards off-site leisure facilities within Earley;

d) A financial contribution of £2,000 towards additional library stock in the area;

e) A financial contribution of £88,244.10 towards additional places in Loddon Infant and Junior School;

f) A financial contribution of £42,847.33 towards additional places in Bulmershe Secondary school;

g) The transfer of 2, three bedroom dwellings and 10, two bedroom flats for affordable housing;

h) The replacement of 322m of the existing sound barrier with the A3290.

2) That subject to the registration and execution of the Agreement referred to in 1) above Application No: 2001/5387 be approved subject to the conditions set out on Agenda pages 17 to 22;

3) That Earley Town Council be consulted regarding the use of off-site leisure contributions.

4) That had an appeal on the grounds of non-determination not been submitted to the Planning Inspectorate, Application No: 2002/6508 would have been refused on the grounds that the design, size and location of the proposed frontage block of 6 flats was inappropriate to the street scene and the character of this part of Wokingham Road.

Development Control Ref No:	Received	Parish
F/2001/5387	29.11.01	Earley
F/2002/6508	01.05.02	

Applicant: Bryant Homes and Bancroft Developments.
Location: Land at 415-445 Wokingham Road, Earley.
Proposal: F/2001/5387 - Proposed demolition of 4 dwellings and erection of 44 dwellings.
F/2002/6508 – Proposed demolition of 4 dwellings and erection of 48 dwellings.

REPORT PREPARED FOR: DEVELOPMENT CONTROL COMMITTEE.

REPORT PREPARED BY: Head of Planning and Transportation and Nicola Lake.

Introduction -
The application was deferred from the Development Control Committee of the 3 July 2002, to allow officers to carry out further negotiations with the applicant, to alter the proposed frontage section of the development and to try and bring about a reduction in the number of units on the site.

Revised plans for application F/2001/5387 were submitted to the Council on the 12 July 2002. The revised plans show the replacement of the previous two storey block of 6 flats on eastern side of the proposed access road, with two four-bedroomed detached dwellings. The detached dwellings are of a similar design to those that are proposed for the opposite side of the access road. The rear garden area of plot 43 would be shorter than the adjacent proposed dwelling, as it includes a row of garages and parking spaces for the row of dwellings to the north, plots 39-40. Consultations were carried out on the revised plans and a period of 21 days was give for comments.

An appeal has been lodged on the grounds of no determination on application F/2002/6508. The appeal would be by way of a Hearing and the Council's statement is required by the 22 August 2002. No revised plans have been received on this application and therefore it remains as discussed at the committee of the 3 July 2002, with 48 units with the block of 6 flats on the frontage of the site.

RECOMMENDATION:

F/2001/5387.
GRANT PLANNING PERMISSION – subject to a legal agreement and conditions.

F/2002/6508.
TO ESTABLISH WHAT DECISION MEMBERS WOULD HAVE MADE HAD THE APPEAL FOR NO DETERMINATION AGAINST THE APPLICATION NOT BEEN LODGED.

Background Papers

Held by: Planning Reception
Division: Development Control
Dept: Environmental Services

Contact No: 0118 974 6428/ 6429
E Mail: development.control@wokingham.gov.uk

NB: All reports seek to identify environmental, community safety and equal opportunities implications. Consultation with residents and organisations which has or is about to take place, will also be reported.

BACKGROUND FOR APPLICATION F/2001/5387.

Appraisal – Main issues:

A. Impact of the Proposed Changes to the Development. (Policy H5, H9 and EN3 of the Berkshire Structure Plan; Policy LH1, LH8, LBE1, LBE2, LT5, LT6, LPS2, LPS3 and LBE5 of the Loddon Area Local Plan; Policy WH6, WOS3, WBE1, WT6, WT7, WIC16 and Housing Density Policy of the Wokingham District Local Plan (Deposit Draft) as modified.
B. Services, Amenities and Infrastructure Provision.

A. Impact of the Proposed Changes to the Development.

The proposed revisions to the development include the replacement of the two storey block of 6 two-bedroomed flats, which were shown to be located on the eastern side of the new access road, with two detached four-bedroomed dwellings. These dwellings would be of a similar design to those on the opposite side of the access road. The siting of the dwellings has been staggered to bridge the difference in siting between the existing dwellings at number 437 and 447 Wokingham Road. The development would now reflect the pattern of development that exists along this part of Wokingham Road and would be in keeping with both the character and appearance of the surrounding area.

There are no windows in the east side elevation of plot 44. The proposed dwelling would be set 1.5m back from the front and 3m in from the rear of number 447 Wokingham Road. As such there would be no loss of residential amenity to number 447 Wokingham Road.

The proposed alterations would also result in the reduction in the number of units on the site from 48 to 44 dwellings. This would reduce the proposed housing density from 39 to 36 dwellings per hectare. This would still be within the guidance as set down in PPG3. The revisions would result in a change to the proposed housing mix for the site. The proposed mix would be 55% two-bedroomed dwellings; 27% three-bedroomed dwellings and 18% four-bedroomed dwellings. While this is a reduction in the previous number of small units, it is now closer to the suggested housing mix as set down in Policy WH6 of the WDLP. As such the housing mix and density for the site is considered to be acceptable.

Due to the proposed revisions to the development there is a lower number of parking spaces now required. The two four-bedroomed dwellings would each have their own dedicated parking spaces within their curtilage. The row of four terrace three-bedroomed dwellings, to the north east corner of the site, are now shown to have a garage and a parking space each on land to the rear of plot 43. The garages would help to screen the rear garden area of plots 39, 40, 44 and number 447 Wokingham Road from noise and light from the parking area. The reduction in the number of parking spaces to 8 would also mean that there would be unlikely to be any loss of residential amenity to the surrounding area through potential noise or disturbance. (an issue raised by the Inspector on the previous appeal).

Dedicated storage areas have also be shown on the proposed layout plan for the maisonettes and flats.

As such there would be no loss of residential amenity to the neighbouring dwellings and no detrimental impact upon the character or appearance of the street scene.

B. Services, Amenities and Infrastructure Provision.
The resultant proposed reduction in the number of dwellings on the development site would have a impact upon the required financial contributions to overcome the development's impact upon the services, amenities and infrastructure facilities within the surrounding area. The resultant changes are as follows:

The highway contribution would remain unchanged, as there would be no significant change to the development's impact upon the existing highway network. As such the contribution would be £80,000 for cycle way improvements and pedestrian/cycle crossing. The additional works to the highway to create a right turn lane, pedestrian central island, bollards etc would now be carried out by the developer and would be secured by way of an agreement under Section 278 of the Highways Act 1980. This was the reason for the reduction in the figure from £100,000 on the previous application.

The education contribution on the development site would be reduced from £101,389.43 to £88,244.10 for Loddon Infant School and from £46,743.09 to £42,847.83 for Bulmershe Secondary School. This would result in a total education contribution of £131,091.93 Instead of £148,132.52. This would still remain as a significant increase on the previous applications due to the increase in the 'Child Yield Factors' and the '2002-03 Cost Multiplier Figures' provided by DfES.

The leisure services requirements would remain largely unchanged with a 400m² children's play area laid out to a cost of £47,000 with at least five pieces of play equipment with a 10 year commuted maintenance sum payable on transfer. If the remaining open space is to be transferred over to the Council a further 10 year commuted maintenance sum would be required on transfer. Due to the 0.33hectare short fall in the public open space provision, but with the reduction in the number of proposed units the off-site financial contribution would be reduced from £20,600 to £17,478.72 and would go towards improvements to existing facilities within the Earley area.

The Affordable Housing provision would remain unchanged even though there would be a reduction in the number of units on the site. As such the development would provide 2 three-bedroomed dwellings and 10 two-bedroomed flats, this would be a contribution of 27%.

A libraries financial contribution of £2,000 Instead of £2,200 towards additional stock for the existing area library is also required.

Conclusion - It is considered that the proposed alterations to the development would not result in a loss of residential amenity to the adjacent dwellings and would be in keeping with the character and appearance of the surrounding area. The flats have storage areas shown and the housing density and mix is at acceptable levels. As such it is considered that the proposed development would be in accordance with the District's Development Plans.

Recommendation – A

Application F/2001/5387.

To GRANT planning permission subject to the signing of a legal agreement to secure £80,000 towards off-site highway improvements and sustainable transport initiatives; the laying out of the play area up to the value of £47,000 with a 10 year commuted maintenance sum, a further 10 year commuted maintenance sum if the open space is to be transferred to the Council and £17,478.72 towards off-site leisure facilities within Earley; £2,000 towards additional library stock within the locality; £88,244.10 towards additional places in Loddon Infant and Junior School and £42,847.83 for Bulmershe Secondary School; the transfer of 2 three-bedroomed dwellings and 10 two-bedroomed flats for affordable housing and the replacement of 322m of the existing sound barrier with the A3290 and its future maintenance 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 23 to 28 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 6 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 commence until the access connection to Wokingham Road including provision of a right turn lane into the site has been constructed in accordance with details to be submitted to and agreed in writing by the Local Planning Authority.

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 23 to 28 the gates shown on drawing 1408/10B shall be erected at the start on the access/alley ways to the rear gardens and shall thereafter be maintained.

19. Before the development commences the applicant shall submit a report, prepared in accordance with the provisions of DoT Calculation of Road Traffic Noise, to predict noise levels at the residential façade and garden areas nearest to the railway line.

    Predictions shall be contained in a report which sets out: a large scale plan of the proposed development; noise sources and measurement/prediction points marked on 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 excess is immaterial or what further mitigation will be undertaken to ensure that criteria will be met. Any report shall include raw measurements data so that the conclusions may be thoroughly evaluated and calculations checked.

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 (16 hours, free field) within the first 5 metres from at least one building façade.

21 The development shall not begin until a scheme for protecting the proposed dwellings and garden/amenity areas from railway and road traffic noise has been submitted to and approved in writing by the Local Planning Authority. Any works

that form part of the scheme approved by the Local Planning Authority shall be completed before any permitted development is occupied unless an alternative is agreed in writing by the Local Planning Authority.

22. Any noise or vibration survey measurement methods, assessment, evaluation and interpretation should be agreed with the Local Planning Authority prior to surveys starting. Any assessment of the problem by noise consultants should include raw measurement data so that the conclusions may be thoroughly evaluated and calculations checked.

23. 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.

24. Surface water source control measures shall be carried out in accordance with details, which shall have been submitted to and approved in writing by the Local Planning Authority before development commences.

25. The road shall be constructed to adoptable standards.

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, 21 & 22. To safeguard the residential amenities of the occupiers of neighbouring properties and to allow the conclusions to be thoroughly evaluated and calculations checked.

23. To allow for the easy and safe maintenance of the fence.

24. To prevent the increased risk of flooding and to improve water quality.

25. In the interests of highway safety and convenience.

Informatives.

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: EN1, H5, H9
   Loddon Area Local Plan: LH1, LH8, LBE1, LBE2, LBE5, LBE9, LT5, LT6.
   Wokingham District Local Plan: Housing Density Policy, WH6, WOS3, WBE1, WBE11, WT6, WT7.

2. The applicant is reminded that this relates to planning permission only and does not constitute approval under any other legislation including building regulations. To obtain advice on current building regulations the applicant should contact the building control section of the District Council.

3. The Head of Engineering Services at the Council Offices, Shute End, Wokingham, should be contacted for the approval of the access construction details before any work is carried out within the highway. This includes works that are required to be carried out to the existing sound barrier along the A3290. This planning permission does not authorise the construction of any such details.

4. The developer is advised that Railtrack have provided a list of concerns, comments and conditions that they would wish the developer to take into consideration prior to the start of development. You are advised to contact Railtract at Outside Parties Manager, Suite 2. CP2 2H. General Offices. Waterloo Station. London SE1 8SW. Telephone 020 7902 3460.

5. The developer is advised that Southern Electric Power have provided a list of concerns, comments and conditions that they would wish the developer to take into consideration prior to the start of development. You are advised to contact S&S Mapping Services, P.O Box 6206, Basingstoke, Hampshire, RG24 8BW. Telephone 01189 465500.

6. The developer is advised that Thames Water have requested that the developer contact them at Developer Services Waste (Provices)Office, 1st Floor, Blake House, Manor Farm Road, Reading. RG2 0JN. Telephone 0118 9236804.

7. Transco advise that there is a 6" steel low pressure main in the footway/verge, my only point is that depending on results of trial excavation of the access, that the developer should carry out, and the depth of construction of the access road, par of this main may need to be lowered/diverted. It is also advised that repair of damage to gas apparatus by unauthorised persons is in breach of the Health and Safety at Work Act 1974. Discovery of repairs undertaken by persons other than Transco will be investigated and any incurred cost will be recharged to the responsible company.

8. The developer is advised to enter into a separate agreement with the Council under S38 of the Highways Act 1980 with respect to the adoption of the access road etc. as public highway. Such agreement should be completed before development is commenced.

9. The developer's attention is drawn to the fact that the access connection works including the provision of anti skid surface treatment and right turn lane into the site will need to be secured by an agreement made under Section 278 of the Highways Act 1980 with the Council. Such an agreement is required to be completed before any work on or affecting the public highway is commenced.

Recommendation – B.

Application F/2002/6508.

To establish what Members would have determined if the appeal against non-determination of the application had not been lodged. (This is on the un-revised scheme with the block of 6 flats on the frontage.)

Nicola Lake.

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.

REVISED PL N

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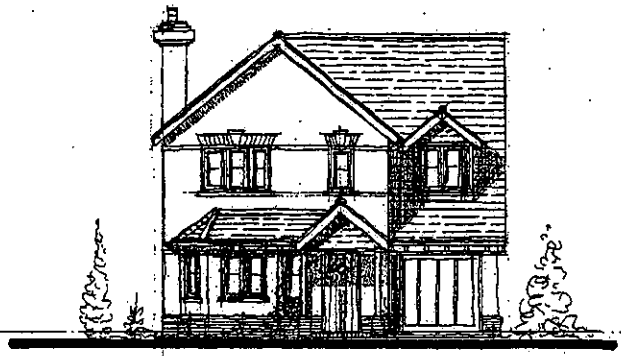
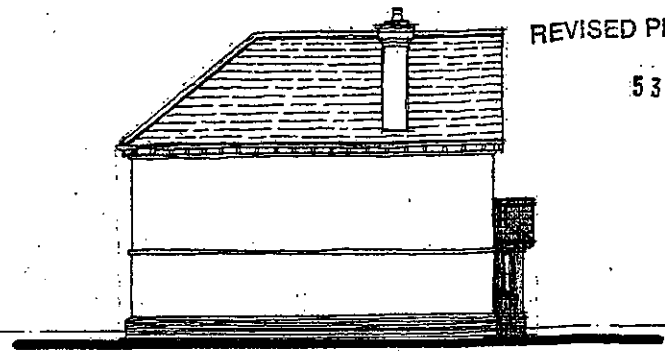
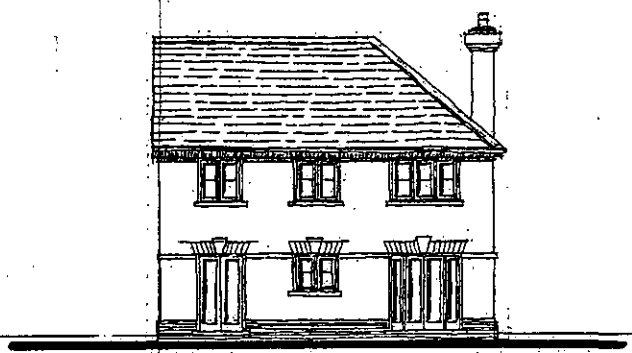


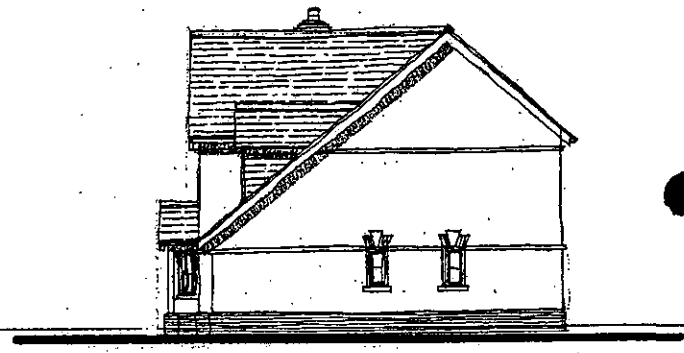
FRONT ELEVATION



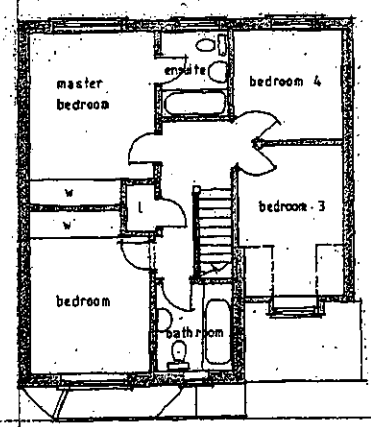
SIDE ELEVATION



REAR ELEVATION



SIDE ELEVATION



FIRST FLOOR

MATERIALS

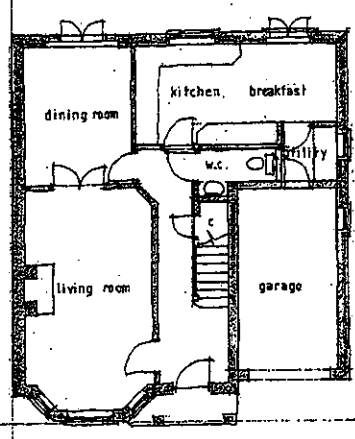
ROOF : INTERLOCKING CONCRETE TILES ALL TO BE AGREED.

WALLS : FACE BRICKWORK WITH CONTRASTING BRICK PLINTH LINTOLS AND STRING COURSE.

WINDOWS : WHITE COTTAGE STYLE WINDOWS.

EAVES : OPEN EAVES WITH STAINED FASCIA

GROSS INTERNAL FLOOR AREA = 125.85 M² 1355 ft²



GROUND FLOOR

B : Plot Boundary 43 Revised
A : Gross Floor Area Added

Project: Proposed residential development
415 - 445 Wokingham Roa
EARLEY
Berks

Client: Bancroft Developments L

Drawing: PLANS and ELEVATIONS
Plot 1 and 43

Scale: 1:100 Date: May 2001

PLANNING SERVICES	HPT
POL	TLS
DC	GHF
APP	
GS	

12 JUL 2002

COPIES TO

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

Job 1408 Dwg. 06 B

Notes

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

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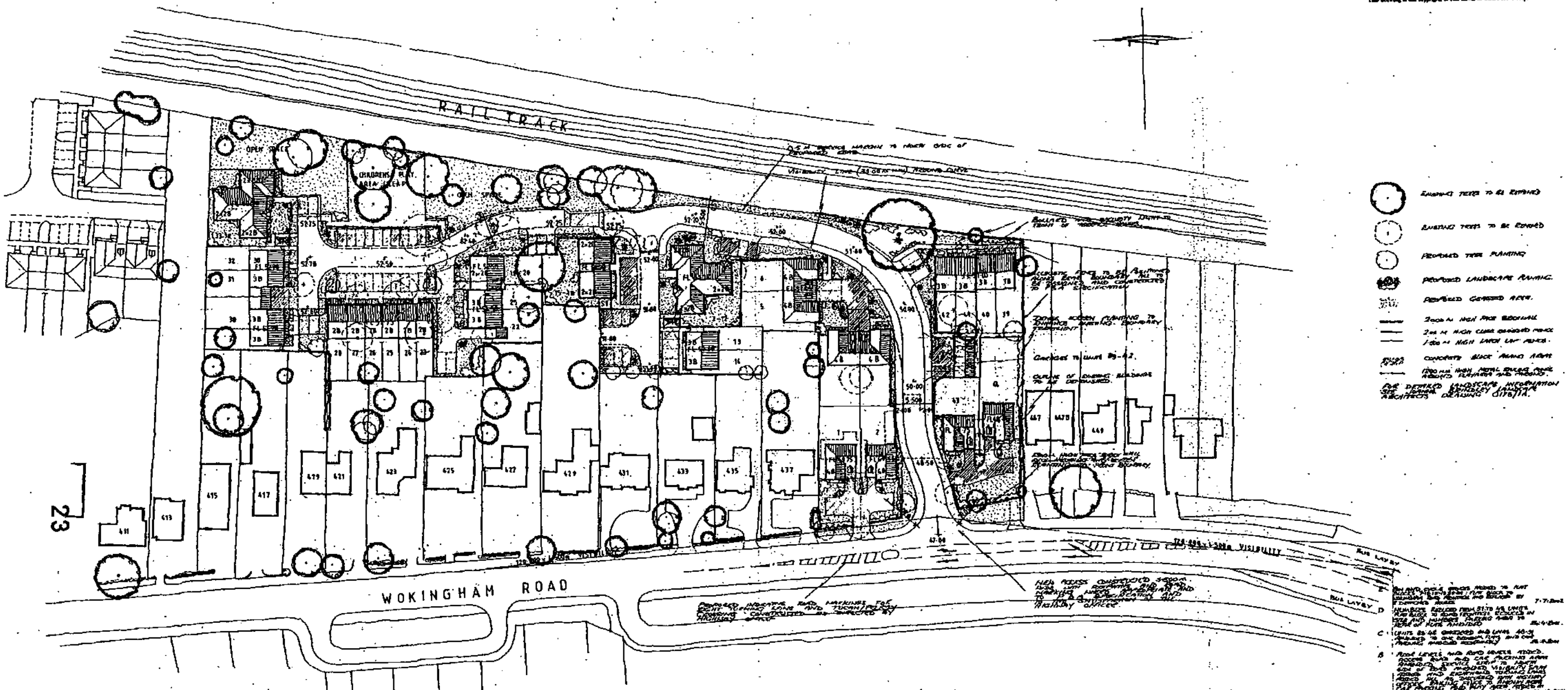
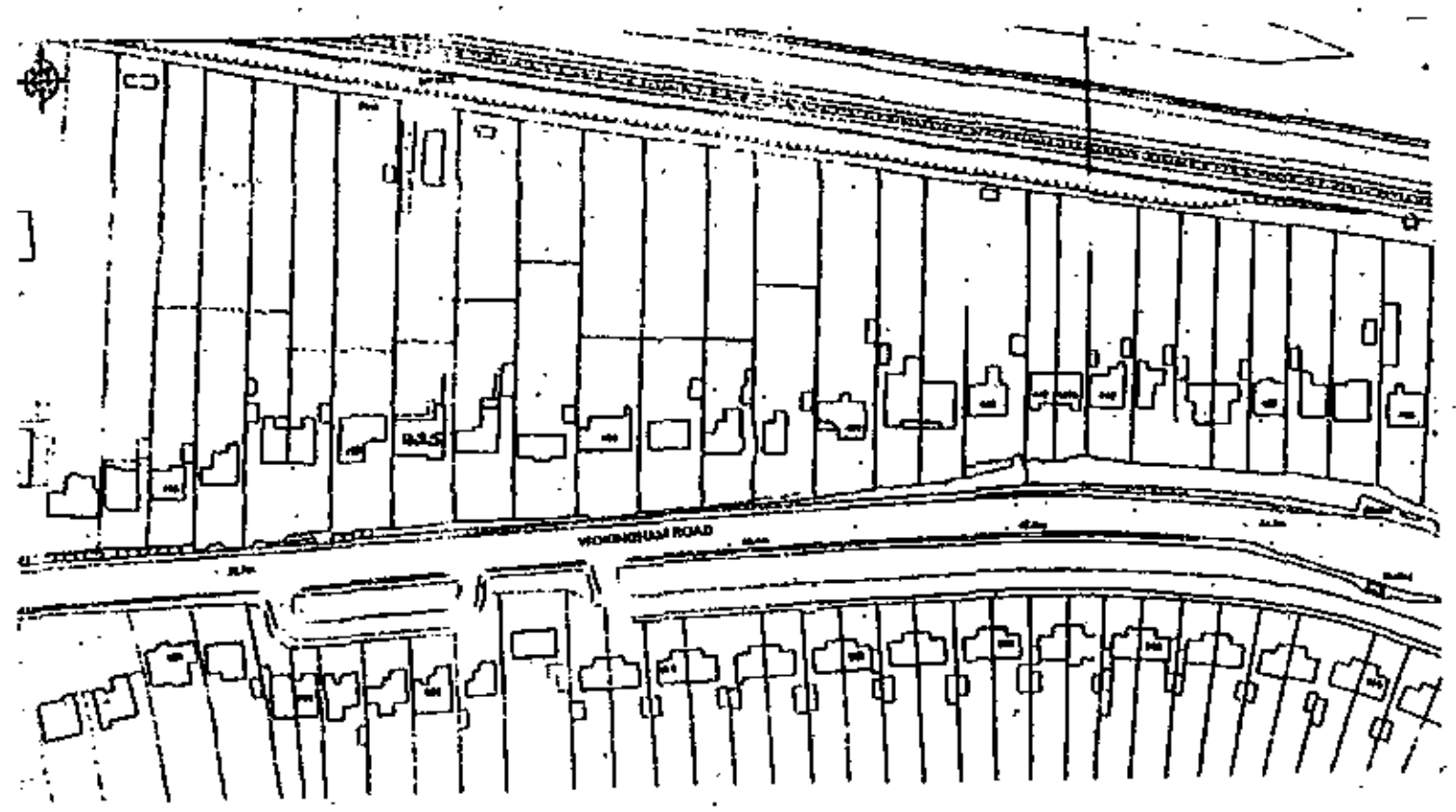


SITE PLAN 1:500



LOCATION PLAN 1:1250

Site - area = 1:232 ha = 3·045 acres

ACCOMMODATION - PRIVATE HOUSING	PARKING
8 Nº 4 BEDROOM DETACHED/LINK DETACHED HOUSES	GARAGES AND PARKING SPACE
6 Nº 3 BEDROOM SEMI-DETACHED HOUSES	3Nº GARAGES AND PARKING SPACE
4 Nº 3 BEDROOM TERRACE HOUSES	GARAGES AND PARKING SPACE
6 Nº 2 BEDROOM TERRACE HOUSES	29Nº UNASSIGNED PARKING SPACES
8 Nº 2 BEDROOM FLATS	
32 Nº TOTAL	

ACCOMMODATION - SOCIAL HOUSING

2 Nº 3 BEDROOM TERRACE HOUSES
10 Nº 2 BEDROOM FLATS
12 Nº TOTAL UNITS 7-18

48 Nº GRAND TOTAL

19 Nº UNASSIGNED PARKING SPACES

AREA OF OPEN SPACE = 0·1801 ha = 0·446 acres

Proposed residential development
415-445 Wokingham Road
EARLEY
Berks

Bancroft Developments Ltd

SITE PLAN

1:500 May 2001

12 JUL 2002

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REVISED PLAN

5387

Job 1408 Dwg. 05 E

Notes

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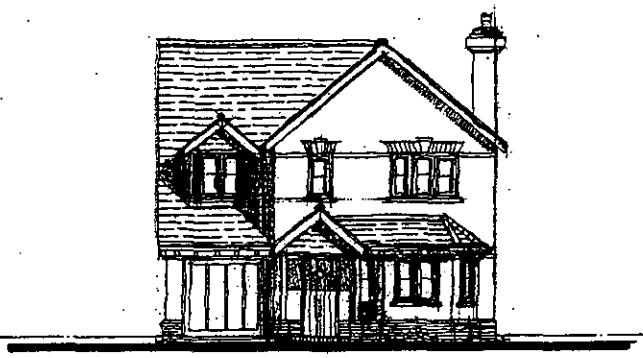
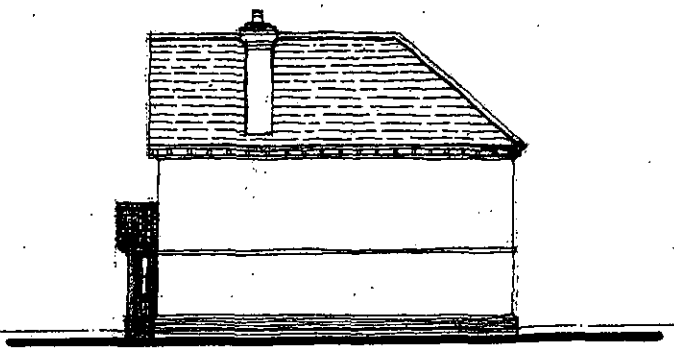
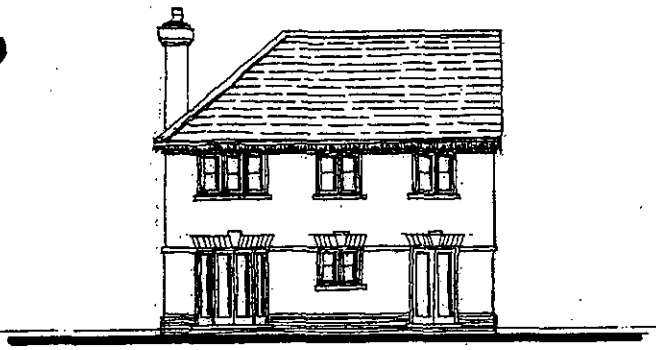


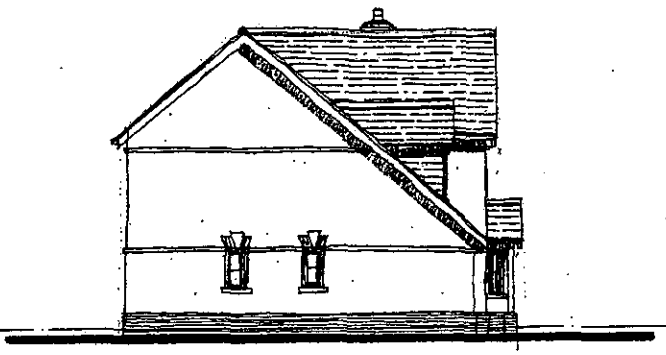
FRONT ELEVATION



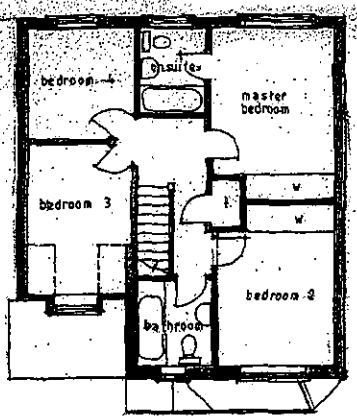
SIDE ELEVATION



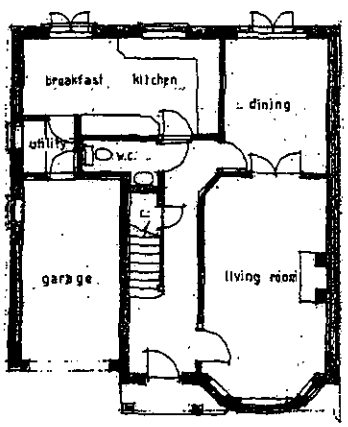
REAR ELEVATION



SIDE ELEVATION



FIRST FLOOR



GROUND FLOOR

MATERIALS

ROOF : INTERLOCKING CONCRETE TILES ALL TO BE AGREED.

WALLS : FACE BRICKWORK WITH CONTRASTING BRICK PLINTH LINTOLS AND STRING COURSE.

WINDOWS : WHITE COTTAGE STYLE WINDOWS.

EAVES : OPEN EAVES WITH STAINED BARGE BOARD.

GROSS INTERNAL FLOOR AREA = 125.35 M² : 1865 FT²

REVISED PLAN

5387 -1

B: Plot Reference 44 added 9:7:2002
A: Gross floor area added 23:10:2001

Project: Proposed residential development
415 - 445 Wokingham Road
EARLEY
Berks

Client: Bancroft Developments Ltd

Drawing: PLANS and ELEVATIONS
Plot 2 and 44

Scale: 1:100 Date: June 2001

PLANNING SERVICE
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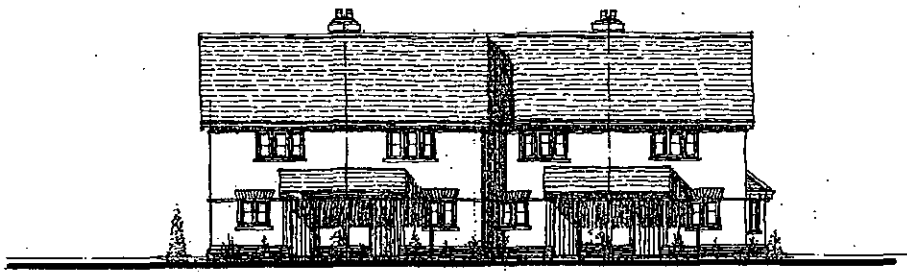
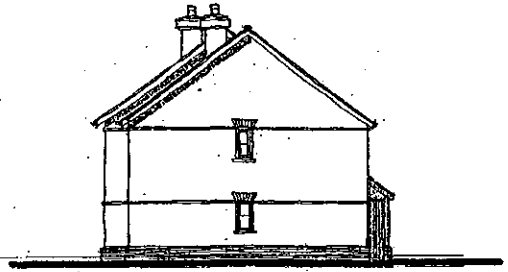
12 JUL 2002

The Edwards Irish Partnership
Architects & Surveyors
36 Langborough Road, Wokingham, Berks. RG40 2ET
Tel: 0118-989-4403 Fax: 0118-989-4385 E-mail: the.eip@virgin.net

Job 1408 Dwg.13 /B



FRONT ELEVATION



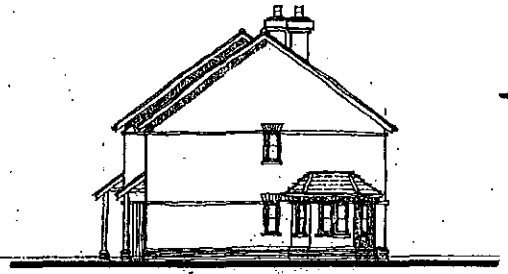
SIDE ELEVATION



FRONT SIDE



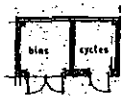
REAR ELEVATION



SIDE ELEVATION



REAR SIDE

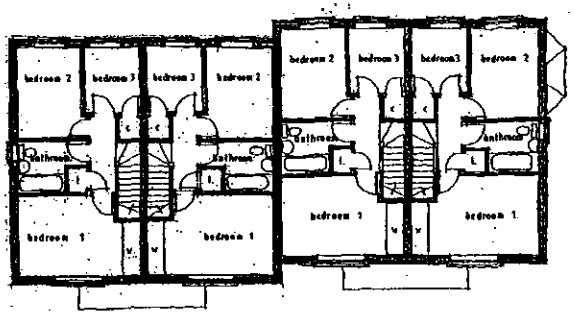


PLAN - BIN & CYCLE STORE
FLATS 7-12 & 33-38

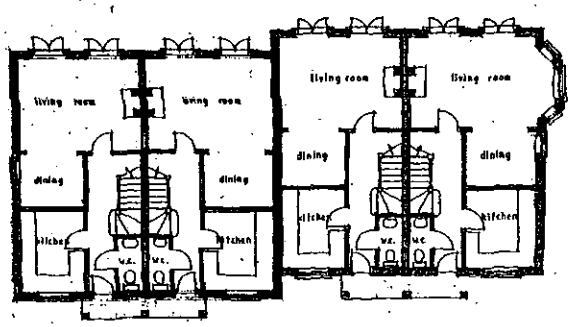
5387-d

REVISED PLAN

26



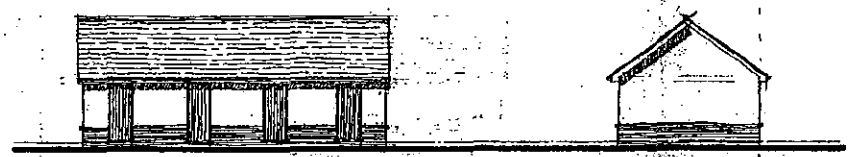
FIRST FLOOR



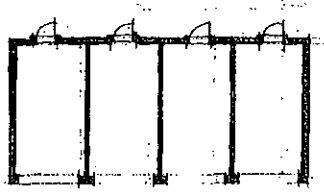
GROUND FLOOR



FRONT ELEVATION SIDE ELEVATION



REAR ELEVATION SIDE ELEVATION



GARAGE PLAN

Notes

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

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MATERIALS

Roof : Concrete interlocking tiles all to be agreed.

Walls : Brick, Blockwork with rendered panels above lintels and string courses

Windows : White casement style windows

Doors : Grey stained timber with glazed panels

Gross internal floor area = 83.30 m² = 897 ft²

E : Garages amended to hip gables and garages moved closer to flats 7-12 & 33-38. 15.7.2002

D : Canopy details added 12.7.2002

C : Units 33 & 34 relocated, 7th floor flat omitted and roof amended to form 2 no. units 25.11.2001

B : Gross floor areas added 23.10.2001

A : Two bedroom units omitted and replaced by two three bedroom units. 6.9.2001

Proposed residential development
415-445 Wokingham Road
EARLEY
Berks

Client: Bancroft Developments Ltd

Drawing: PLANS and ELEVATION
Plots 39-42

Scale: 1:100 Date: May 2001

The Edwards Irish Partnership
Architects & Surveyors
36 Longborough Road, Wokingham, Berks. RG40 2BT
Tel: 0118-989-6403 Fax: 0118-989-6383 E-mail: the.eip@virgin.net

PLANNING SUPPLIES | INT | EXT

12 JUL 2002

COPIES TO

1408 [redacted] wg. 11 [redacted]

Notes

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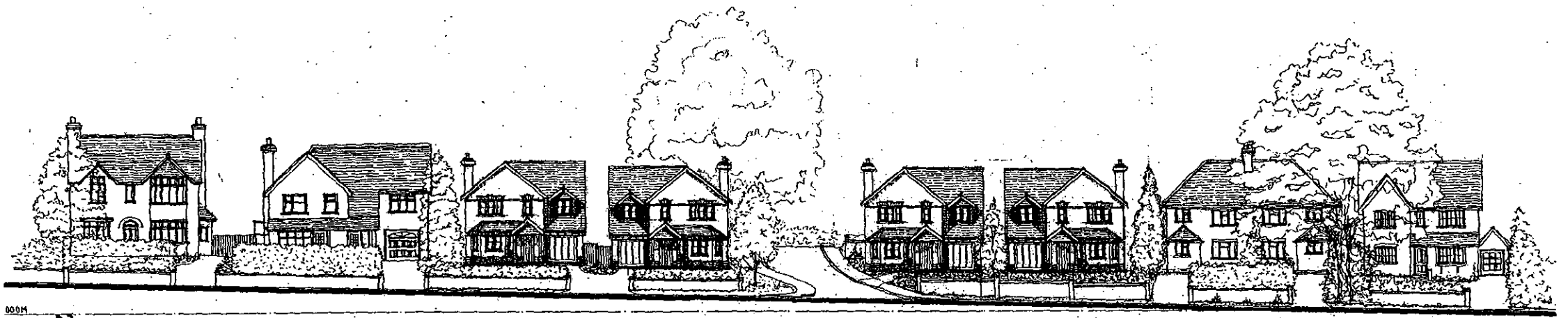


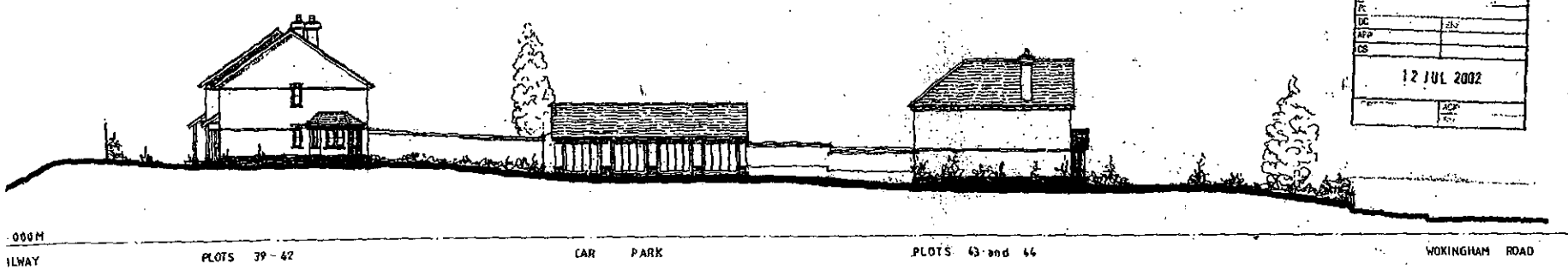
C : PLOTS 48-49 OMITTED AND 2 No DETACHED HOUSES SHOWN 10:7:2002.

B. PLOTS REDUCED IN SIZE AND NUMBERS AND 2.000 HIGH WALL OMITTED AND 1.80 HIGH WALL AND HOUSE SHOWN SECTION THROUGH SITE ADDED. 26:4:2002.

A : ROOF REDUCED TO PLOTS 48-51 26:11:2001.

8887

REVISED PLAN



PC	
AFP	
CS	

12 JUL 2002

Project: Proposed residential development
415-445 Wokingham Road
EARLEY
Client: Berks
Bancroft Developments Ltd

Drawing: STREET SCENE

Scale: 1:200 Date: October 2001

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

b 1400 16 C

Notes

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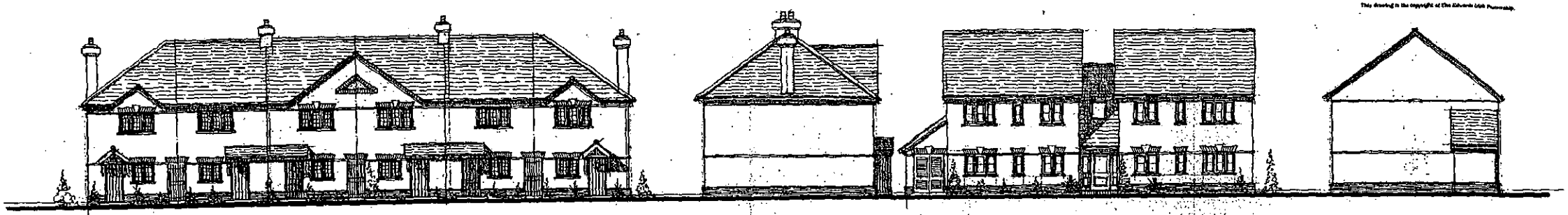
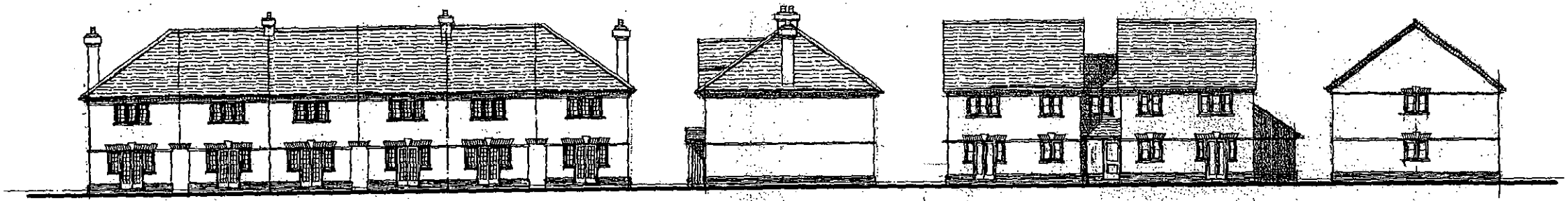


FRONT ELEVATION

SIDE ELEVATION

FRONT ELEVATION

SIDE ELEVATION

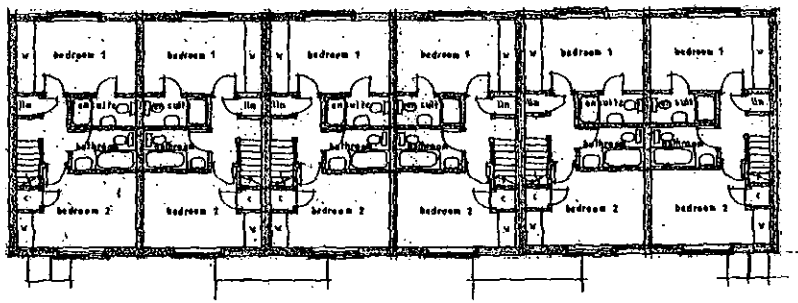


REAR ELEVATION

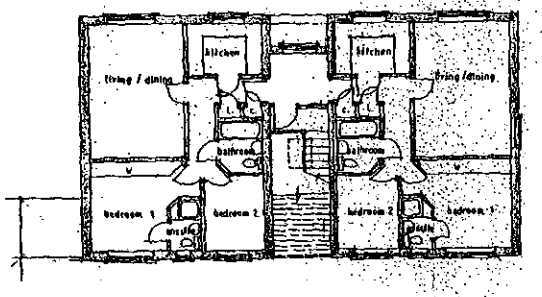
SIDE ELEVATION

REAR ELEVATION

SIDE ELEVATION



FIRST FLOOR



FIRST FLOOR

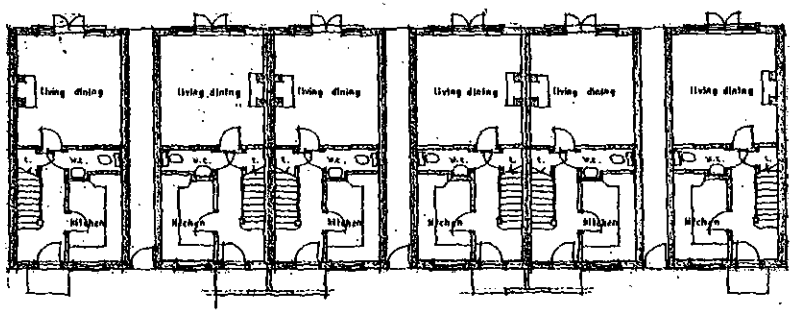
MATERIALS

Floor :

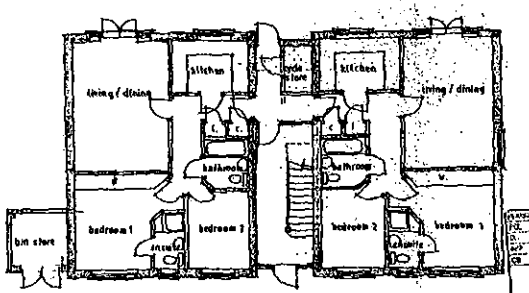
Walls :

Windows :

Doors :



GROUND FLOOR PLOTS 23-28



GROUND FLOOR PLOTS 15-18

REVISED PLAN

12 JUL 2002

Proposed residential development
415-445 Wokingham Road
EARLEY
Berks

Bancroft Developments Ltd

PLANS and ELEVATIONS
Plots 15-18 23-28

1:100 May 2001

The Edwards Irish Partnership
Architects & Surveyors
36 Longborough Road, Tilehurst, Reading RG30 6BT
Tel: 0118 9454403 Fax: 0118 9454383 E-mail: the.eip@virgin.net

Job 1408 Dwg. 10 C

Development Control Ref No:	Received	Parish
F/2001/5387	29.11.01	Earley
F/2002/6508	01.05.02	

Applicant: Bryant Homes and Bancroft Developments.
Location: Land at 415-445 Wokingham Road, Earley.
Proposal: Proposed demolition of 4 dwellings and erection of 48 dwellings.

REPORT PREPARED FOR: DEVELOPMENT CONTROL COMMITTEE.

REPORT PREPARED BY: Head of Planning and Transportation and Nicola Lake.

SUMMARY:

Planning History -
There have been two previous planning applications for the redevelopment of the application site. One of the applications was appealed for non-determination while the second was refused permission by the Development Control Committee of the 14 November 2001 and was subsequently appealed. Both these appeals were heard at a 3-day Public Inquiry on 26 – 28 May 2002. At this Inquiry the Inspector also considered a third set of proposed drawings, which he referred to as "C series". These were the original drawings that were submitted as part of application F/2001/5387. These have since been revised and are now the same as those, which were submitted on application F/2002/6508. As such although these applications were not submitted at the same time they are now duplicate applications. The inspector dismissed the appeals on the 12 April 2002.

The inspector had two main concerns. Firstly that the proposed three storey frontage block of flats would harm the character and appearance of the surrounding area due to its unsympathetic design and consequently its adverse impact upon the street scene (Para. 32 of his attached report). Secondly, he concluded that the proposed development would seriously harm the living conditions of adjacent residential occupiers in 447 and 447b, Wokingham Road due to noise and disturbance that would be caused by the nearby car parking area. (Para.38 of his report). The inspector's statement is attached.

Proposal -
The proposed development is for the demolition of 4 dwellings – Numbers 439, 441, 443 and 445 Wokingham Road, and the erection of 48 new dwellings on the rear garden areas of 415 through to 445 Wokingham Road. The proposed development would create 6 four-bedroomed houses; 12 three-bedroomed houses, 6 two-bedroomed houses and 24 two-bedroomed flats. The frontage development would still be made up of two four-bedroomed detached dwellings to the western side of the proposed access and a block of flats to the east. However, both the block of flats and its associated parking area to the rear have been amended.

RECOMMENDATION:

GRANT PLANNING PERMISSION – subject to a legal agreement and conditions.

Background Papers

Held by: Planning Reception
Division: Development Control
Dept: Environmental Services

Contact No: 0118 974 6428/ 6429
E Mail: development.control@wokingham.gov.uk

NB: All reports seek to identify environmental, community safety and equal opportunities implications. Consultation with residents and organisations which has or is about to take place, will also be reported.

BACKGROUND

Consultations –

- ***Earley Town Council:*** Extremely concerned and recommending refusal. (See attached comments).
- ***Woodley Town Council:*** No further comments to those of the previous applications.
- ***Highways:*** No objection subject to conditions and a legal agreement to secure off-site works and financial contributions.
- ***Landscaping:*** No objection subject to conditions.
- ***Environmental Health:*** No objection subject to conditions.
- ***Environment Agency:*** No objection subject to conditions.
- ***Railtrack:*** No objection subject to informatives.
- ***Southern Electric Power:*** No objection.
- ***Transco:*** No objection subject to informative.
- ***Thames Water:*** No objection.
- ***Drainage:*** No objection subject to conditions.
- ***Archaeologist:*** No objection.
- ***Policy and Plans:*** No objections to the principle of the development.
- ***Letters:*** On application F/2001/5387 there have been 8 initial letters received and 9 letters regarding the subsequent revised plans. Application F/2002/6508 has received 15 letter. These concerns can be summarised as follows:
  - Impact upon traffic congestion.
  - Proximity of the new junction to the traffic lights at the junction into Woodley and its impact upon highway safety.
  - The design of the flats would still be out of keeping with the flats at 447 Wokingham Road.
  - Overdevelopment of the site.
  - Concerned about who will be responsible for the maintenance of the boundary fence between 447 Wokingham Road and the proposed flats.
  - The key worker housing is likely to have shift workers in them, who are likely to leave and enter the site at all times of the day causing disturbance to the adjacent dwellings.
  - Impact upon existing services and infrastructure provision in the area.
  - Noise and disturbance from the construction work.
  - Loss of privacy to neighbouring dwellings.
  - The increase in development would increase flooding.
  - Impact upon wildlife.
  - They consider the existing speed limit along Wokingham Road to be too high and should be reduced to 30mph.

  Of the 9 latest letters on application F/2001/5387 4 were in support of the application, while 5 of the 15 letters on F/2002/6508 were in support of the application.

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. Access and Movement. (Policies LT5 and LT6 of the Loddon Area Local Plan; WT6 and WT7 of the Wokingham District Local Plan (Deposit Draft) as modified.
F. Services, Amenities and Infrastructure Provision.
G. Noise Attenuation Measures. (WOS7 of the Wokingham District Local Plan.)
H. Crime Prevention and Security. (WBE5 of the Wokingham District Local Plan.)
I. Flooding Issues. (Policy EN3 of the Berkshire Structure Plan; Policies LPS2 and LPS3 of the Loddon Area Local Plan and WIC16 of the Wokingham District Local Plan and PPG25)
J. 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 areas. Therefore, the principle of development would be in accordance with government guidance as outlined in PPG3 – Housing.

On considering this matter the inspector in paragraph 20 states *"I note in the Inspector's Report into the WDLP considered that the site was acceptable for residential development, ... I therefore agree with both the Council and the appellants that, in principle, the site is suitable for residential development."*

B. Housing Mix and Density.

The proposed development is to erect 24 two-bedroomed flats; 6 two-bedroomed dwellings; 12 three-bedroomed dwellings and 6 four-bedroomed dwellings on a site sized 1.232 hectares. This would represent a net density of approximately 39 dwellings per hectare. The site is located within an area with good access to alternative modes of transport and local facilities (Inspector's statement para.19). Therefore, the site is considered to be in a sustainable location, where development with a density of 39 dwellings per hectare would be acceptable in principle. Hence the proposed development would comply with the District's policy on housing density and PPG3.

The proposal would provide 63% two-bedroomed dwellings; 25% three-bedroomed dwellings and 12% four-bedroomed dwellings. While this is not directly in line with the suggested housing mix as set out in the supporting text to policy WH6 of the WDLP, it would help provide more smaller dwelling accommodation, in line with the District's housing need survey.

C. Impact upon the Residential Amenity of the Neighbouring Dwellings.
The majority of the proposed development would remain as previously considered. The dwellings which have been identified for affordable housing units have been changed to a group of units that are more centrally located within the site. The main physical changes to the development are centred around the frontage block of flats and its associated parking area to the east of the proposed access road.

The previous proposed flats had been firstly three storey in height (series A and B plans) and two and a half storeys (series C drawings). The Inspector in his consideration of these proposals and their effect upon living conditions stated *"The most affected occupiers would be those in the four flats within Nos. 447 and 447b Wokingham Road to the east of the site"* (para.33.). He continued on to state that *"The arrangement and set back of the proposed windows at first and second floor levels would be sufficient to ensure that there would be no serious overlooking of the front or rear gardens of Nos. 447 and 447b, especially as there would be few windows in the proposed eastern side elevation.*

The rear first floor windows of units 39 to 42 (the block of flats) *would overlook the rear gardens of Nos. 447 and 447b, but this would be at a distance, through some intervening vegetation and at an angle. On balance, I consider that the degree of overlooking produced would be acceptable.* (Para.34 and 35.)

The relationship between the previously refused scheme and the neighbouring dwellings at 447 and 447b would be similar to that of the current scheme but with the noted change in the proposed height of the structure. The proposed flats would be only two storey and with a height of 5m to the eaves and 8.5m to the ridge. It is considered that the amended two storey block of flats would have a reduced bulk and massing and would have a further reduced impact upon the residential amenity of the adjacent flats.

However the inspector did consider that the appealed development would impact upon the living conditions of the adjacent maisonettes. He stated when considering the relationship between the proposed parking area, which was located to the rear of the flats, that *"The car parking spaces in both B and C series of plans would be very close to the flats in No 447. I consider it inevitable that the occupiers of these two flats (and to a lesser extent those in 447b) would suffer unacceptable noise and disturbance from car engines, doors slamming and people talking in the car park, despite two fences between them."* (Para. 37).

In an attempt to address this impact the applicants have redesigned this area with a row of open fronted carport/garages running parallel to the shared boundary with Nos.447 and 447b. This structure would help to contain the noise of engines starting, doors slamming and lights from reflecting into the adjacent

property. It would also increase the visual screening to the rear garden areas of the existing maisonettes. To help soften the appearance of the proposed garage structure itself the site plan also shows that it is intended to plant dense screening between the proposed carports and the shared boundary.

It is therefore considered that the proposed carport/garage structure would overcome the inspector's grounds for refusal of the previous development due to it impact upon the living conditions of the adjacent maisonettes. As such the proposed development would have no detrimental impact upon the residential amenity of the adjacent dwellings.

D. Impact upon the character and appearance of the surrounding area.

The Inspector considered the impact of the whole development upon the character and appearance of the surrounding area. He stated that *"I consider that the majority of the proposal would be acceptable in visual terms as its westward extension from the junction would be largely hidden from view and it would make its own character. I consider that part of the layout would be acceptable."* (Para.24).

The inspector considered that the proposed flats' long width and length, three storey height and large area of roof would make it appear as a visually over-dominant building within the street scene. He continued on to state *"The proposed building's size, mass and easily seen location would make it a focal point at the entrance of this new development. It would appear out of scale and character with the other existing dwellings along this part of Wokingham Road, being appreciably higher than them. The proposed high screen wall to the road frontage would further serve to emphasis the building mass and to cut it off from other buildings. Its complicated roof form would contrast unfavourably with the simpler roof forms of the existing buildings."* (Para. 28). He concluded *"The proposal would harm the character and appearance of the surrounding area due to the unsympathetic design and consequent adverse impact of the proposed flat block on the street scene."* (Para.32.)

In an attempt to address these concerns the applicants have amended the design and size of the proposed block of flats. The flats are now shown to be a two storey structure and would have a height of 5m to the eaves and 8.5m to the ridge. This would be a 3.1m reduction in the ridge height from the series B drawings and 2.2m from the series C drawings. The width of the building has also be reduced by 3.9m from 19.6m (series B) to 15.7m on the current proposal. There has also been a corresponding reduction in the length by 2.3m from 19.6m (series C) to 17.3m on the current proposal. These reduction in the height, width and depth of the structure have a corresponding reduction in the bulk and massing of the proposed structure. As such the eaves and ridge height of the proposed flats would be comparatively similar to these of the maisonettes at 447 Wokingham Road.

Therefore the proposed development would be in keeping with the character of the surrounding properties and would have no detrimental impact upon the appearance of the street scene.

E. Access and Movement.

A number of objectors to the original applications had put forward their concerns regarding the highway safety implications of the development in their letters to the Planning Inspector. The inspector considered the potential impact of the proposed development upon the highway safety of the surrounding road network in paragraphs 42-45 inclusively. The Inspector considered that the proposed development would met the car parking standards in PPG3 (1.5 off-street spaces per dwelling). He felt that the right turn lane, central island, "Keep Clear" road markings and the toucan pedestrian crossing, would all assist in providing a safe access and that the existing and predicted traffic generation figures, junction capacity analysis, and the record of personal injury accidents did not show any cause for concern.

He appreciated that there were peak traffic problems in the area, but that this did not mean that the proposed development would unacceptably increase the danger to highway users or unduly interfere with traffic flow. He also stated that he was satisfied that the proposed highway improvements would result in a safe access.

F. Services amenity and infrastructure.

Policy WOS4 of the Wokingham District Local Plan requires that development proposals have some regard to existing levels of infrastructure, services and amenities. This is expanded upon in supplementary planning guidance. Provision for additional facilities or contributions need to meet the relevant tests as laid down in circular 1/97 'Planning Obligations'.

A highway contribution of £80,000 for cycle way improvements and pedestrian/cycle crossing has been agreed with the developer. The additional works to the highway to create a right turn lane, pedestrian central island, bollards etc would now be carried out by the developer and would be secured by an agreement under Section 278 of the Highways Act 1980. This is the reason for the reduction in the figure from £100,000 on the previous application.

The education contribution on the development site would be £101,389.43 for Loddon Infant School and £46,743.09 on the Bulmershe Secondary School. This would result in a total education contribution of £148,132.52. This is a significant increase on the previous applications and is due to the increase in the 'Child Yield Factors' and the '2002-03 Cost Multiplier Figures' provided by DfES.

The leisure services requirements are that a 400m² children's play area is laid out to a cost of £47,000 with at least five pieces of play equipment with a 10 year commuted maintenance sum payable on transfer. If the remaining open space is to be transferred over to the Council a further 10 year commuted maintenance sum would be required on transfer. Due to the 0.33hectare short fall in the public open space provision an off-site figure of £20,600 would be required towards improvements to existing facilities within the Earley area.

The Affordable Housing provision proposed does not fully comply with the Council's supplementary planning guidance as it is specified for Key Worker Housing. However given the Inspector's that *"it is not unreasonable to accept a*

situation where all of the units would be occupied by Key Workers" the provision is considered acceptable in this case.

A libraries financial contribution of £2,200 towards additional stock for the existing area library is also required.

G. Noise Attenuation Measures.
The noise attenuation measures would remain largely unchanged from the principles that were agreed on the previous applications. The Environmental Health Officer is satisfied that subject to the implementation of the noise attenuation measures as shown on the submitted drawings, the proposed development would be able to meet the require predicted noise level of 55 L_{Aeq} or below within the proposed garden areas of the houses on the site. This would also include the replacement of 322m of the existing noise barrier, which is located along the edge of the A3290. The existing barrier is reaching the end of its useful life and its replacement with a new barrier would increase its efficiency as a noise attenuation method. This provision would have to be secured by a Section 106 Agreement.

H. Crime Prevention and Security.
This had formed the third reason for refusal on the previous applications, due to the concern that units 39 to 42 would have poor natural surveillance. The Inspector in considering this issue stated that when he was on site he was able to see under the large retained oak tree from along the proposed access road to the west, especially if some of the lower branches were removed. He also felt that the small adjacent parking area would help with the surveillance of these properties. As such he concluded *"that the proposal would satisfactorily design out the possibility of crime."*

The current proposed development would have a similar arrangement and layout in regard to units 39 to 42. The dwellings would have a staggered frontage with bollards to improve lighting. The three bay car parking area adjacent to the footpath would still remain. As such the proposed development would have no adverse impact upon the crime prevention or security of the area.

G. Flooding Issues.
The application site does not contain land shown on plans supplied by the Environment Agency as being liable to flooding. The Environment Agency has been consulted on this application and they have no objection subject to conditions.

I. Concerns of Residents and Earley Town Council.
The concerns of the local residents and Earley Town Council have been noted and largely addressed in the above appraisal. However one of the neighbours and the adjacent property at 447 Wokingham Road is concerned as to who will be responsible for the future maintenance of the proposed boundary fence between their property and the development site. The applicant has indicated that the maintenance of the fence will fall under the responsibility of the management group for the flats.

Another local resident has raised a concern that the Key worker housing would be occupied by a high proportion of shift workers who will be leaving and entering the site at unusual times of the day, which would cause noise and disturbance to the residents of the existing dwellings. The occupation of key workers is unknown at present and shift patterns are not confined to key workers. It is unlikely that car movements at these times of the day would be at such a level to create enough noise and disturbance to raise above the backround noise of the surrounding area.

A further concern has also been raised regarding noise and disturbance from the demolition and construction works. A condition is recommended that the hours of work on the site be limited to 8am to 6pm Mondays to Fridays and 8am to 1:30pm Saturday and no work on Sundays or Bank holidays.

Conclusion – It is considered that on balance the proposed amendments to the block of flats located to the front of the site and its ancillary parking area to its rear, would overcome the Inspector's grounds for dismissing the previous appeals again the proposed residential redevelopment of this site. The current proposed development would have no adverse impact upon the character and appearance of the street scene or upon the residential amenity of the adjacent dwellings at 447 Wokingham Road. As such the proposed development would be in accordance with the policies of the District's Development Plans.

Recommendation – To GRANT planning permission subject to the signing of a legal agreement to secure for £80,000 towards off-site highway improvements and sustainable transport initiatives; the laying out of the play area up to the value of £47,000 with a 10 year commuted maintenance sum, a further 10 year commuted maintenance sum if the open space is to be transferred to the Council and £20,000 towards off-site leisure facilities within Earley; £2,200 towards additional library stock within the locality; £101,389.43 towards additional places in Loddon Infant and Junior School and £46,743.09 for Bulmershe Secondary School; the transfer of 25% affordable housing and the replacement of 322m of the existing sound barrier with the A3290 and its future maintenance 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 23 to 28 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 6 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 commence until the access connection to Wokingham Road including provision of a right turn lane into the site has been constructed in accordance with details to be submitted to and agreed in writing by the Local Planning Authority.

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 23 to 28 the gates shown on drawing 1408/10B shall be erected at the start on the access/alley ways to the rear gardens and shall thereafter be maintained.

19. Before the development commences the applicant shall submit a report, prepared in accordance with the provisions of DoT Calculation of Road Traffic Noise, to predict noise levels at the residential façade and garden areas nearest to the railway line.

Predictions shall be contained in a report which sets out: a large scale plan of the proposed development; noise sources and measurement/prediction points marked on 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 excess is immaterial or what further mitigation will be undertaken to ensure that criteria will be met. Any report shall include raw measurements data so that the conclusions may be thoroughly evaluated and calculations checked.

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 (16 hours, free field) within the first 5 metres from at least one building façade.

21 The development shall not begin until a scheme for protecting the proposed dwellings and garden/amenity areas from railway and road traffic noise has been submitted to and approved in writing by the Local Planning Authority. Any works that form part of the scheme approved by the Local Planning Authority shall be completed before any permitted development is occupied unless an alternative is agreed in writing by the Local Planning Authority.

22. Any noise or vibration survey measurement methods, assessment, evaluation and interpretation should be agreed with the Local Planning Authority prior to surveys starting. Any assessment of the problem by noise consultants should include raw measurement data so that the conclusions may be thoroughly evaluated and calculations checked.

23. 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.

24. Surface water source control measures shall be carried out in accordance with details, which shall have been submitted to and approved in writing by the Local Planning Authority before development commences.

25. The road shall be constructed to adoptable standards.

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, 21 & 22. To safeguard the residential amenities of the occupiers of neighbouring properties and to allow the conclusions to be thoroughly evaluated and calculations checked.

23. To allow for the easy and safe maintenance of the fence.

24. To prevent the increased risk of flooding and to improve water quality.

25. In the interests of highway safety and convenience.

Informatives.

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: EN1, H5, H9
   Loddon Area Local Plan: LH1, LH8, LBE1, LBE2, LBE5, LBE9, LT5, LT6.
   Wokingham District Local Plan: Housing Density Policy, WH6, WOS3, WBE1, WBE11, WT6, WT7.

2. The applicant is reminded that this relates to planning permission only and does not constitute approval under any other legislation including building regulations. To obtain advice on current building regulations the applicant should contact the building control section of the District Council.

3. The Head of Engineering Services at the Council Offices, Shute End, Wokingham, should be contacted for the approval of the access construction details before any work is carried out within the highway. This includes works that are required to be carried out to the existing sound barrier along the A3290. This planning permission does not authorise the construction of any such details.

4. The developer is advised that Railtrack have provided a list of concerns, comments and conditions that they would wish the developer to take into consideration prior to the start of development. You are advised to contact Railtract at Outside Parties Manager, Suite 2. CP2 2H. General Offices. Waterloo Station. London SE1 8SW. Telephone 020 7902 3460.

5. The developer is advised that Southern Electric Power have provided a list of concerns, comments and conditions that they would wish the developer to take into consideration prior to the start of development. You are advised to contact S&S Mapping Services, P.O Box 6206, Basingstoke, Hampshire, RG24 8BW. Telephone 01189 465500.

6. The developer is advised that Thames Water have requested that the developer contact them at Developer Services Waste (Provices)Office, 1st Floor, Blake House, Manor Farm Road, Reading. RG2 0JN. Telephone 0118 9236804.

7. Transco advise that there is a 6" steel low pressure main in the footway/verge, my only point is that depending on results of trial excavation of the access, that the developer should carry out, and the depth of construction of the access road, par of this main may need to be lowered/diverted. It is also advised that repair of damage to gas apparatus by unauthorised persons is in breach of the Health and Safety at Work Act 1974. Discovery of repairs undertaken by persons other than Transco will be investigated and any incurred cost will be recharged to the responsible company.

8. The developer is advised to enter into a separate agreement with the Council under S38 of the Highways Act 1980 with respect to the adoption of the access road etc. as public highway. Such agreement should be completed before development is commenced.

9. The developer's attention is drawn to the fact that the access connection works including the provision of anti skid surface treatment and right turn lane into the site will need to be secured by an agreement made under Section 278 of the Highways Act 1980 with the Council. Such an agreement is required to be completed before any work on or affecting the public highway is commenced.

Nicola Lake.

FROM: Nicola Lake

DATE: 09 May 2002

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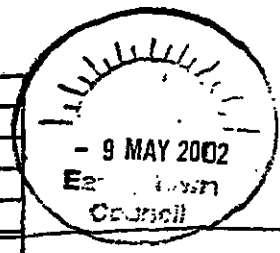


17 MAY 2002

EARLEY TOWN CONSULTATION SHEET

Application Number: F/2002/6508

Proposal: Proposed demolition of 4 dwellings and erection of 48 dwellings.

Site Address: Land At 415 - 445, Wokingham Road, Earley, Reading.

Applicant: Bancroft Developments/Bryant Homes C/O The Edwards Irish P/Ship.

Your observations are required in respect of this application **by 02/06/2002** .

The Town Council remains opposed to development of the scale proposed on this site, and would support fully the views expressed in the report of the Inspector who heard the Inquiry into the draft Wokingham District Plan that this area should not be released for development at the present time.

Whilst it is accepted that the size of the proposed block of flats at the entrance to the site (plots 43 – 48) has been reduced, the overall size of the building is considerably larger than the neighbouring properties and plots 1 and 2 of the new development on the opposite side of the access road. It is considered, therefore, that it will have over-bearing appearance, and is out of character with the area, and will be of detriment to the street scene. This is in direct contravention of Policy EN1 of the Berkshire Structure Plan 1991-2006 and policies LBE1 and LBE2 of the Loddon Area Local Plan.

The Town Council has previously raised concerns about the lack of provision for the safe storage of pushchairs/cycles, etc. when considering the previous applications on this site. These latest proposals still do not appear to have included this provision. In a number of cases, neither do the plans appear to have provided for the storage of other items 'essential to life' such as lawnmowers, dustbins, etc. It is felt, therefore, that once occupied, the site will take on an untidy and cluttered appearance as the occupants will try to make their own arrangements for the safe storage of the items. Whilst the Town Council fully supports the need for more low cost housing within Wokingham District, it is strongly of the view that this provision should not be achieved by allowing a compromise of design, or to allow a design which takes little consideration of the needs of the eventual residents of the properties concerned.

With regard to plots 39 – 42 it is considered that these are unneighbourly to the maisonettes in 447 Wokingham Road, since there will be considerable over-looking into the rear gardens and windows in the rear elevations of 447 Wokingham Road from the upper storey windows of these plots. Additionally, the parking provision in front of these particular plots will, it is considered cause a noise and pollution nuisance to the residents of 447, and particularly during the summer.

Cont'd/.....

The Town Council remains concerned at the close proximity of the children's play area to the railway line, and, whilst the need for areas such as this is accepted, it is considered that this location is totally inappropriate and dangerous.

Whilst the Town Council is opposed to the recommended housing densities now in place, it is accepted that this development falls within the prescribed guidelines. However, the layout of the site and the large area taken up by the access road, and necessity to avoid building immediately adjacent to the railway line, means that the density of housing in the remaining area is deemed to be too high.

On numerous occasions in the past, the Town Council has expressed its extreme concern about the already over-stretched infrastructure in this area, and also the enhanced pollution levels which are prevalent in this part of the District. This development, if allowed, will only put additional pressure on services in this area, and will further increase the volume of traffic, particularly in the morning and evening rush hour. This will lead to a further erosion of the quality of life of existing residents, and will contribute further to the problem which the District Council has in reducing air pollution in this area to the prescribed level by 2005.

There are already insufficient school places, and many Earley secondary school pupils have to travel outside the Town's boundaries to receive education. Our understanding is that children from this site will attend the Loddon Infants and Junior Schools, with senior pupils attending Bulmershe. Whilst it can be argued that all three schools are within walking/cycling distance, the Junior and Infants Schools are on the opposite side of Wokingham Road to the development site, and the difficulty pedestrians and cyclists will have in crossing the road during the morning and evening rush hour can not be too highly emphasized. It is inevitable, therefore, that many parents will choose to drive their children to and from school, further increasing traffic congestion.

Access to the Bulmershe School on foot from the site is via an underpass. There are already serious security implications associated with this under-pass and it is felt therefore that, unless these are resolved, parents will also choose to drive their children to school, rather than allowing them to walk or cycle unaccompanied.

In conclusion, therefore, the Town Council remains totally opposed to development on this site and particularly on the scale now proposed. In the view of the Town Council, this latest proposal has done nothing to counter the main reason given by the Inspector in dismissing the previous appeal on this site: *"it is the harm that would be caused to the character and appearance of the area and to the existing occupiers' living conditions that I consider to be the deciding factors in this appeal, and which make this proposal unacceptable."*

It is, therefore, requested that this application is refused.

If, however, the Development Control Committee is mindful to approve this application, it is requested that any Section 106 monies agreed for the provision of new and enhancement of existing play areas and equipment is passed to the Town Council for the further improvement of the nearby Meadow Park and Sol Joel Park.

SIGNED: _____ 44 781 DATE: 16 MAY 2002

Appeal Decision

Inquiry opened on 26 February 2002
Site visit made on 28 February 2002

by David Vickery DipT&CP MRTPI

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

The Planning Inspectorate
4/09 Kite Wing
Temple Quay House
2 The Square
Temple Quay
Bristol BS1 6PN
☎ 0117-372 6372
e-mail: enquiries@planning-inspectorate.gsi.gov.uk

Date 12 APR 2002

Appeal Ref: APP/X0360/A/01/1073406
415-445 Wokingham Road, 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 Bryant Homes/Bancroft Developments against Wokingham District Council.
- The application (Ref. F/2001/4278) is dated 16 May 2001.
- The development as proposed on the application form is the demolition of 4 No. houses and the construction of 52 No. dwellings.
- The inquiry sat for 3 days on 26 to 28 February 2002.

Summary of Decision: The appeal is dismissed.

Preliminary Matters

1. Prior to lodging the appeal the plans had been amended by the appellants so that the scheme would provide 51 dwellings rather than the originally proposed 52 dwellings. The description of the proposal should therefore be: *"the demolition of 4 No. houses and the construction of 51 No. dwellings"*.

2. At the Inquiry I was asked by the appellants to accept two separate series of amended plans. The first series were revisions to the layout plan concerning the orientation of some parking areas to the north of units 7-12 and to the west of units 39-42, play area layout changes, and revised access arrangements from Wokingham Road (Plans O and R). In addition, an illustrative street scene was provided (Plan Q) and wrought iron gates added to units 23-28 (Plan P). The appellants called these plans the "B series".

3. The Council and local people present had no objection to these plans being considered by me. They had already been considered by the Council as part of a duplicate planning application (Ref. F/2001/4279). None of the parties present felt that their cases would be prejudiced. I considered that the changes were relatively minor and so, bearing in mind the previous points, I decided to accept the amended B series of substitute plans and to use them as the basis for my assessment of the scheme.

4. The appellants called the second series of plans the "C series". The layout was amended to stagger units 39-42 (Plan T) and the car parking layout serving units 49-51 was amended (Plan S). Units 39-42 were reduced in height from 3 storeys to 2½ storeys with the top units becoming one bedroomed, as shown on Plan U and an amended illustrative street scene (Plan V). The appellants said that these were minor changes that could be implemented by condition as an alternative to the B series. The plans had been the subject of a new planning application which, at the time of the Inquiry, had not been determined by the Council, although the public consultation period had ended.

5. The Council said that it did not take issue with my considering the C series by way of a condition. The majority of local people present had no objection and did not feel that their cases were prejudiced. However, Mrs Carpenter felt that accepting this course of action would mean that the plans were no longer those that the Committee had determined, and that officers of the Council at the Inquiry would have to second-guess the Committee's likely views on the proposed amendments.

6. On balance, I decided to accept the C series of plans for a number of reasons. Firstly, the Council had not objected to them, nor had any other party present apart from Mrs Carpenter. Secondly, I bore in mind the fact that this is a case where the Council had failed to determine the application and so the decision was now one for the Secretary of State – the Council's Committee had not made a decision on the proposed plans as stated by Mrs Carpenter. Thirdly, I considered that the proposed changes were minor and had, most importantly, been the subject of public consultation.

7. During the course of the Inquiry various criticisms were made of the appellants' Unilateral Obligation under section 106 of the Act (Document 14). The major, and fatal, criticism was that the recitals in the Obligation referred to the wrong planning application reference number. The appellants therefore asked me for an extension of time to submit a fresh Obligation, which the Council resisted. However, I decided to agree to the appellants' request, subject to a strict timetable and a requirement that only changes pointed out at the Inquiry should be included. I believed that this was the right approach in fairness to the appellants, and to prevent unreasonable costs and delay for all parties. The Obligation and the Council's comments on it were thus received after the close of the Inquiry (Documents 21 and 22).

8. The Obligation provides for a number of contributions to the Council for various purposes including £100,000 for off-site highway improvements and sustainable transport initiatives; £17,000 for play area maintenance; £10,000 for other open space maintenance; £20,000 for off-site leisure facilities in Earley; £2,400 towards library improvements; £36,272 towards additional school places at Loddon Infant Junior Schools; and £28,953 for additional places at Bulmershe Secondary School. In addition, the Obligation provides for the replacement of 322 metres of the sound barrier adjacent to the A329(M); the laying out of the play area; and the provision of 13 units of affordable housing by various alternative methods. I will deal with the Obligation later in my decision.

Main Issues

9. From what I read, seen and heard, I consider that there are four main issues in this case:

   1) The effect of the proposal on the character and appearance of the area.

   2) The proposal's effect on the living conditions of existing residential occupiers with particular reference to overlooking, visual impact, and noise and disturbance.

   3) Whether the proposal satisfactorily designs out the possibility of crime.

   4) The proposal's effect on highway safety and the free flow of traffic on Wokingham Road arising from the proposed parking, access, and traffic generation.

Planning Policy

10. The development plan includes the Berkshire Structure Plan 1991-2006, adopted in August 1997, and the Lodden Area Local Plan adopted in May 1995. Structure Plan policy EN1

seeks to protect and enhance the environment of built-up areas. Development must be appropriate in scale, form, impact, character, and siting to its location with a high standard of design, layout and landscaping. It encourages the re-use of under-used urban land. Policy EN2 says that development should not give rise to, amongst other concerns, unacceptable levels of noise.

11. Local Plan policy PWE10 allocates the site for the development of approximately 20 dwellings. Policies LBE1 and LBE2 are similar to Structure Plan policy EN1, and deal also with the creation of a safe environment and inappropriate designs which would adversely affect the character of an area. Policy LT5 requires all development proposals to be examined for road safety implications, and LT6 seeks appropriate car parking.

12. The Deposit Draft Wokingham District Local Plan (the WDLP) has been the subject of a Public Local Inquiry into objections and the Inspector's Report has been received. However, the Council has not yet considered the Report. Therefore, bearing in mind the advice in paragraph 48 of Planning Policy Guidance Note 1: *General Policy and Principles* (PPG1), I cannot give its policies the full weight accorded to an adopted Local Plan, although the advanced stage of the WDLP gives them appreciable weight.

13. Policy WH1 in the WDLP permits housing on identified sites providing there is no significant adverse effect on the character of the area or on any residential property, and there is adequate parking and local highway capacity. Policies WOS3 and WBE1 set out various development guidelines similar to those in the development plan, but also include safety and security, and the privacy and amenity of the existing environment. Policy WT6 requires the provision of car parking in accordance with the Council's standards, and WT7 deals with road safety. An unnumbered policy, introduced at the WDLP's Inquiry, deals with the effective and efficient use of land, reflecting the advice in Planning Policy Guidance Note 3: *Housing* (PPG3).

14. The Council referred to policy WHE1 in the WDLP concerning conservation areas. However, the site does not lie within a conservation area, nor is the Council reviewing the locality with the possible intention of designating it as a conservation area. The policy does not set out any criteria for assessing the scheme. Therefore, it is not relevant to the proposal. Both main parties referred to other policies in the existing and emerging development plan in order to assess the Obligation. These policies concerned affordable housing, variety of housing, and public open space within a development. I will consider the terms of the obligation in the light of these policies later. In the same context the appellants mentioned the Council's Housing Strategy 2001-2004 and the Council its Supplementary Planning Guidance on affordable housing.

15. PPG1 at paragraphs 13 to 20 and Annex A encourages good design, which requires an understanding of the context in which the development takes place. Poor designs, which may be rejected, include those inappropriate to their context, such as those incompatible with their surroundings. Detailed design is of concern where proposals would have a significant effect on the quality of an area or on neighbouring buildings.

16. PPG3 deals with designing for quality at paragraphs 54 to 56, and says that there should be designs and layouts which make more efficient use of land without compromising the quality of the environment. New housing development must be informed by the wider context of buildings, townscape and landscape. PPG3 also says that the inefficient use of land should be avoided, that is developments of less than 30 dwellings per hectare (dph)

net. Housing development should be encouraged at between 30 to 50 dph net (paragrap 57).

17. When considering planning applications, paragraph 38 indicates that the policy in PPG3 may supersede policies in development plans which have not yet been reviewed. Th development plan pre-dates PPG3. Bearing in mind the advice in paragraphs 48 and 54 of PPG1, I consider that the development plan is not fully up-to-date in reflecting thi Government advice, and that more weight should therefore be given to PPG3 policy on th location and efficiency of housing development. Both main parties agreed with this weighting judgement at the Inquiry.

Reasons

18. The Statement of Common Ground (Document 5) says that there is no objection to principle of residential development on this site, which lies within an existing predominately residential urban area and consists of previously developed land. It goes on to say that the site lies in an accessible and sustainable location with a range of shor leisure facilities, schools and public transport modes nearby.

19. There was substantial evidence on the accessibility and sustainability aspects of the si from the appellants and local residents, the latter group being particularly concerned abou public transport, schooling and shopping accessibility. I am convinced from the information provided by both the Council and the appellant that the site lies in a genuine accessible location where public transport (bus and rail) is within walking and cyclin distance, as are most of the schools. Shopping is less accessible, but there are nearby local shops and larger shops can be easily reached by public transport. The site lies in a suburba situation where facilities in general are better than in many other such areas. I consider tha the site would fulfil the accessibility and sustainability criteria in the existing and emerging development plan and also that in Government advice, such as in PPG3.

20. I note that the Inspector's Report into the WDLP considered that the site was acceptable for residential development (Document 19), where factors such as those above would also ha been considered. I therefore agree with both the Council and the appellants that, principle, the site is suitable for residential development.

The First Issue – Character and Appearance

21. There are no significant landscape features on the site, although there are a number of trees covered by a blanket Tree Preservation Order [TPO] (Document 15), most of which are poor quality. I agree with the both main parties that the proposal would not have a significant adverse impact on the TPO as all of the high category trees would be retained and only 3 of the moderate category trees would be removed. The loss of the remaini trees would not affect the character of the area as they are not clearly visible.

22. The site lies on the north side of Wokingham Road, the A329, and consists of Nos. 439 445 (odd) and a large part of the rear gardens of the remaining properties westwards to No. 415. The site rises noticeably upwards from Wokingham Road frontage and also slopes gently to the south-east. To the rear of the site lies a main railway line(s) in a cutting a beyond that a busy motorway standard road (the A329(M)).

23. The area has an open and spacious appearance due to the wide road, grass verges, the lay- opposite and the generous spacing of the dwellings. The dwellings are a mixture of detached and semi-detached properties, mainly houses but also including some large

bungalows, all set in large gardens. Whilst the dwellings are all of varying appearances, my impression was that the common characteristics in the immediate area on this side of the road were front walls with vegetation above and the small, domestic scale of architecture associated with the 1920s and 1930s era of housing. None of the dwellings, for example, are over two stories in height.

24. The proposal is for 51 dwellings on 1.23 hectares of land, giving a density of 41 units per hectare, within the range advocated in the unnumbered policy in the WDLP and in PPG3. There would be an access through Nos. 441 and 443 into the site that would extend westwards parallel with the railway. There would be a mixture of flats and houses, mainly on the southern side of the access road, with open space on the northern side next to the railway. Because of the rising ground from Wokingham Road and the intervening existing houses and vegetation along it, most of the proposed dwellings would be difficult to see from Wokingham Road itself, although glimpses might be obtained. Therefore, in my judgement, subject to suitable external materials, I consider that the majority of the proposal would be acceptable in visual terms as its westward extension from the junction would be largely hidden from view and it would make its own character. I consider that part of the layout to be acceptable. The Council and local residents were primarily concerned about the east part of the proposed development, namely units 39 to 42 and units 43 to 51.

25. I have some concerns that the illustrative street scenes are not accurate reflections of the height of the proposed flat block (units 43-51) given the stated floor level and surrounding land form. There is likely to be an element of cut and fill and so some underbuilding at the front. The appellants were unable to assist me on this point. Even so I have based my assessment of this aspect of the proposal on the basis that the street scenes (Plan Q and V) are accurate representations, excluding the spurious outline of a building to the west of the flat block.

26. I saw that the flat block would be difficult to see from the immediate east along Wokingham Road due to screening vegetation and trees, although the roof would be partially seen. Wokingham Road bends gently southwards further east, and so the flats would be more easily seen in distant views. From the west trees and hedges along the frontages of the existing houses would again obscure most distant views, except for the roof. However, nearer to the proposed access in medium and close distance views the flat block would be clearly seen due to the opening up of views in this part of the road caused by the proposed access. In these close views the flat block would be very prominent in the streetscape due to its location on a corner.

27. I consider that the flat block would be a large and ungainly building. It would be more massive and bulky than the existing detached houses and bungalows in the area. Whilst it would have a similar footprint to Nos. 441 and 443, its height, large roof, long length of walling and prominent location would make it much more obtrusive. I saw at my site visit that Nos. 441 and 443 are set back and well hidden by vegetation. The flat block's long width and length, three storey height and large area of roof would make it appear as a visually over-dominant building in the street scene, despite its articulation.

28. The proposed building's size, mass and easily seen location would make it a focal point at the entrance of this new development. It would appear out of scale and character with the other existing dwellings along this part of Wokingham Road, being appreciably higher than them. The proposed high screen wall to the road frontage would further serve to emphasise the building mass and to cut it off from other buildings. Its complicated roof form would contrast unfavourably with the simpler roof forms of the existing buildings. The large

numbers of windows, high walls and plan form would not fit in with the surrounding small scale architecture, and would immediately give the visual impression of a large, modern block of flats entirely unrelated to the surrounding buildings. It would not respect local traditions and building relationships and so would fail to integrate with surrounding residential development.

29. The C series plans show a flat block that would be lower and of two storey height, but with a high pitched roof to accommodate flats within it. Whilst this would be a considerable improvement on the B series of plans, it would still result in a substantial and bulky building prominent in the street scene due to its long length and width and its high roof. The roof form would be even more complicated, and hence more inappropriate, than the B series of plans. It would appear as an alien feature unconnected to the smaller scale existing buildings and physically divorced from them by the high frontage wall.

30. I did not understand the Council's point about the proposal causing a cramped junction appearance, unless it is related to the visual matters I have already discussed. The junction would not appear cramped.

31. I am aware of the Government's encouragement in PPG3 to make more efficient use of land. But this goes hand in hand with improving the quality and attractiveness of residential areas and using imaginative design to achieve increased densities. This proposal fails to take account of that advice and the local design context.

32. Overall on this issue, I conclude that the proposal would harm the character and appearance of the surrounding area due to the unsympathetic design and consequent adverse impact of the proposed flat block (units 43-51) on the street scene. It would therefore be contrary to policy EN1 of the Structure Plan; policies LBE1 and LBE2 of the Local Plan; policies WH1, WOS3 and WBE1 of the WDLP; and Government advice in PPG1 and PPG3.

The Second Issue – Effect on Living Conditions

33. The most affected occupiers would be those in the four flats within Nos. 447 and 447b Wokingham Road (as shown on the Ordnance Survey location plan) to the east of the site. The side elevation to No. 447 facing the site has a ground floor entrance door, a window to an unidentified room, and a first floor obscure glazed bathroom window. The rear windows to Nos. 447 and 447b contain living rooms and kitchens and bedrooms, and the front windows, some of which are large, are to a mixture of living rooms, bedrooms and bathrooms. The gardens are split between the occupiers. There is presently a fence halfway along the joint boundary with an intervening path leading to the rear gardens. The rear half of the boundary is open.

34. The proposed flat block (units 43-51) would not extend to the rear built boundary of two existing properties. The existing and proposed fences along the rear joint boundary and vegetation along the front boundary would screen ground floor windows. The arrangement and set back of the proposed windows at first and second floor levels would be sufficient to ensure that there would be no serious overlooking of the front or rear gardens of Nos. 447 and 447b, especially as there would be few windows in the proposed eastern side elevation.

35. The rear first floor windows of units 39 to 42 would overlook the rear gardens of Nos. 447 and 447b, but this would be at a distance, through some intervening vegetation and at an angle. On balance, I consider that the degree of overlooking produced would be acceptable

36. There would be no adverse visual impact from the flat block on Nos. 447 and 447b due to the limited number of side windows in No. 447, the set back from the side boundary of most of the bulk of the block, intervening front vegetation and the fact that the block would not extend beyond the existing rear building line. Units 39 to 42 would be clearly seen from the existing properties and gardens, but they would be positioned at an adequate distance and at right angles running away from the joint boundary. This would be a similar situation to many other lines of housing development within a suburban area. They would not cause a harmful visual impact.

37. A car parking area would be located between Units 39-42 and units 43-51, about halfway along and close to the joint boundary with No. 447. The car parking spaces in both the B and C series of plans would be very close to the flats in No. 447. I consider it inevitable that the occupiers of these two flats (and to a lesser extent those in No. 447b) would suffer unacceptable noise and disturbance from car engines, doors slamming and people talking in the car park, despite two fences between them.

38. I conclude on this issue that the proposal would seriously harm the living conditions of adjacent residential occupiers in Nos. 447 and 447b Wokingham Road due to the noise and disturbance that would be caused by the nearby car parking area. The proposal would not comply with policy EN2 in the Structure Plan, and policies WH1 and WBE1 in the WDLP.

The Third Issue – Designing Out Crime

39. The front of units 39 to 42 would be reached only by a footpath, close to the railway cutting. The Council, after consultation with the Crime Prevention Design Adviser, was concerned that the units' isolated location (few pedestrians), trees and planting, and lack of nearby car parking would mean that the front doors of these units would be hidden from any natural surveillance.

40. I saw that it would be possible to see under the large retained oak tree from along the proposed access road to the west, especially if some of the lower branches were removed for easier access. There would be a small car parking area close to the junction of the units' footpath and the access road. Overall, therefore, I consider that there would be sufficient natural surveillance to discourage crime at the front elevations of these units. I do not need, therefore, to go on to examine the C series of plans in this respect.

41. I conclude therefore, that the proposal would satisfactorily design out the possibility of crime. It would therefore comply with policy LBE1 in the Local Plan, policy WBE1 in the WDLP, and Government advice in Circular 5/94.

The Fourth Issue – Highway Safety

42. The Council said that the proposal would comply with its car parking standards and that it had no objections on highway safety grounds. I note that the scheme would satisfy the car parking standard in paragraph 62 of PPG3 (1.5 off-street spaces per dwelling). I have no reason to believe, therefore, that cars would park elsewhere and so endanger highway safety.

43. The right turn lane, central island, "keep clear" road markings and the Toucan pedestrian crossing (in the Obligation) would all assist in providing a safe access. The details of a safe bicycle crossing over the proposed access road could be dealt with by a condition. The existing and predicted traffic generation figures, junction capacity analysis, and the record of personal injury accidents do not show any cause for concern.

44. Local residents were worried about exacerbating existing queues of traffic at peak time, but no figures were produced that cast doubt on the favourable attitudes of both the Council and the appellants. I appreciate that there are peak traffic problems, but this does not mean that the proposal would unacceptably increase the danger to highway users or unduly interfere with the flow of traffic. I am satisfied from the evidence presented by the appellants that the proposed highway improvements would result in a safe access.

45. I conclude on this issue that the proposal would not cause a danger to highway safety or interfere with the free flow of traffic on Wokingham Road. It would therefore comply with policies LT5 and LT6 in the Local Plan, and policies WT6 and WT7 in the WDLP.

Other Considerations

46. A number of other schemes in the area were mentioned, most granted permission by the Council and one on appeal. I saw some of these at my site visit. However, I do not know the exact locational and policy circumstances of these other developments, and so I do not regard them as forming a precedent which I must follow in this case. Moreover, each case must be decided on its own merits, as I have done here.

47. In general, I consider that the Obligation's provisions would fairly and reasonably relate to the proposal and would satisfy the general policy tests in Annex B of Circular 1/97. The benefits would be required under the terms of local and national policies in order to ensure the proper development of the site. They would not, therefore, outweigh the harm that I have identified in the first two issues.

48. I have some concerns about two of the proposed payments in the Obligation. Firstly, the payment towards library improvements were not justified by the Council and I therefore believe that this would not satisfy the tests in Circular 1/97 as it would not be directly related to the proposal. I also have some doubts, for similar reasons, about the payment towards the A329 Multi Modal Corridor Study, although had more information been provided then my doubts might have been removed.

49. Much Inquiry time was taken up with the consideration of the affordable housing elements of the Obligation. As I have concluded unfavourably on two of the main issues I do not propose to spend time dissecting these points in detail, apart from some general comments. Firstly, it seems to me that the terms of the Obligation for the affordable housing were unnecessarily complicated, particularly given the local situation in Wokingham where detailed information on Key Workers was not available. Secondly, the Council accepted that there was a need for affordable homes, based on past information, and that Key Worker accommodation was a key affordable housing aim that should be addressed, although it had not defined and quantified that particular need. In the light of this, and bearing in mind the relatively small number of units involved in this case compared to the total housing need, I consider it not unreasonable to accept a situation where all of the units would be occupied by Key Workers.

50. Thirdly, the affordable housing can be provided in a number of different ways, as the Council acknowledged. It does not have to be done using the Council's preferred method. And fourthly, bearing all these points in mind, I consider that the Obligation would meet the affordable housing requirements set out in local and national policies.

51. The site does not lie in the floodplain. There is evidence that some springs naturally occur along the frontage of the site due to the underlying geology, but I consider that these could be dealt with by normal drainage methods which could be the subject of a condition.

Conditions

52. The appellants suggested a number of conditions, mainly related to the details of the proposed scheme (Documents 12 and 16). These would remove some minor concerns, such as the inappropriate brickwork banding and plinths on the units along the Wokingham Road frontage, and the details of the laying out of the public open space. However, none of them would overcome the harm that I have identified.

Conclusion

53. Notwithstanding my favourable conclusion on the third and fourth issues, it is the harm that would be caused to the character and appearance of the area and to the existing occupiers' living conditions that I consider to be the deciding factors in this appeal, and which make the proposal unacceptable.

54. In reaching the conclusion on which my decision is based, I have taken account of all other points raised including noise from the railway and motorway, which (like the Council) I consider would be acceptable, and Government advice in Planning Policy Guidance Note 13 and RPG9. But none of these points has outweighed the considerations I have mentioned. For the reasons given above, I conclude that the appeal should be dismissed.

Formal Decision

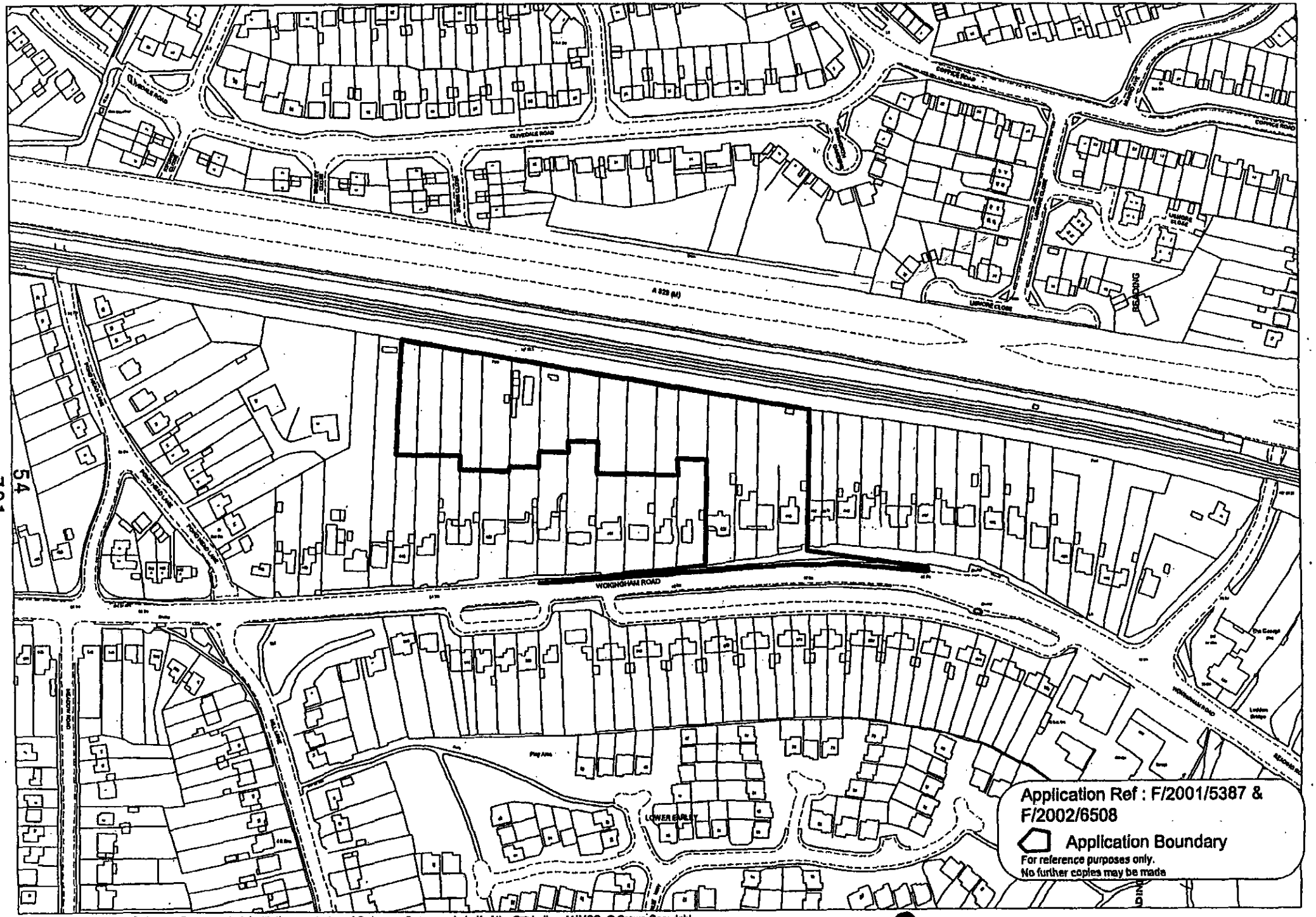
55. In exercise of the powers transferred to me, I dismiss the appeal and refuse planning permission for the demolition of 4 No. houses and the construction of 51 No. dwellings at 415-445 Wokingham Road, Earley.

Information

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

David Vickers

INSPECTOR



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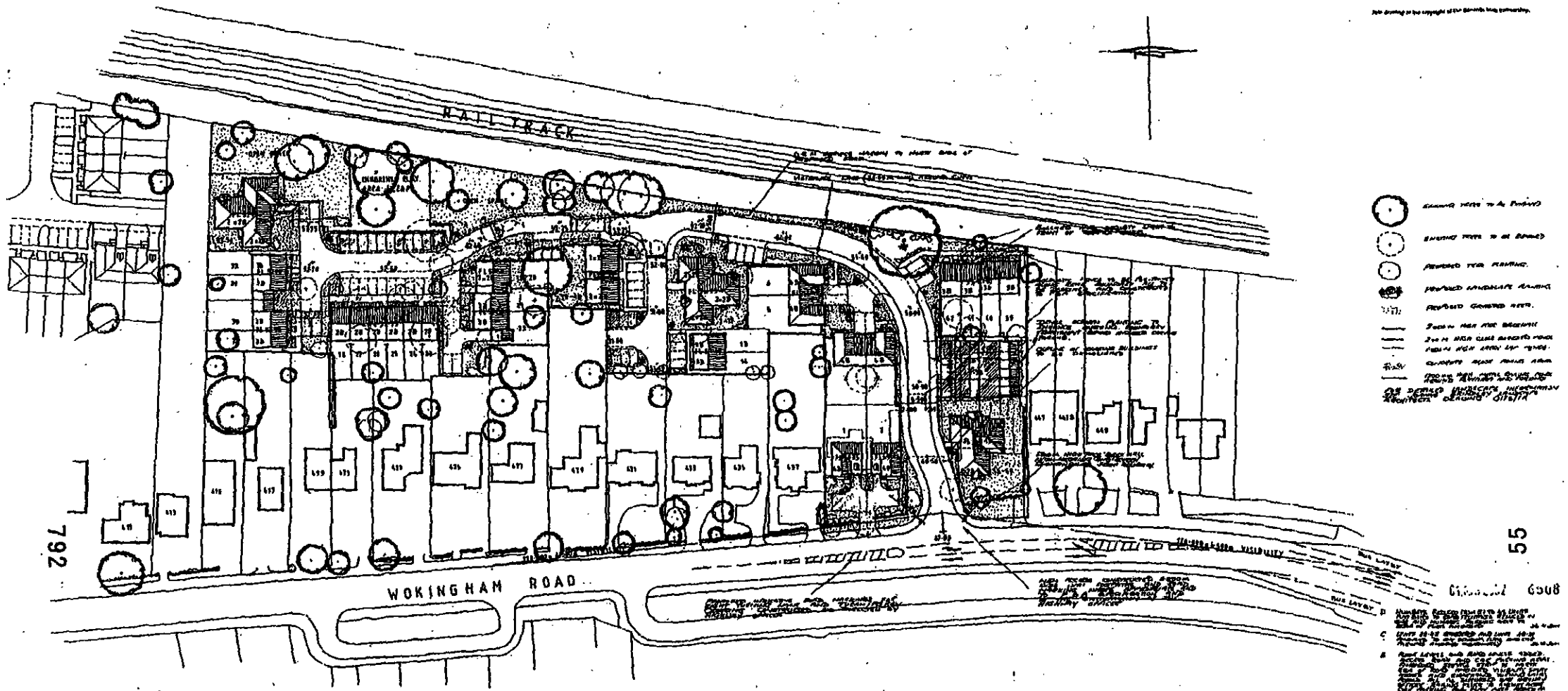
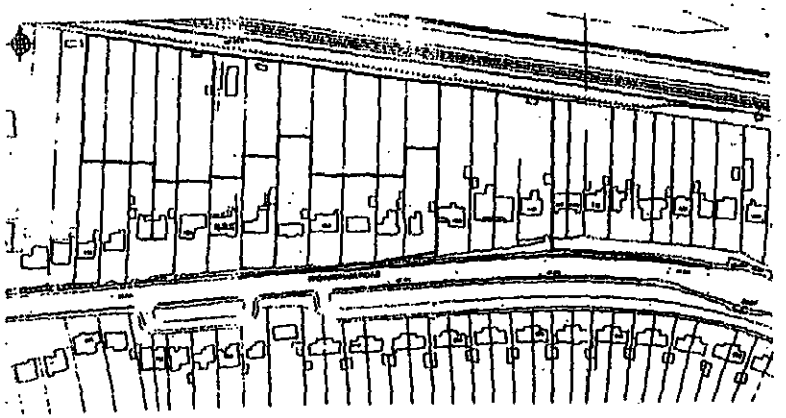


SITE PLAN 1:500



LOCATION PLAN 1:1250

Site area = 1·232 ha = 3·045 acres

ACCOMMODATION – PRIVATE HOUSING	PARKING
6 Nº 4 BEDROOM DETACHED/LINK DETACHED HOUSES	GARAGES AND PARKING SPACE
6 Nº 3 BEDROOM SEMI-DETACHED HOUSES	3Nº GARAGES AND PARKING SPACE
4 Nº 3 BEDROOM TERRACE HOUSES	
6 Nº 2 BEDROOM TERRACE HOUSES	46Nº UNASSIGNED PARKING SPACES
14 Nº 2 BEDROOM FLATS	
36Nº TOTAL	
ACCOMMODATION – SOCIAL HOUSING	
2 Nº 3 BEDROOM TERRACE HOUSES	19 Nº UNASSIGNED PARKING SPACES
10Nº 2 BEDROOM FLATS	
12Nº TOTAL UNITS 7-18	
48 Nº GRAND TOTAL	

AREA OF OPEN SPACE = 0·1801 ha = 0·446 acres

Proposed residential development
415-445 Wokingham Road
EARLEY
Berks
Bancroft Developments Ltd

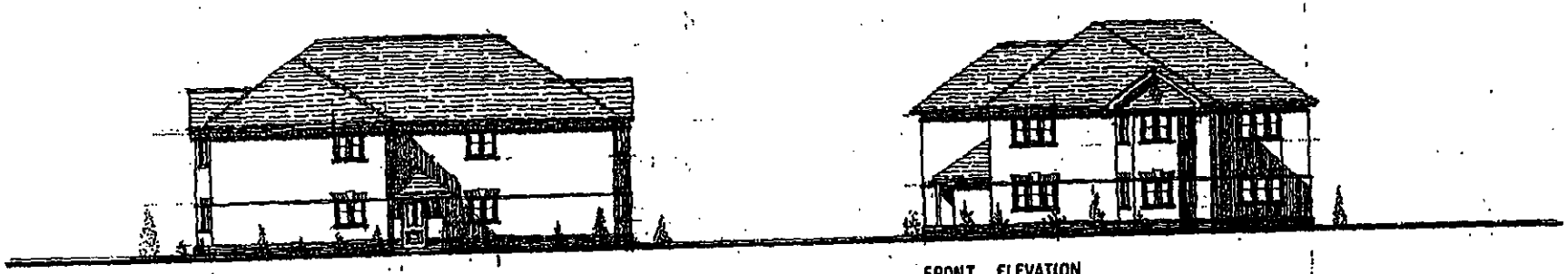
SITE PLAN

1:500 May 2001

The Edwards Irish Partnership
Architects & Surveyors

Job 1408 Dwg. 05 D

Notes



SIDE ELEVATION

FRONT ELEVATION



SIDE ELEVATION

REAR ELEVATION

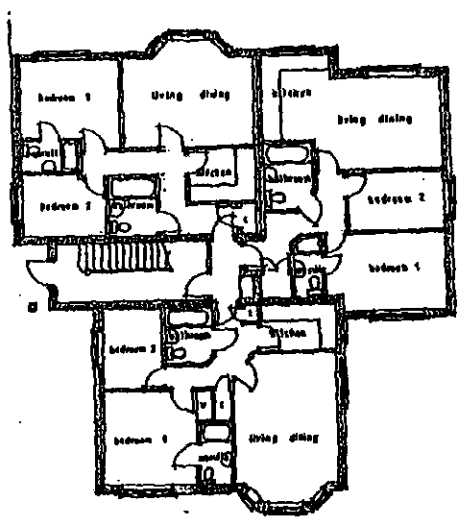
784

56

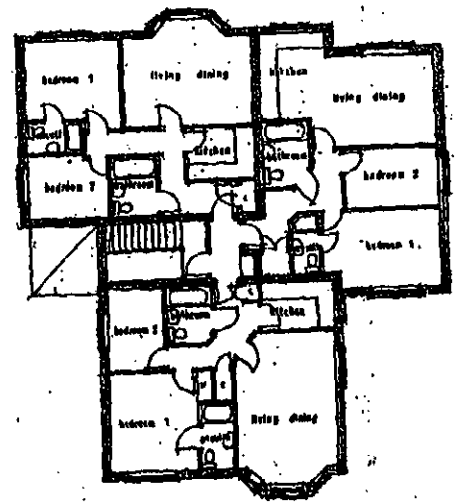
MATERIALS

[illegible]

6508



GROUND FLOOR



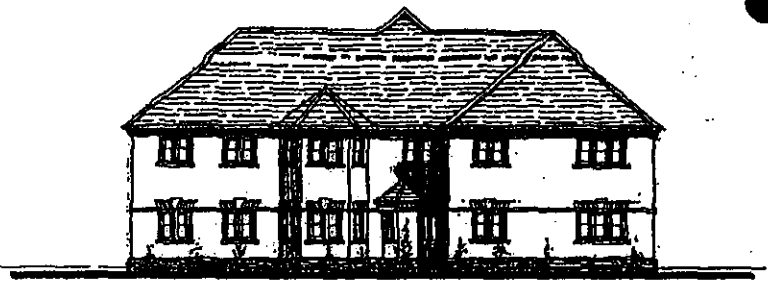
FIRST FLOOR

Proposed residential development
415-445 Wokingham Road
EARLEY
Berks
Bancroft Developments Ltd

PLANS ELEVATIONS
Units 43-48

1:100 April 2002

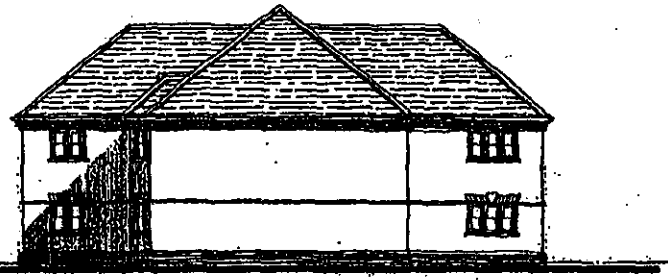
The Edwards Irish Partnership
Architects & Surveyors



FRONT ELEVATION



SIDE ELEVATION



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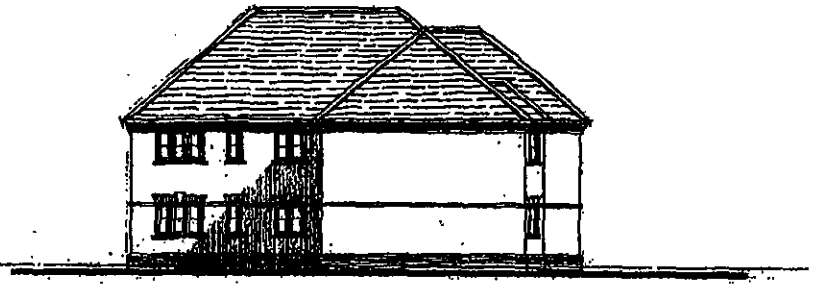
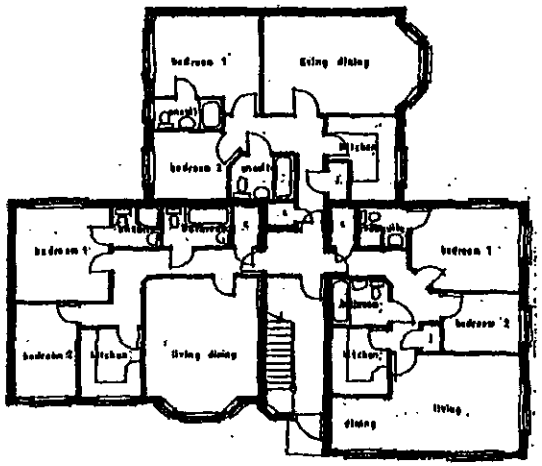


SIDE ELEVATION

803



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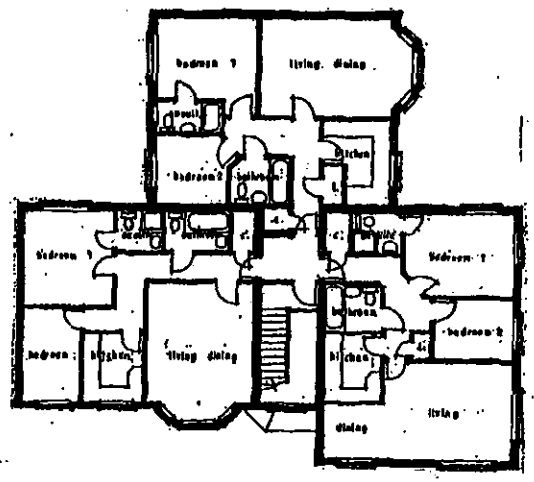


FIRST FLOOR

MATERIALS

Roof :

Walls :

Windows :

Bricks :

Ground Floor Area :

58

6508

Proposed residential development
415 - 445 Wokingham Road
EARLEY
Berks

Bancroft Developments Ltd

PLANS and ELEVATIONS
Plots 33-38

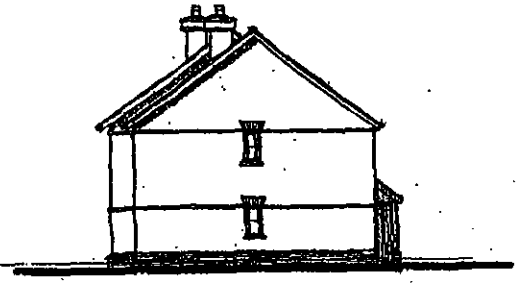
1:100 June 2001

The Edwards Irish Partnership
Architects & Surveyors

Notes



FRONT ELEVATION



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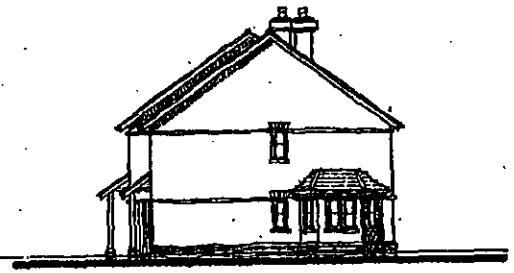

SIDE ELEVATION

795

MATERIALS

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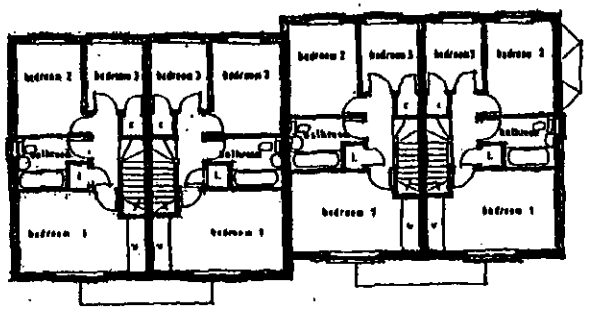

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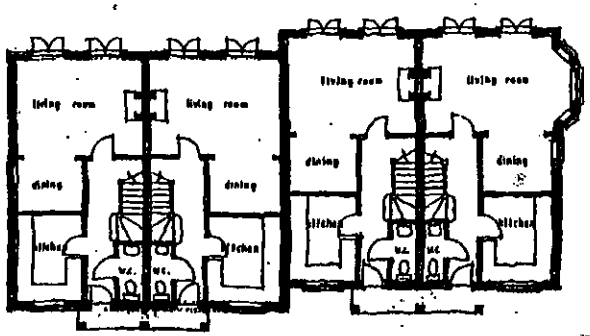
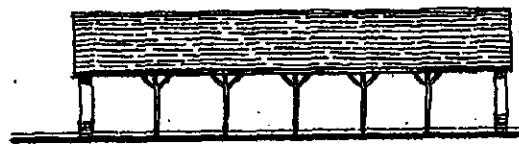
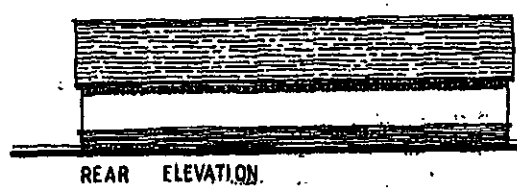




FRONT ELEVATION



SIDE ELEVATION



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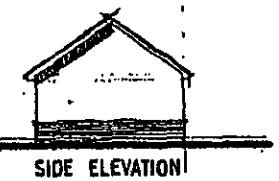
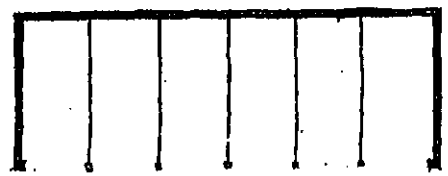


SIDE ELEVATION



Proposed residential development
415-445 Wokingham Road
EARLEY
Berks

Bancroft Developments Ltd

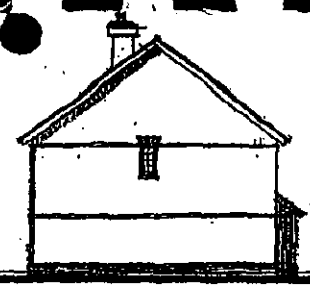
PLANS and ELEVATION
Plots 39-42

1:100 May 2001

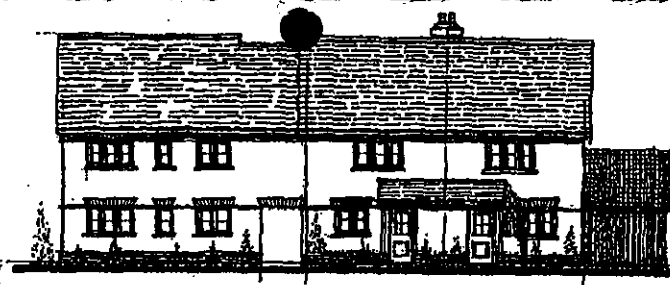
The Edwards Irish Partnership
Architects & Surveyors



FRONT ELEVATION



SIDE ELEVATION



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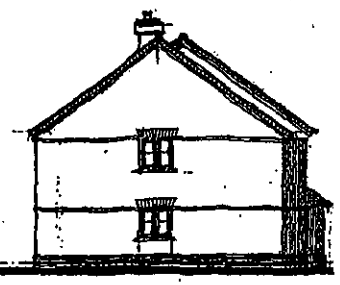
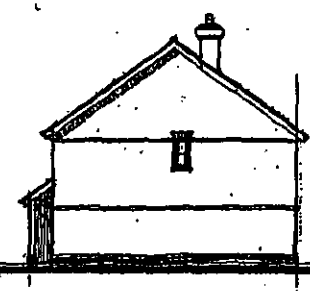


SIDE ELEVATION



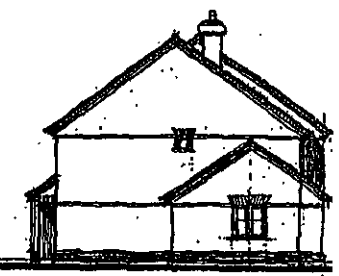
REAR ELEVATION



SIDE ELEVATION

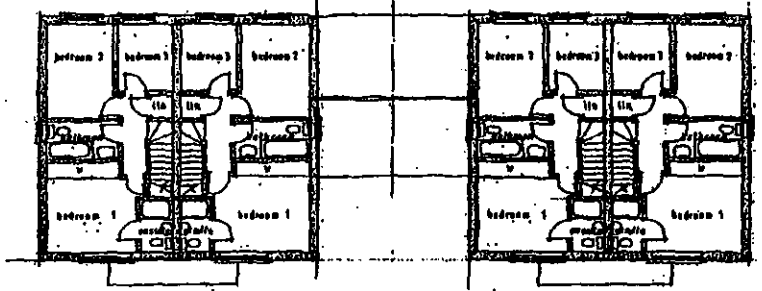


REAR ELEVATION

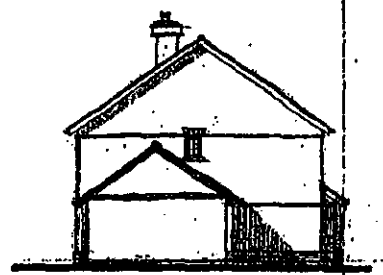


SIDE ELEVATION

66 799

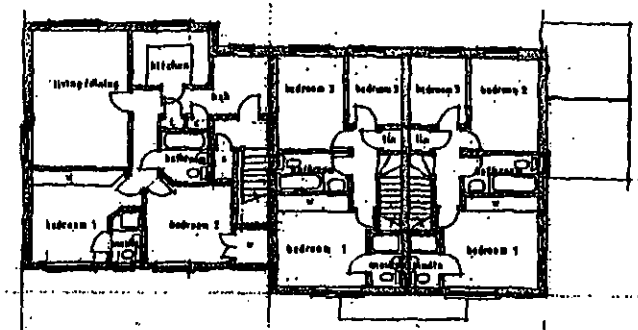


FIRST FLOOR

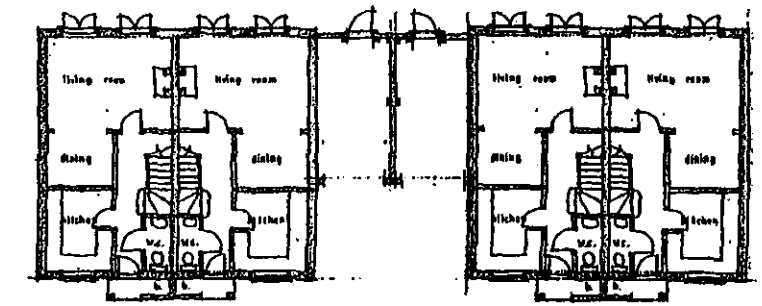


SIDE ELEVATIONS

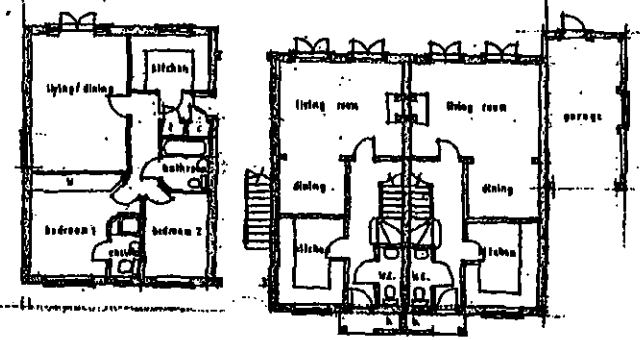
MATERIALS



FIRST FLOOR



GROUND FLOOR PLOTS 13 14 29-32



GROUND FLOOR PLOTS 19-22

Proposed residential development
415-445 Wokingham Road
EARLEY
Berks

Bancroft Developments Ltd

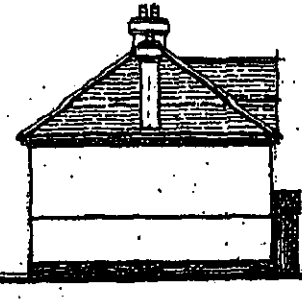
PLANS and ELEVATIONS
Plots 13 14 19-22 and 29-32

1:100 May 2001

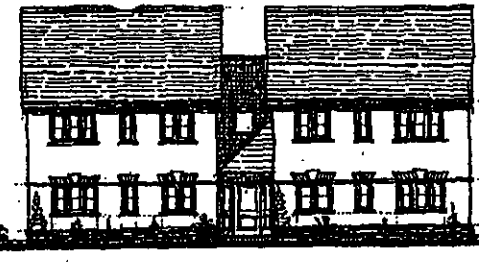
The Edwards Irish Partnership
Architects & Surveyors



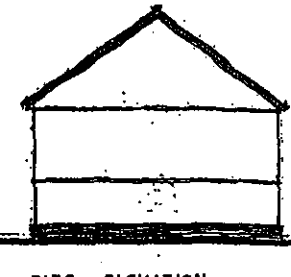
FRONT ELEVATION



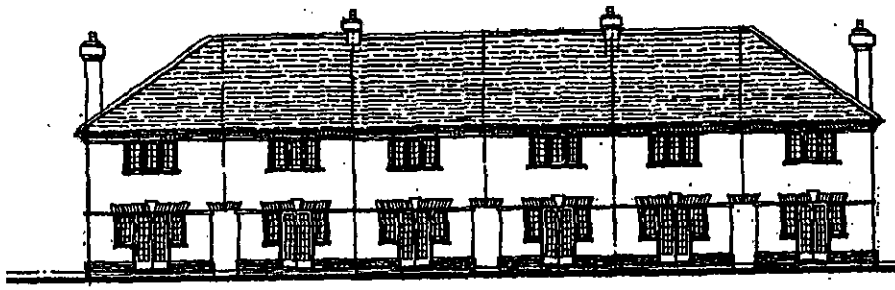
SIDE ELEVATION



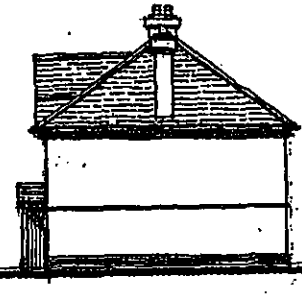
FRONT ELEVATION



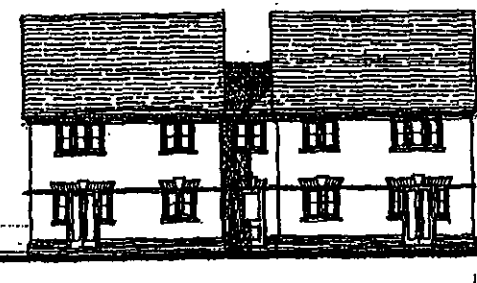
SIDE ELEVATION



REAR ELEVATION



SIDE ELEVATION

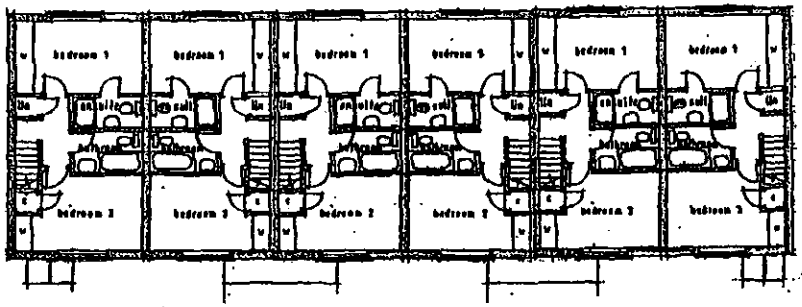


REAR ELEVATION



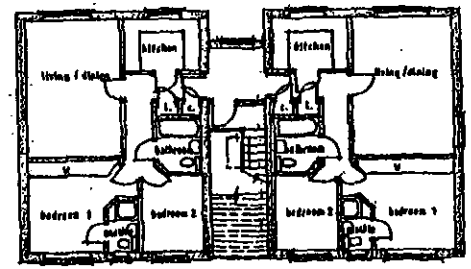
SIDE ELEVATION

008



FIRST FLOOR

MATERIALS



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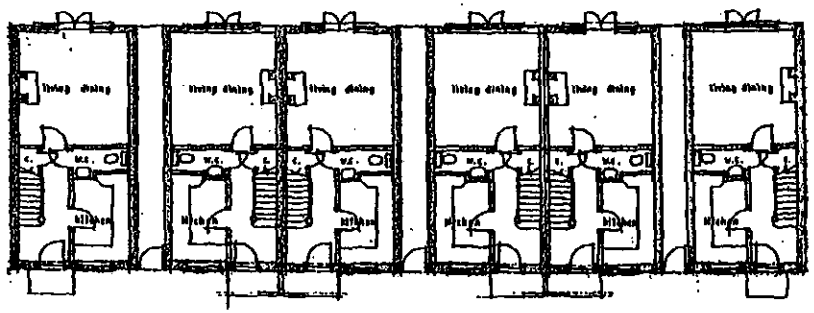
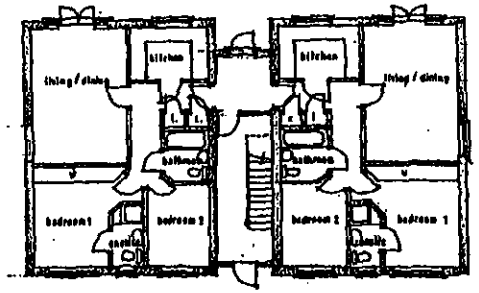


GROUND FLOOR PLOTS 23 – 28



GROUND FLOOR PLOTS 15 - 18

Proposed residential development
415-445 Wokingham Road
EARLEY
Berks

Bancroft Developments Ltd

PLANS and ELEVATIONS
Plots 15-18 23-28

1:100 May 2001

The Edwards Irish Partnership
Architects & Surveyors

Job 1408 Dwg. 10B

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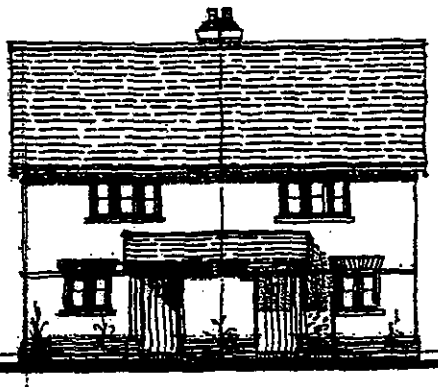
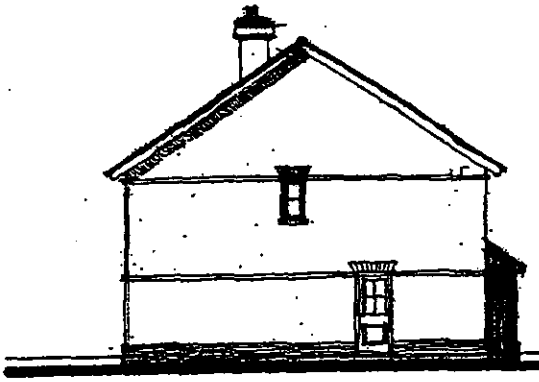
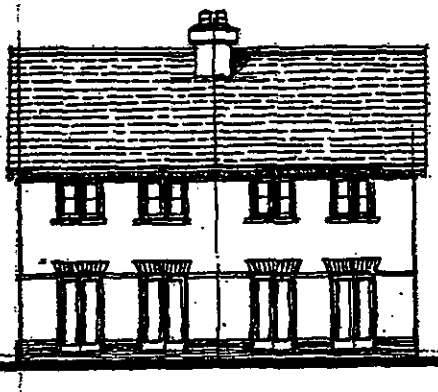
Do not scale this drawing.



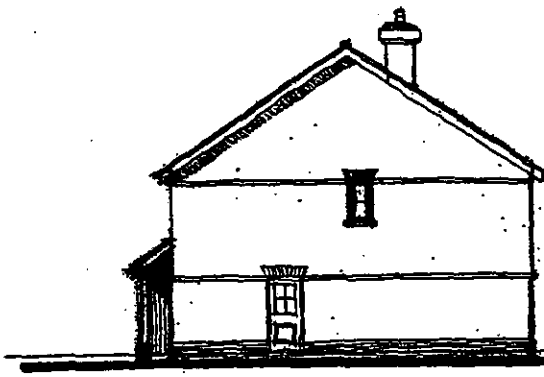
FRONT ELEVATION



SIDE ELEVATION



REAR ELEVATION



SIDE ELEVATION

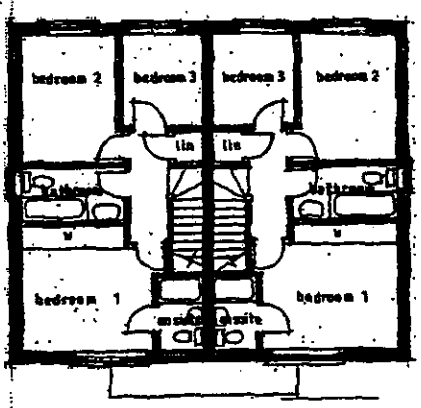
MATERIALS

DOOR : INTERLOCKING CONCRETE TILES AS TO BE AGREED.

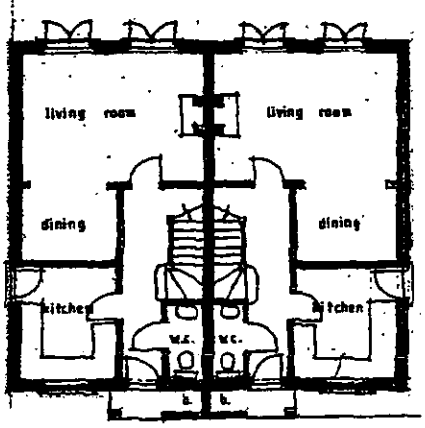
WALLS : FACE BRICKWORK WITH CONTRASTING BRICK PLINTH LINTOLS AND STRING COURSE

WINDOWS : WHITE COTTAGE STYLE WINDOWS.

EAVES : OPEN EAVES WITH STAINED EARTH FEET.



FIRST FLOOR



GROUND FLOOR

A: GENERAL FLOOR AREAS ADDED 25:10:2001

Project: Proposed residential developments
415-445 Wokingham Road
EARLEY
Berks

Client: Bancroft Developments Ltd

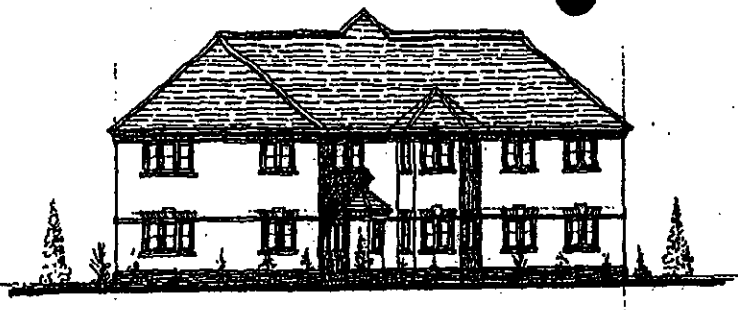
Drawing: PLANS and ELEVATIONS
Plots 13 and 14

Scale: 1:100 Date: June 2001

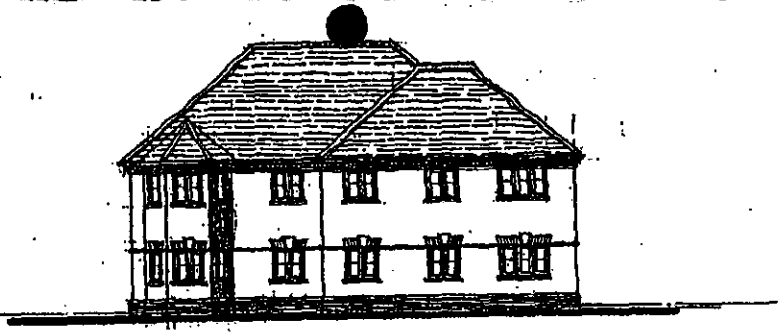
The Edwards Irish Partnership
Architects & Surveyors
36 Loughborough Road, Wokingham, Berks. RG40 2EY
Tel: 0118-989-4403 Fax: 0118-989-4383 E-mail: the.eip@virgin.net

Job 1408 Dwg. 14 A

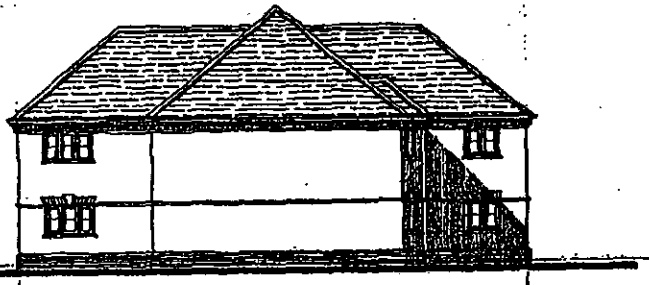
802
61



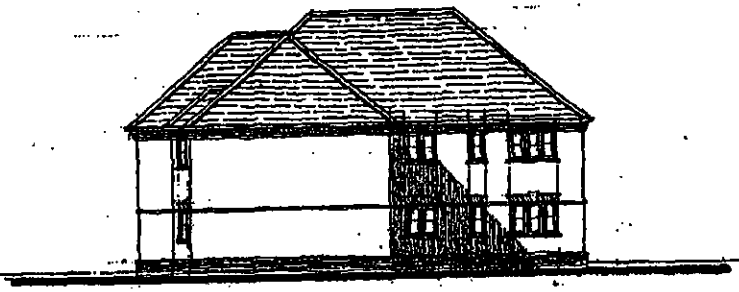
FRONT ELEVATION



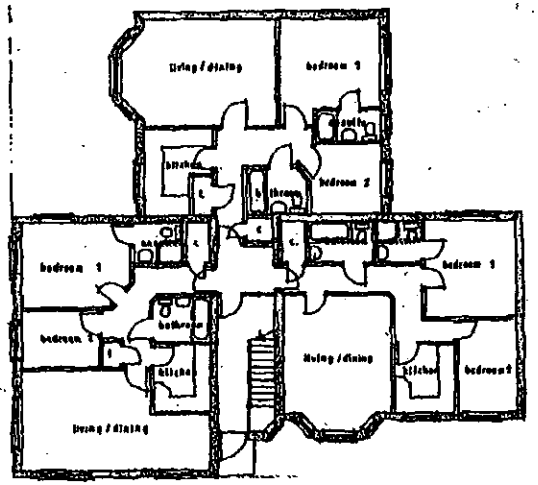
SIDE ELEVATION



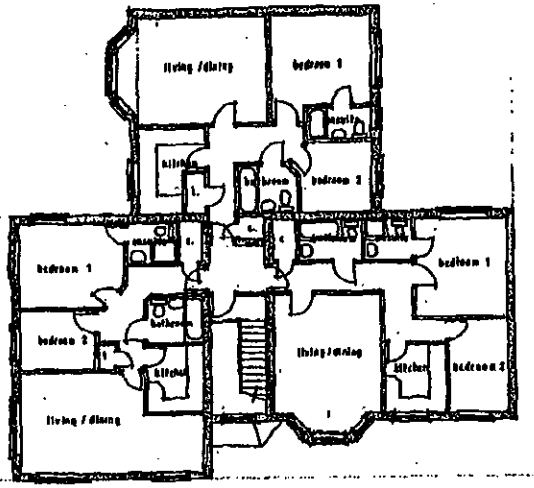
REAR ELEVATION



SIDE ELEVATION



GROUND FLOOR



FIRST FLOOR

MATERIALS

Proposed residential
415 - 445 Wokingham Road
EARLEY
Berks

Bancroft Developments L

PLANS and ELEVATIONS
Plots 7-12

1:100 May 20

The Edwards Irish Partnership
Architects & Surveyors

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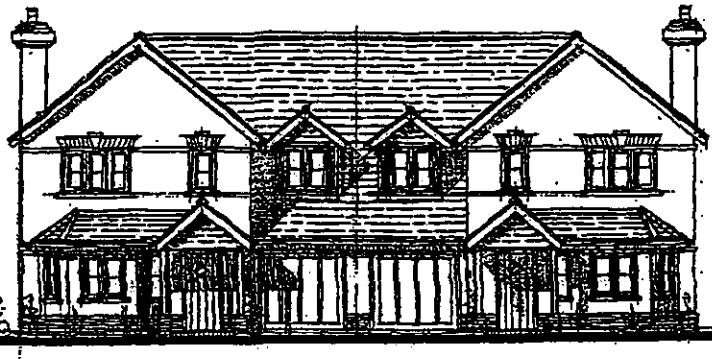
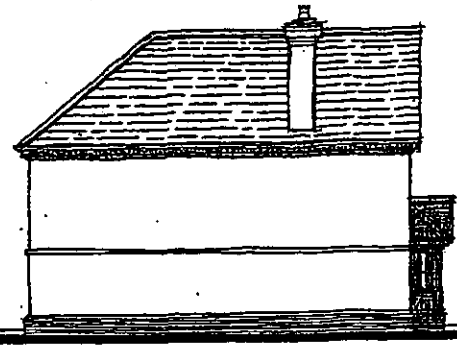
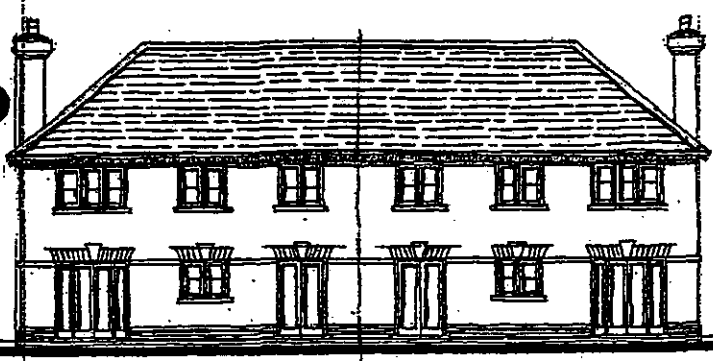


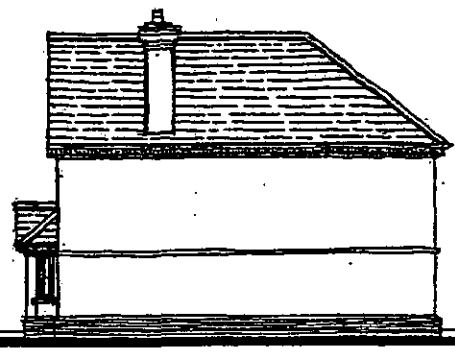
FRONT ELEVATION



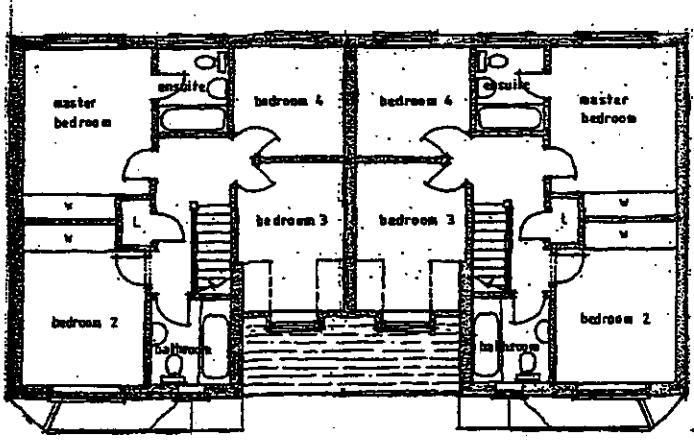
SIDE ELEVATION



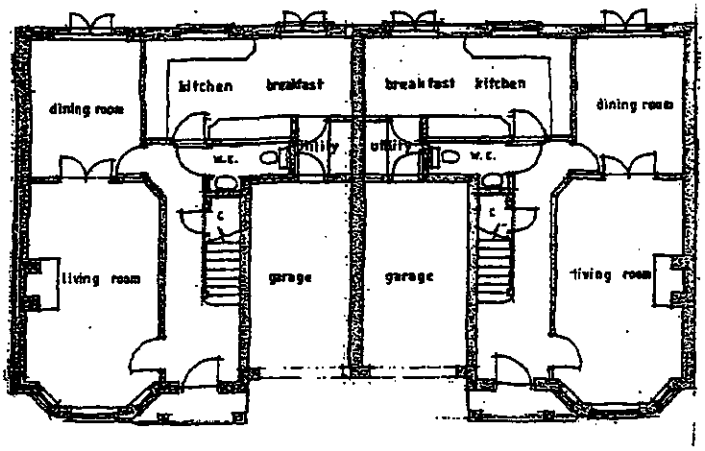
REAR ELEVATION



SIDE ELEVATION



FIRST FLOOR



GROUND FLOOR

MATERIALS

6508

ROOF : INTERLOCKING CONCRETE TILES TO MATCH EXISTING

WALLS : FACING BRICKWORK WITH CONTRASTING BRICK PLINTH LINTOLS AND STRING COURSING

WINDOWS : WHITE COTTAGE STYLE WINDOWS

DRIVES : OPEN STYLE TARMAC WITH EDGING

GROSS INTERNAL FLOOR AREA = 125.83 M² = 1355 FT²

A : GROSS FLOOR AREAS ADDED 23/10/2001

Project: Proposed residential development
415 - 445 Wokingham Road
EARLEY
Berks

Client: Bancroft Developments Ltd

Drawing: PLANS and ELEVATIONS
Plots 3 - 6

Scale: 1:100 Date: May 2001

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

Job 1408 Dwg. 07 A

63

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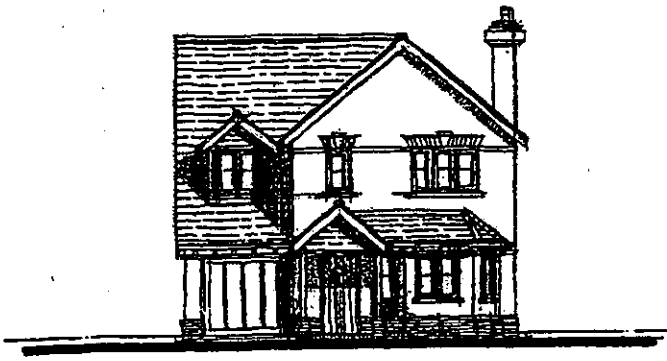
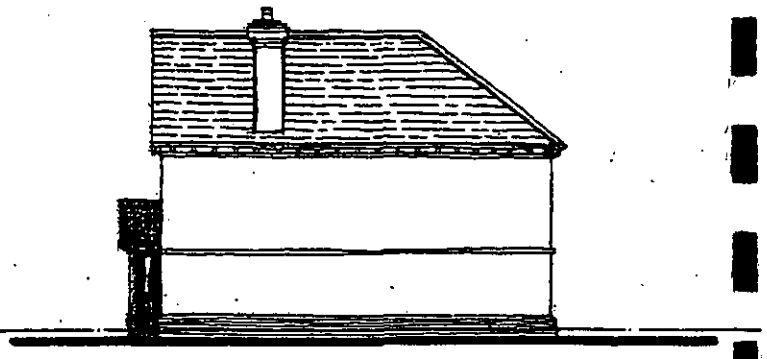
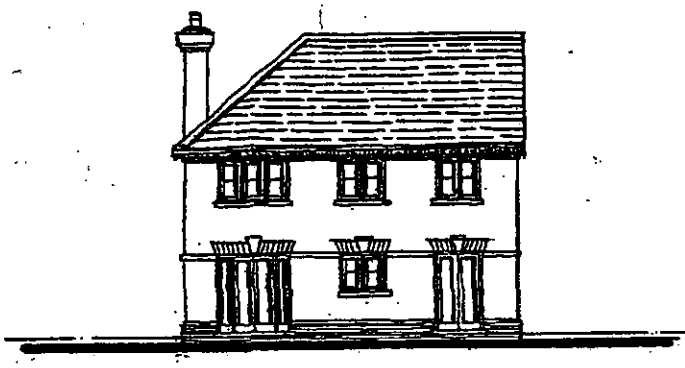
64
108



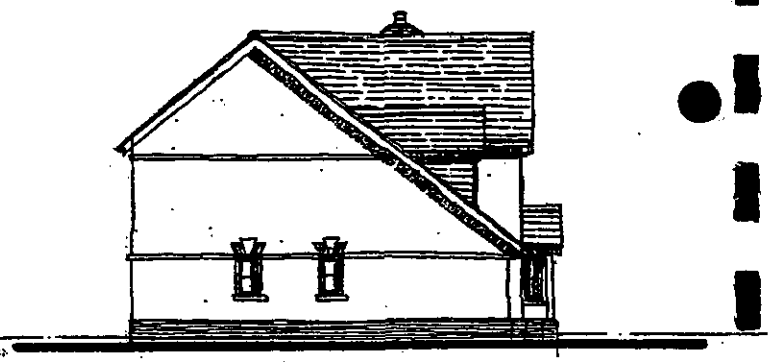
FRONT ELEVATION



SIDE ELEVATION



REAR ELEVATION



SIDE ELEVATION

MATERIALS 01 MAY 2002 6508

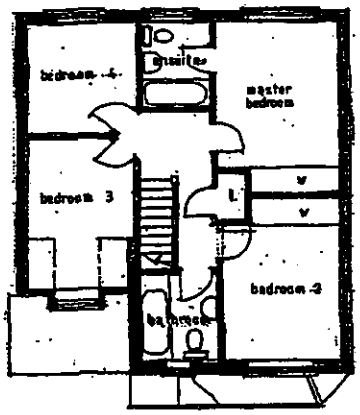
Roof : INTERLOCKING CONCRETE TILES ALL TO BE AGREED.

WALLS : FACE BRICKWORK WITH CONTRASTING BRICK PLINTH LINTELS AND STRING COURSE.

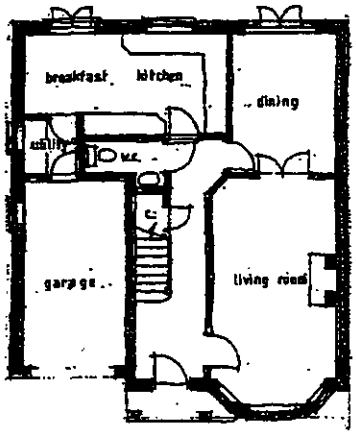
WINDOWS : WHITE COTTAGE STYLE WINDOWS.

EAVES : OPEN EAVES WITH STAINED BARGE FEET.

GROSS INTERNAL FLOOR AREA = 125.35 m² / 1605 ft²



FIRST FLOOR



GROUND FLOOR

A: Gross floor area revised 28.10.02

Project: Proposed residential development
415 - 445 Wokingham Road
EARLEY
Berks

Client: Bancroft Developments Ltd

Drawing: PLANS and ELEVATIONS
Plot 2

Scale: 1:100 Date: June 2001

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

Job 1408 Dwg. 13 A

64

99
96L

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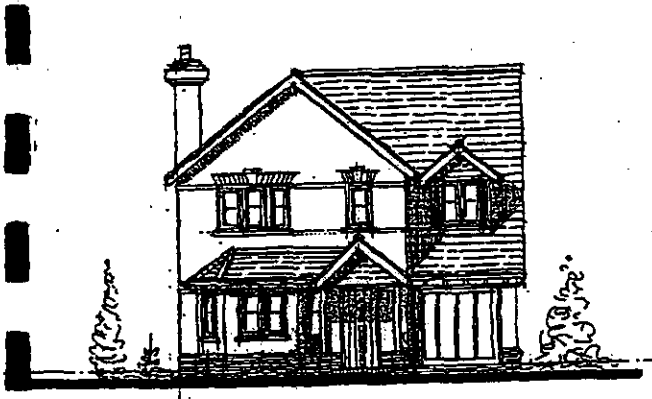
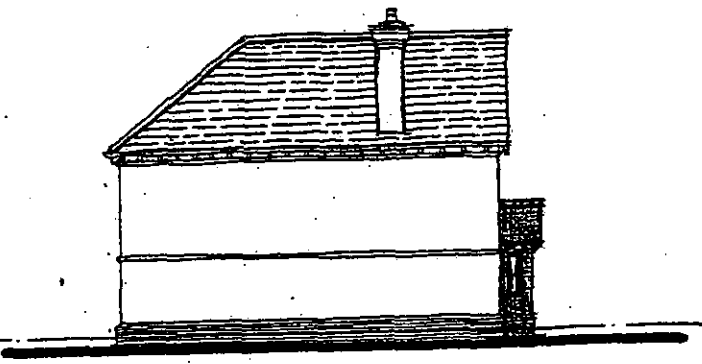
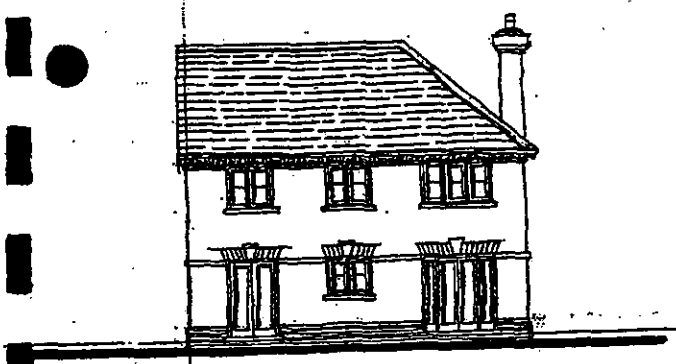


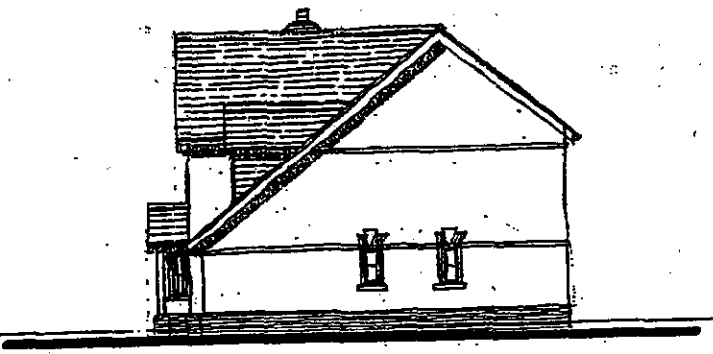
FRONT ELEVATION



SIDE ELEVATION



REAR ELEVATION



SIDE ELEVATION

MATERIALS

01 MAY 2002 6508

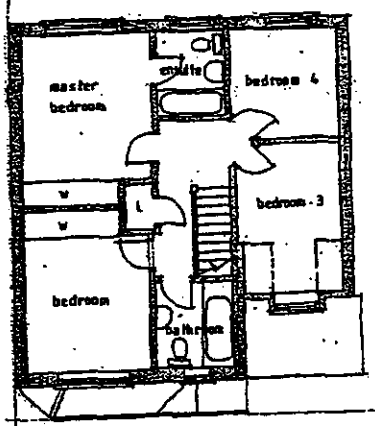
ROOF : INTERLOCKING CONCRETE TILES. ALL TO BE AGREED.

WALLS : FACE BRICKWORK WITH CONTRASTING BRICK PLINTH LINTOLS AND STRING COURSE.

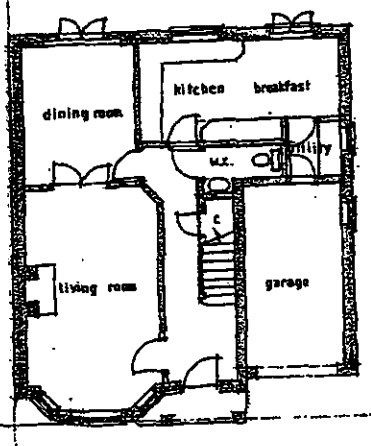
WINDOWS : WHITE COTTAGE STYLE WINDOWS.

EAVES : OPEN RAFT EAVES WITH SPARRED BARGE

GROSS INTERNAL FLOOR AREA : 125.68 M² 1352 FT²



FIRST FLOOR



GROUND FLOOR

65

A : GROSS FLOOR AREA ADDED 25.10.02

Project: Proposed residential development
415 - 445 Wokingham Road
EARLEY
Berks

Client: Bancroft Developments Ltd

Drawing: PLANS and ELEVATIONS
Plot: 1

Scale: 1:100 Date: May 2001

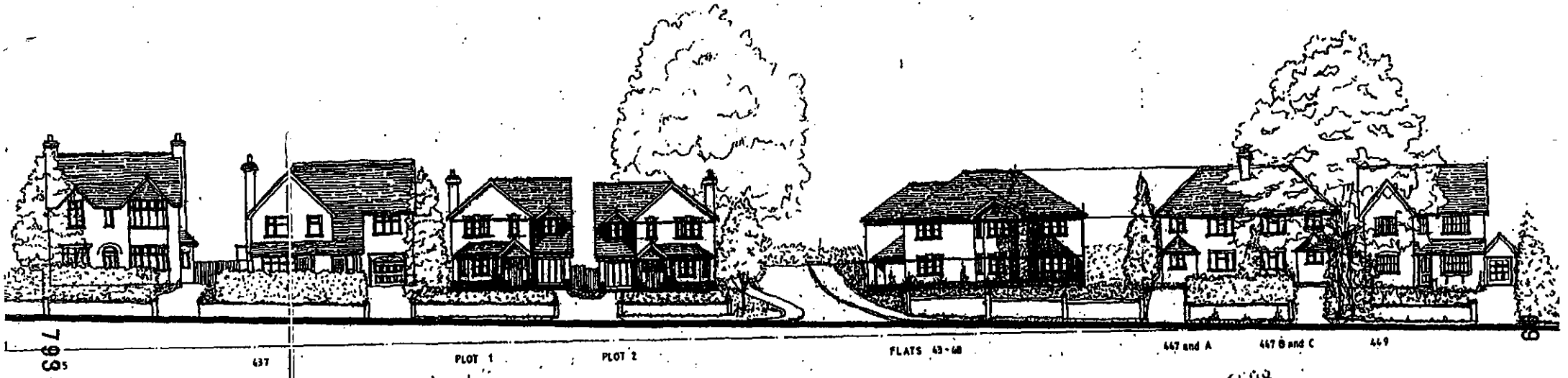
The Edwards Irish Partnership
Architects & Surveyors
36 Langborough Road, Wokingham, Berks. RG40 2EF
Tel: 0118-989-4403 Fax: 0118-989-4585 E-mail: tim.ep@virgin.net

Job 1408 Dwg. 06 A

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.



01.MAY2002 6508

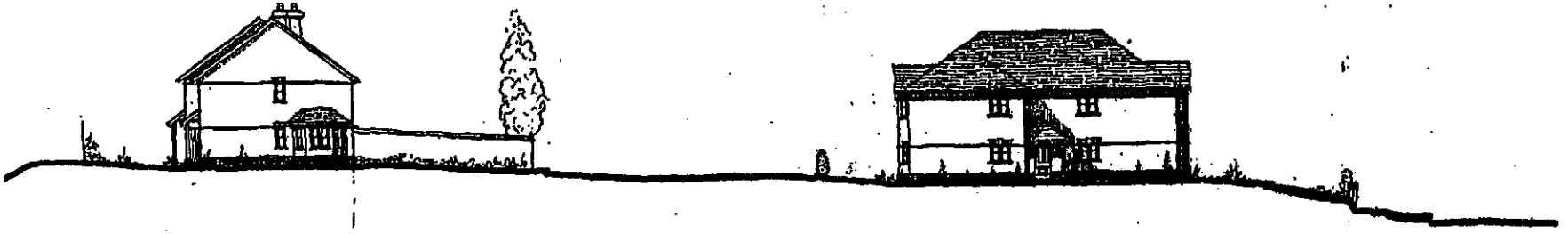
B. PLANS REDUCED IN SIZE AND ALTERATIONS MADE TO FIRST AND SECOND FLOOR REAR WALL CHIMNEY AND LAY OUT OF LAND AND MINOR CHANGE TO SECTION THROUGH SITE ROAD. 26-4-2002.

A: ROOF REDUCED TO FLATS 48-51 26-11-2001.

Project: Proposed residential development
415-445 Wokingham Road
EARLEY
Client: Berks
Bancroft Developments Ltd

Drawing: STREET SCENE

Scale: 1:200 Date: October 2001



The Edwards Irish Partnership
Architects & Surveyors
39 Loughborough Road, Wokingham, Berks. RG40 2EF
Tel: 0118-989-4403 Fax: 0118-989-4503 E-mail: the.eip@virgin.net

PLANNING SERVICES 58363
POL. TUS
DC NH F
A
C.
08 JUL 2002
COPIES TO FILE:

Thames Water

Our Ref. **12173**
Your Ref. F/2002/6508
Date. 05 July 2002

R. F. Wilson, DipArch, DipTP, RIBA, MRTPI
Wokingham District Council
DX33506
WOKINGHAM

This matter is being dealt with by -
NBOKULI

Dear Sir / Madam

TOWN AND COUNTRY PLANNING ACT 1990
Residential Development (101+)

Land at 415-445 Wokingham Road
Earley
Reading

I refer to your consultation received in this office on 09/05/02

SEWERAGE

Thames Water Utilities Ltd., has no objection to the above planning application.

WATER

With regard to Water Supply, this Company's apparatus could be affected by the proposed development. An extract from Thames Water Utilities Ltd's Local District Plan is enclosed for reference only, upon which the size and approximate position of the Company's apparatus within the vicinity of the site are shown. Supplies to individual premises are not shown. Any information given regarding the position of this Company's apparatus on this extract or verbally is not guaranteed and trial holes are advised to locate the exact position.

Yours faithfully,

Admin
(For Technical Information Manager

To all Local Authority Planning/Development Control Departments.

Please note that as of Friday 23rd November 2001, Thames Water Development Control Office has moved to a new address.
Please ensure that you include postcode, easting and northing ref's for future application as it will speed up processing.

Please send all Application Form to:
Mr Ndoli Bokuli

Thames Water Development Control
Asset Investment Unit
Maple Lodge
Denham Way
Rickmansworth
Hertfordshire
WD3 9SQ

REPLY BY
22 JUL 2002

58311
08 JUL 2002
COPI

BANCROFT DEVELOPMENTS

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

Spoke Mr Bancroft F/2002/6508
8/7/02
Agreed Option 2
Revised Plans to be submitted

Mr T Watson
Head of Planning
Wokingham District Council
P O Box 157
Shute End
Wokingham
Berkshire RG40 1WR

8 July 2002

Dear Sir

415-445 WOKINGHAM ROAD, EARLEY

I was disappointed to see that our Applications on the above site were deferred at last week's Planning meeting.

The Members identified two main points which they wished us to consider:

1. The question of a bin store/cycle store to be added to the flats on site. This can be easily addressed by our architect.

2. They were still concerned about the block of flats on the frontage of Wokingham Road, adjacent to number 447 Wokingham Road. As you know, we have already reduced the block by 3 units and reduced both the height, width and bulk considerably. The new block, showing six flats is a two storey block at the same height as number 447.

   However, in the interests of trying to reach a compromise on this matter, I am pleased to enclose two further overlays of the flat block for your perusal :

   Sketch Overlay 1
   You will see that in this sketch we have reduced the block to just four flats and dropped the block further back, more in line with number 447, as specifically requested by Councillor Carpenter. We have also added in a bin/cycle store to the rear of the flats. This would result in the site being reduced from 48 to 46 units.

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

NHBC

Sketch Overlay 2
The Members seemed to have disliked the concept of flats on the frontage and, hence, in Sketch Overlay 2, we have come up with a simple scheme showing 2 four-bedroomed two detached houses on the frontage, more in line with number 447.

It may be that the members feel that this is more in keeping with the character and appearance of the area.

We would be prepared to substitute either of these overlays on to one of our current Applications, providing we can be assured of support from the Officers and the Members. Clearly, Sketch Overlay 2 would result in the overall number of units on site being reduced to 44, which represents a significant reduction in density from the scheme which went to Appeal, which was, as you know, for 51 units.

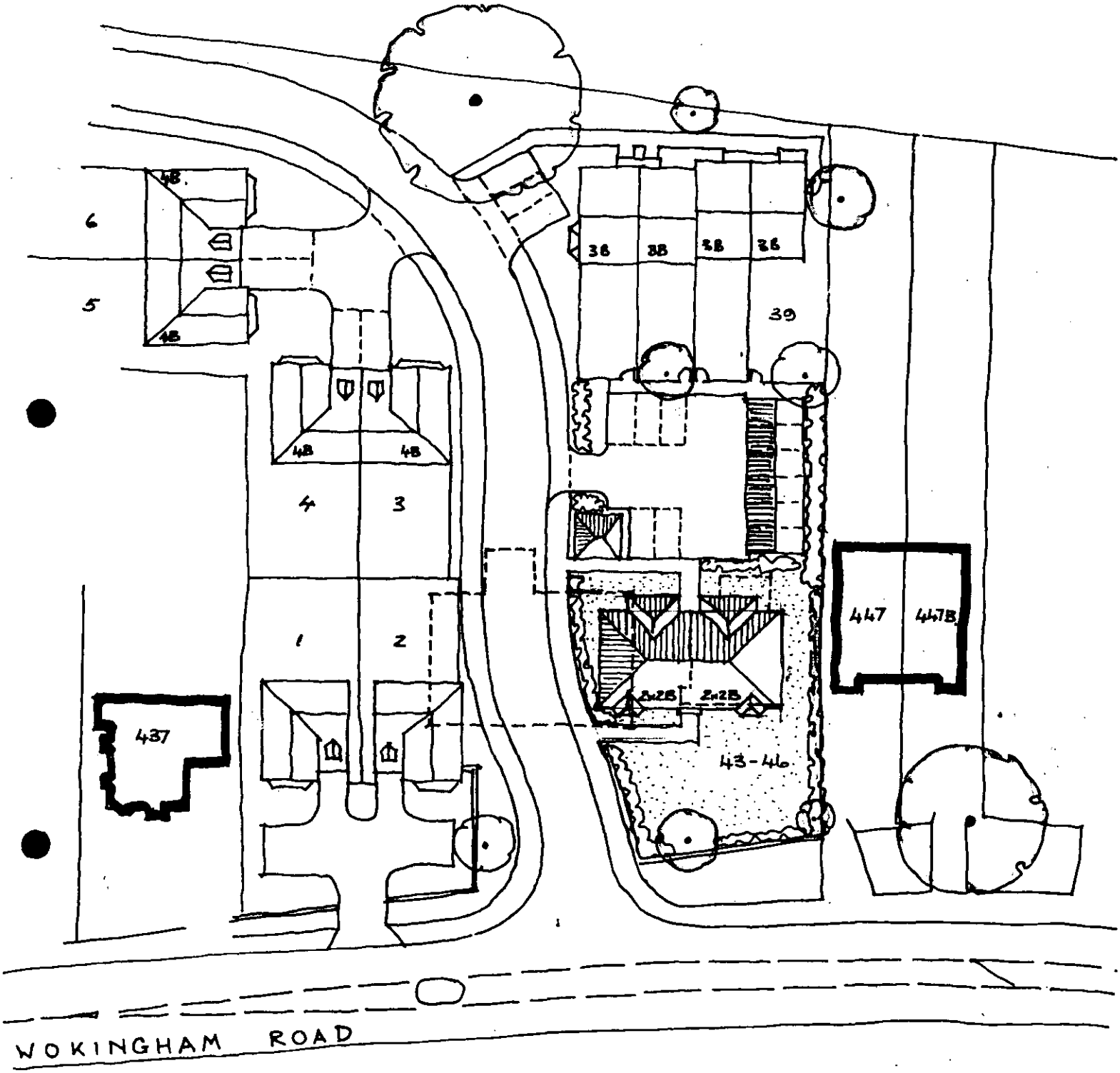
I have instructed my Planning Consultants, Lennon Planning, to submit an Appeal against non-determination of our other Application.

I am available all this week and would be happy to attend a meeting with yourself and the relevant Councillors to discuss these proposals. Ideally, if you are able to organise it, a meeting with the Chairman, Vice-Chairman and Councillors Swindells and Carpenter would be helpful. I would be happy to attend a meeting at your convenience, either in the day or in the evening.

I look forward to hearing from you as soon as possible.

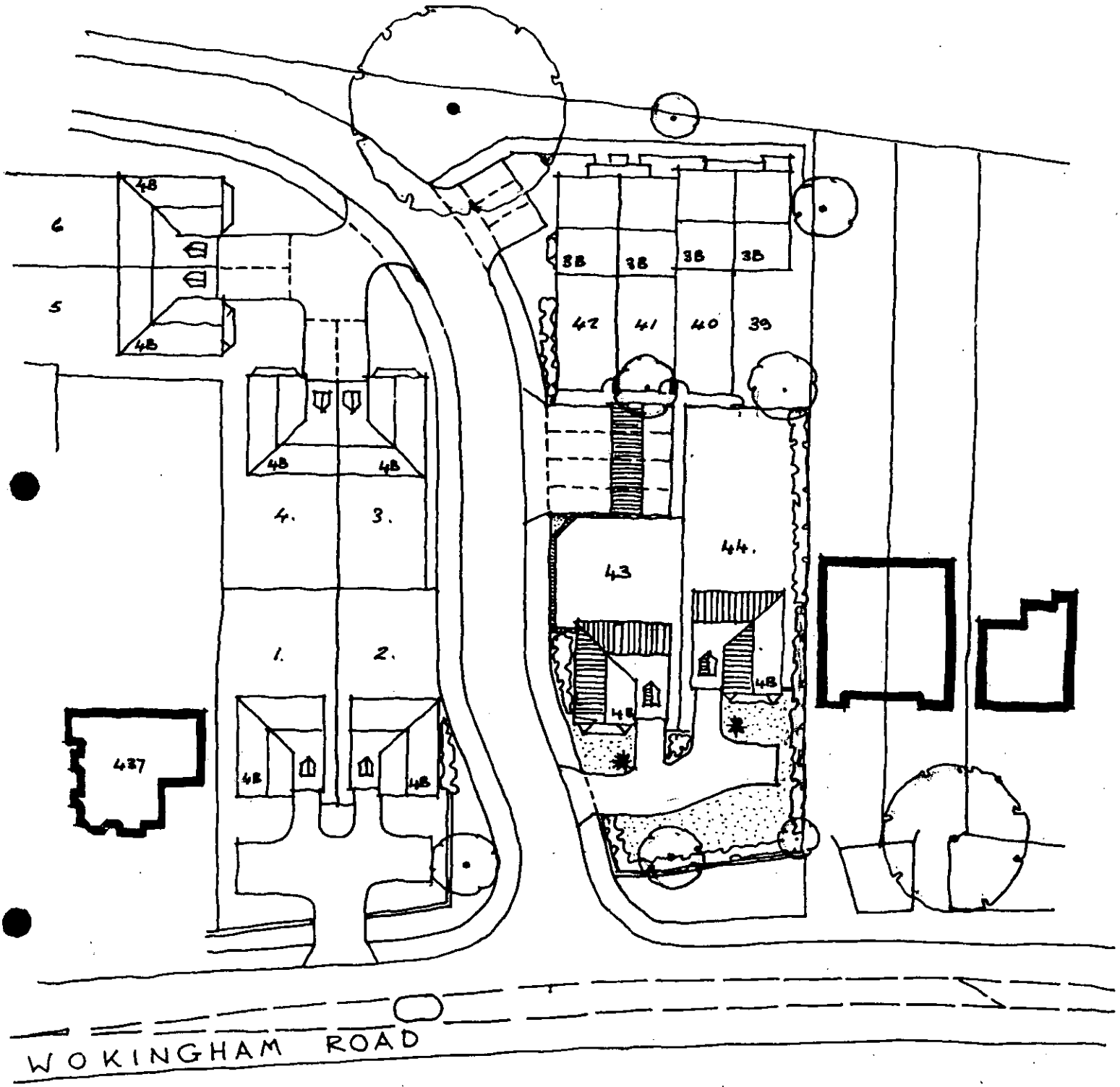
Yours faithfully

PATRICK BANCROFT



415 - 445 WOKINGHAM ROAD
EARLEY
SKETCH OVERLAY 1.
1 : 500 JULY 2002

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



415 - 445 WOKINGHAM ROAD

EARLEY

SKETCH OVERLAY 2.

1:500 JULY 2002

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

WORK SHEET FOR : Nicola Lake

Application Number : F/2002/6508

Applicant : Bancroft Developments/Bryant Homes C/O The Edwards Irish P/Ship.

Location : Land At 415 - 445, Wokingham Road, Earley, Reading.

Proposal : Proposed demolition of 4 dwellings and erection of 48 dwellings

Site Notice Displayed ? :

YES	NO	DATE

Date of Neighbour Notifications : .....

Date of Site Visit : .....

Date Registered : 01/05/2002

Earliest Date for Decision : 02/06/2002

Latest Consultation Date/Site Notice Expiry Date : 02/06/2002

This application will have expired on: 26/06/2002. You need to make a decision 1 day prior to this date for this application to count as determined in less than 8 weeks.

Consultation Responses :

See Committee reports - 3 July + 14 Aug 2002

Application was appealed for non-determination, Appeal was withdrawn 22 Aug 2002.

Planning Issues :

Application Number: F/2002/6508

Appraisal :

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

Application Number F/2002/6508
Conditions/Reasons for Refusal

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

RECORD OF SITE VISIT

SITE ADDRESS: Land At 415 - 445 Wokingham Road Earley Reading.

APPLICATION NUMBER: F/2002/6508

OFFICER: Nicola Lake

DATE OF SITE VISIT:.....

1 SITE/STATUTORY NOTICE DISPLAYED ?

2. DESCRIPTION OF SURROUNDINGS

3. DESCRIPTION OF SITE/BUILDING

4. RELATIONSHIP TO ADJOINING PROPERTIES

5. SITE CONSTRAINTS

TREES

ACCESS/PARKING

LEVELS

BOUNDARY TREATMENT

OTHERS

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: 2002/6508

Proposal:
Proposed demolition of 4 dwellings and erection of 48 dwellings

Location:
Land At 415 - 445 Wokingham Road Earley Reading

This application is being advertised in the Reading Chronicle newspaper on the 24/05/2002 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)

Comments should be sent in writing QUOTING THE APPLICATION NUMBER to the Case Officer Nicola Lake P.O. Box 157 Council Offices, Shute End, Wokingham, Berkshire, RG40 1WR to arrive before **14/06/2002**. Written comments submitted will become available for public inspection.

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

Date: 24/05/2002

6508

No. 288

WOKINGHAM DISTRICT COUNCIL
P.O. Box 153,
Council Offices, Shute End,
Wokingham, Berkshire, RG40 1WL

HIGHWAYS ACT 1980
PART XI : PRIVATE STREETS

NOTICE UNDER SECTION 220 (1) REQUIRING PAYMENT OR SECURITY FOR PAYMENT OF SUCH SUM AS WOULD BE RECOVERABLE UNDER THE APPROPRIATE STREET WORKS CODE.

WHEREAS plans for the proposed erection of 44 Dwellings.
(hereinafter called "the building") in (at) 415- 445 Wokingham Road, Earley
deposited by you or on your behalf in accordance with the Building Regulations 1991 and passed by the WOKINGHAM DISTRICT COUNCIL
are the subject of a Full Plans Approval Notice Ref. FP/2002/3747 dated 2 June 2003.

AND WHEREAS the building will front on to a private street, namely New Estate Road, and will be subject to the provisions of Section 219 of the Highways Act 1980

AND WHEREAS the WOKINGHAM DISTRICT COUNCIL as Agents for the Street Works Authority under the Act are of the opinion that the sum of £121,920.00 pounds would be recoverable as private street works expenses in respect of the frontage of the proposed building on the said private street if the Council were now to carry out such street works in the street as they would require under the appropriate street works code before declaring the street to be a highway maintainable at the public expense

NOW THEREFORE the Council, in pursuance of their powers under Section 220(1) of the Highways Act 1980, HEREBY GIVE YOU NOTICE that they require from the owner of the land on which the building is to be erected the payment to them or the securing to their satisfaction of the payment to them, of the before-mentioned sum before any work shall be done in or for the purpose of erecting the building.

The person on whom this Notice is served or, if he is a different person, the owner of the land on which the building is to be, or has been erected may, not later than one month from the sate of the service of this Notice, appeal to the Minister of Transport and that the Minister may substitute a smaller sum for the sum specified above.

Dated this 23rd day of June 2003

M. Moore

(Signed) .....
Official Designation Acting Director of Environmental Services

To: Bryant Homes Southern Limited
St Catherine's House
Oxford Square, Oxford Street
Newbury
Berkshire RG14 1JQ

NOTE: If the person to whom this Notice is served is not the owner of the land he should forthwith notify the owner of its contents.

(SEE NOTES OVERLEAF)

F22

cc Exchequer Officer
Planning Officer
SNA (SAE)
Legal Services
Advanced Payment Code File
Land Charges

NOTES

Attention is drawn to the following statutory provisions:-

HIGHWAYS ACT 1980, Sections 219 and 220

219 (1) Subject to the provisions of this section, where -

(a) it is proposed to erect a building for which plans are required to be deposited with the local authority in accordance with building regulations, and

(b) the building will have a frontage on a private street in which the street works authority have power under the private street works code to require works to be executed or to execute works.

No works shall be done in or for the purpose of erecting the building unless the owner of the land on which it is to be erected or a previous owner thereof has paid to the street works authority, or secured to the satisfaction of that authority, the payment to them of such sum as may be required under section 220 below in respect of the cost of street works in that street.

(2) If work is done in contravention of the sub-section (1) above, the owner of the land on which the building is to be erected and, if he is a different person, the person undertaking the erection of the building is guilty of an offence and liable to a fine not exceeding £100, and any further contravention in respect of the same building constitutes a new offence and may be punished accordingly.

Proceedings under this sub-section shall not be taken by any person other than the street works authority.

(3) Where the person undertaking the erection of the building is not the owner of land on which it is to be erected and is charged with an offence under sub-section (2) above, it shall be a defence for him to prove that he had reasonable grounds for believing that the sum required under section 220 below had been paid or secured by the owner of the land in accordance with sub-section (1) above.

220. (1) In a case to which section 219 above applies the street works authority shall, within 6 weeks from the passing of any required plans relating to the erection of a building deposited with them or, in a case to which sub-section (2) below applies, with the district council, serve a notice on the person or by or on whose behalf the plans were deposited requiring the payment or the securing under section 219 above of a sum specified in the notice.

In this sub-section and sub-section (2) below "required plans" means plans required to be deposited with the local authority in accordance with building regulations.

(2) Where (outside Greater London) the advance payments code is in force in the whole or any part of a district, the district council, in any case to which section 219 above may be applicable, shall within one week from the date of the passing of any required plans deposited with them relating to the erection of a building in an area in which that code is in force inform the street works authority that the plans have been passed.

(3) Subject to the provisions of this section, the sum to be specified in a notice under sub-section (1) above is such sum as, in the opinion of the street works authority, would be recoverable under the private street works code in respect of the frontage of the proposed building on the private street if the authority were then to carry out such street works in the street as they would require under that code before declaring the street to be a highway which for the purposes of this Act is a highway maintainable at the public expense.

In this sub-section a reference to a street does not include a reference to a part of a street, except to a part which the street works authority think fit to treat as constituting a separate street for the purposes of this sub-section and which comprises the whole of the part on which the frontage of the building will be.

(4) If, at any time after the service of a notice under sub-section (1) above, the street works authority -

(a) are of opinion that the sum specified in the notice exceeds such sum as in their opinion would be recoverable as mentioned in sub-section (3) above if they were then to carry out such street works as are so mentioned or

(b) are of opinion that no sum would be so recoverable.

they say, by a further notice, served on the person who is for the time being owner of the land on which the building is to be, or has been, erected, substitute a smaller sum for the sum specified in the notice served under sub-section (1) above or, as the case may be, intimate that no sum falls to be paid or secured.

This sub-section does not apply where a sum has been paid or secured in compliance with a notice served under sub-section (1) above and the case is one in which the authority have power to make a refund or release under section 221 (1) below.

(5) Where, under a local Act, the erection of buildings on land having a frontage on a new street is prohibited until works for the construction or sewering of the street have been carried out in accordance with bylaws, the amount of the sum to be specified in a notice served under this section shall be calculated as if those works had been carried out.

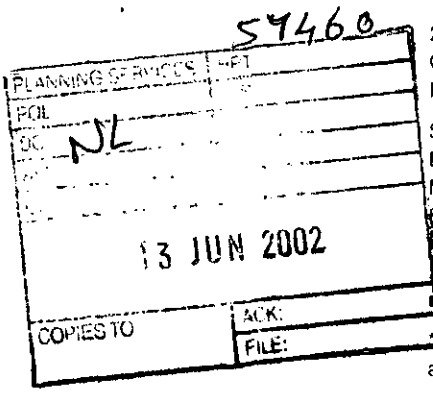
(6) Where a notice is served on any person under this section (other than a notice intimating that no sum falls to be paid or secured that person or if he is a different person, the owner of the l and on which the building is to be, or has been, erected, may, not later than one month from the date of the service of the notice, appeal to the Minister and the Minister may substitute a smaller sum for the sum specified by the street works authority.

On appeal under this sub-section, the Minister shall give the appellant an opportunity of being heard before a person appointed by the Minister.

Our Ref : Plant/PPT/SL1/49022
Your Ref. F/2002/6508

Transco

South East
2 Leesons Hill
Orpington
Kent BR5 2TN
Switchboard 01689 881300
Direct Line 01689 881
Monday - Thursday
8.45am - 5.00pm
Friday 8.45am - 4.45pm
24 hour gas escape number 0800 111 999 *
*Calls will be recorded and may be monitored



11/06/02

Nicola Lake
Wokingham Unitary
Environment Services Department
Planning Services
P O Box 157
Shute End
Wokingham
Berkshire
RG40 1WR

Dear Nicola Lake,

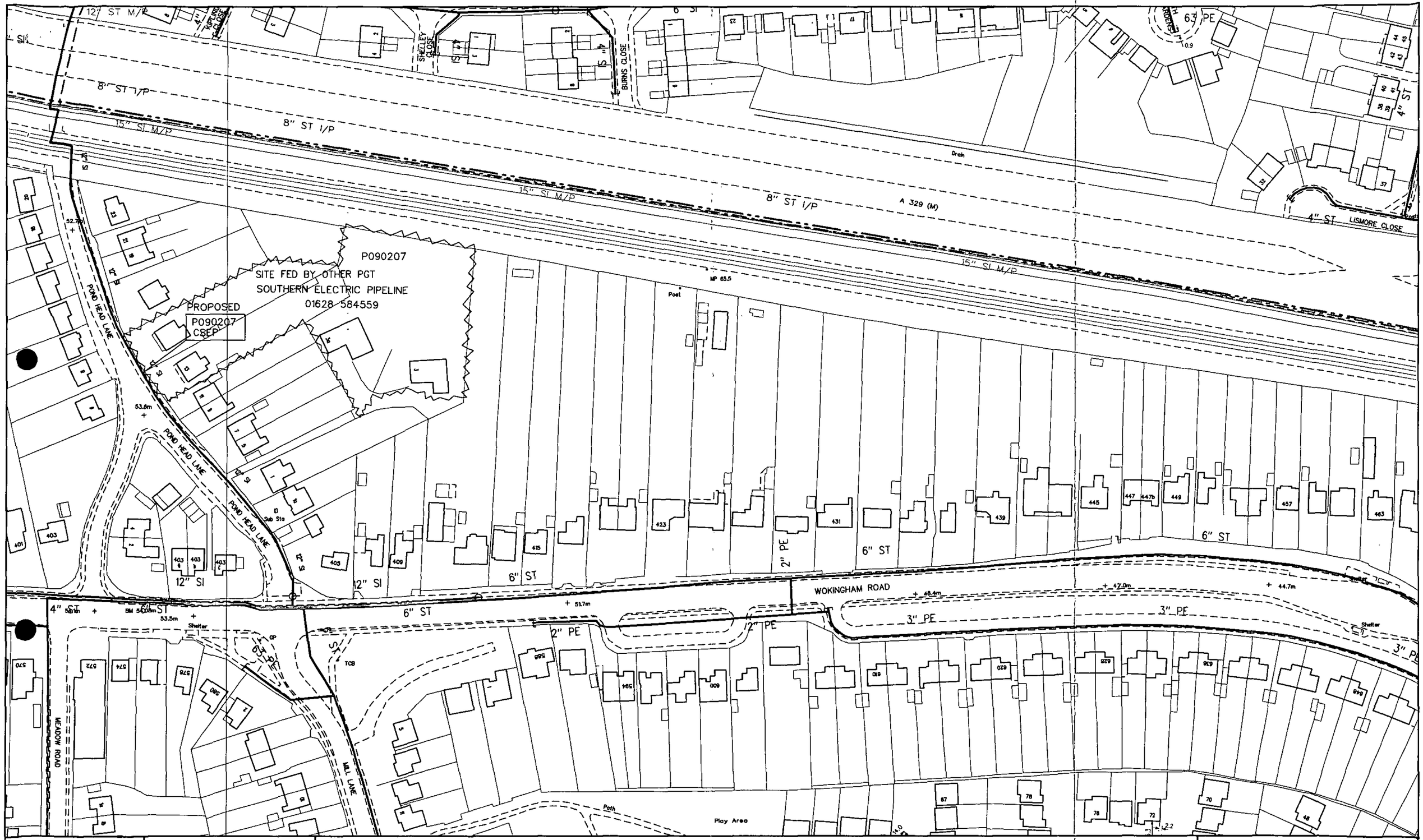
Re: Land At 415 - 445, Wokingham Road, Earley, Reading

Thank you for your enquiry dated 09/05/02, I have pleasure in enclosing a copy of an ordnance extract having shown thereon, the size and approximate line and depth, where known, of the Company's plant.

It is regretted that no records are kept of the positions of gas services to individual consumers, but it should be assumed that a service exists to each property from the nearest main. Each individual service should be located by a hand dug trial hole prior to the commencement of your work.

Yours faithfully

Steve Thomas
Plant Protection Team



SCALE: 1 : 1250

USER ID: st092

DATE: 07/06/2002

NRSWA RESPONSE

GRID REFERENCE : 476177, 171671

LP MAINS
MP MAINS
IP MAINS
LHP MAINS
NHP MAINS

Some examples of Plant Items:
Valve | Depth of Cover | Syphon | Diameter Change | Material Change

This plan shows only those pipes owned by Transco plc in its role as a Licensed Public Gas Transporter (PGT). Gas pipes owned by other PGTs and also privately owned may be present in this area. Information with regard to such pipes should be obtained from the owners. The information shown on this plan is given without obligation, or warranty, the accuracy thereof cannot be guaranteed. Service pipes, valves, syphons, stub connections, etc., are not shown but their presence should be anticipated. No liability of any kind whatsoever is accepted by Transco plc, its agents or servants for any error or omission. Safe digging practices, in accordance with HS(G)47, must be used to verify and establish the actual position of mains, pipes, services and other apparatus on site before any mechanical plant is used. It is your responsibility to ensure that this information is provided to all persons (either direct labour or contractors) working for you on or near gas apparatus. The information included on this plan should not be referred to beyond a period of 28 days from the date of issue.

0 10 20 30 40 50 60 70 80 90 100
0 2 3

Desktop MAPS Version 2.0.1

Transco

St Mary Cray

This plan is reproduced from or based on the OS map by Transco plc, with the sanction of the controller of HM Stationery Office. Crown Copyright Reserved.

Appeal Decision

Inquiry opened on 26 February 2002
Site visit made on 28 February 2002

by David Vickery DipT&CP MRTPI

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

The Planning Inspectorate
4/09 Kite Wing
Temple Quay House
2 The Square
Temple Quay
Bristol BS1 6PN
☎ 0117 372 6372
e-mail: enquiries@planning-inspectorate.gsi.gov.uk

Date 12 APR 2002

Appeal Ref: APP/X0360/A/01/1073406
415-445 Wokingham Road, 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 Bryant Homes/Bancroft Developments against Wokingham District Council.
- The application (Ref. F/2001/4278) is dated 16 May 2001.
- The development as proposed on the application form is the demolition of 4 No. houses and the construction of 52 No. dwellings.
- The inquiry sat for 3 days on 26 to 28 February 2002.

Summary of Decision: The appeal is dismissed.

Preliminary Matters

1. Prior to lodging the appeal the plans had been amended by the appellants so that the scheme would provide 51 dwellings rather than the originally proposed 52 dwellings. The description of the proposal should therefore be: *"the demolition of 4 No. houses and the construction of 51 No. dwellings"*.

2. At the Inquiry I was asked by the appellants to accept two separate series of amended plans. The first series were revisions to the layout plan concerning the orientation of some parking areas to the north of units 7-12 and to the west of units 39-42, play area layout changes, and revised access arrangements from Wokingham Road (Plans O and R). In addition, an illustrative street scene was provided (Plan Q) and wrought iron gates added to units 23-28 (Plan P). The appellants called these plans the "B series".

3. The Council and local people present had no objection to these plans being considered by me. They had already been considered by the Council as part of a duplicate planning application (Ref. F/2001/4279). None of the parties present felt that their cases would be prejudiced. I considered that the changes were relatively minor and so, bearing in mind the previous points, I decided to accept the amended B series of substitute plans and to use them as the basis for my assessment of the scheme.

4. The appellants called the second series of plans the "C series". The layout was amended to stagger units 39-42 (Plan T) and the car parking layout serving units 49-51 was amended (Plan S). Units 39-42 were reduced in height from 3 storeys to 2½ storeys with the top units becoming one bedroomed, as shown on Plan U and an amended illustrative street scene (Plan V). The appellants said that these were minor changes that could be implemented by condition as an alternative to the B series. The plans had been the subject of a new planning application which, at the time of the Inquiry, had not been determined by the Council, although the public consultation period had ended.

5. The Council said that it did not take issue with my considering the C series by way of a condition. The majority of local people present had no objection and did not feel that their cases were prejudiced. However, Mrs Carpenter felt that accepting this course of action would mean that the plans were no longer those that the Committee had determined, and that officers of the Council at the Inquiry would have to second-guess the Committee's likely views on the proposed amendments.

6. On balance, I decided to accept the C series of plans for a number of reasons. Firstly, the Council had not objected to them, nor had any other party present apart from Mrs Carpenter. Secondly, I bore in mind the fact that this is a case where the Council had failed to determine the application and so the decision was now one for the Secretary of State – the Council's Committee had not made a decision on the proposed plans as stated by Mrs Carpenter. Thirdly, I considered that the proposed changes were minor and had, most importantly, been the subject of public consultation.

7. During the course of the Inquiry various criticisms were made of the appellants' Unilateral Obligation under section 106 of the Act (Document 14). The major, and fatal, criticism was that the recitals in the Obligation referred to the wrong planning application reference number. The appellants therefore asked me for an extension of time to submit a fresh Obligation, which the Council resisted. However, I decided to agree to the appellants' request, subject to a strict timetable and a requirement that only changes pointed out at the Inquiry should be included. I believed that this was the right approach in fairness to the appellants, and to prevent unreasonable costs and delay for all parties. The Obligation and the Council's comments on it were thus received after the close of the Inquiry (Documents 21 and 22).

8. The Obligation provides for a number of contributions to the Council for various purposes including £100,000 for off-site highway improvements and sustainable transport initiatives; £17,000 for play area maintenance; £10,000 for other open space maintenance; £20,000 for off-site leisure facilities in Earley; £2,400 towards library improvements; £36,272 towards additional school places at Loddon Infant Junior Schools; and £28,953 for additional places at Bulmershe Secondary School. In addition, the Obligation provides for the replacement of 322 metres of the sound barrier adjacent to the A329(M); the laying out of the play area; and the provision of 13 units of affordable housing by various alternative methods. I will deal with the Obligation later in my decision.

Main Issues

9. From what I read, seen and heard, I consider that there are four main issues in this case:

   1) The effect of the proposal on the character and appearance of the area.

   2) The proposal's effect on the living conditions of existing residential occupiers with particular reference to overlooking, visual impact, and noise and disturbance.

   3) Whether the proposal satisfactorily designs out the possibility of crime.

   4) The proposal's effect on highway safety and the free flow of traffic on Wokingham Road arising from the proposed parking, access, and traffic generation.

Planning Policy

10. The development plan includes the Berkshire Structure Plan 1991-2006, adopted in August 1997, and the Lodden Area Local Plan adopted in May 1995. Structure Plan policy EN1

seeks to protect and enhance the environment of built-up areas. Development must be appropriate in scale, form, impact, character, and siting to its location with a high standard of design, layout and landscaping. It encourages the re-use of under-used urban land. Policy EN2 says that development should not give rise to, amongst other concerns, unacceptable levels of noise.

11. Local Plan policy PWE10 allocates the site for the development of approximately 20 dwellings. Policies LBE1 and LBE2 are similar to Structure Plan policy EN1, and deal also with the creation of a safe environment and inappropriate designs which would adversely affect the character of an area. Policy LT5 requires all development proposals to be examined for road safety implications, and LT6 seeks appropriate car parking.

12. The Deposit Draft Wokingham District Local Plan (the WDLP) has been the subject of a Public Local Inquiry into objections and the Inspector's Report has been received. However, the Council has not yet considered the Report. Therefore, bearing in mind the advice in paragraph 48 of Planning Policy Guidance Note 1: *General Policy and Principles* (PPG1), I cannot give its policies the full weight accorded to an adopted Local Plan, although the advanced stage of the WDLP gives them appreciable weight.

13. Policy WH1 in the WDLP permits housing on identified sites providing there is no significant adverse effect on the character of the area or on any residential property, and there is adequate parking and local highway capacity. Policies WOS3 and WBE1 set out various development guidelines similar to those in the development plan, but also include safety and security, and the privacy and amenity of the existing environment. Policy WT6 requires the provision of car parking in accordance with the Council's standards, and WT7 deals with road safety. An unnumbered policy, introduced at the WDLP's Inquiry, deals with the effective and efficient use of land, reflecting the advice in Planning Policy Guidance Note 3: *Housing* (PPG3).

14. The Council referred to policy WHE1 in the WDLP concerning conservation areas. However, the site does not lie within a conservation area, nor is the Council reviewing the locality with the possible intention of designating it as a conservation area. The policy does not set out any criteria for assessing the scheme. Therefore, it is not relevant to the proposal. Both main parties referred to other policies in the existing and emerging development plan in order to assess the Obligation. These policies concerned affordable housing, variety of housing, and public open space within a development. I will consider the terms of the obligation in the light of these policies later. In the same context the appellants mentioned the Council's Housing Strategy 2001-2004 and the Council its Supplementary Planning Guidance on affordable housing.

15. PPG1 at paragraphs 13 to 20 and Annex A encourages good design, which requires an understanding of the context in which the development takes place. Poor designs, which may be rejected, include those inappropriate to their context, such as those incompatible with their surroundings. Detailed design is of concern where proposals would have a significant effect on the quality of an area or on neighbouring buildings.

16. PPG3 deals with designing for quality at paragraphs 54 to 56, and says that there should be designs and layouts which make more efficient use of land without compromising the quality of the environment. New housing development must be informed by the wider context of buildings, townscape and landscape. PPG3 also says that the inefficient use of land should be avoided, that is developments of less than 30 dwellings per hectare (dph)

net. Housing development should be encouraged at between 30 to 50 dph net (paragraph 57).

17. When considering planning applications, paragraph 38 indicates that the policy in PPG3 may supersede policies in development plans which have not yet been reviewed. The development plan pre-dates PPG3. Bearing in mind the advice in paragraphs 48 and 54 of PPG1, I consider that the development plan is not fully up-to-date in reflecting this Government advice, and that more weight should therefore be given to PPG3 policy on the location and efficiency of housing development. Both main parties agreed with this weighting judgement at the Inquiry.

Reasons

18. The Statement of Common Ground (Document 5) says that there is no objection to the principle of residential development on this site, which lies within an existing predominately residential urban area and consists of previously developed land. It goes on to say that the site lies in an accessible and sustainable location with a range of shops, leisure facilities, schools and public transport modes nearby.

19. There was substantial evidence on the accessibility and sustainability aspects of the site from the appellants and local residents, the latter group being particularly concerned about public transport, schooling and shopping accessibility. I am convinced from the information provided by both the Council and the appellant that the site lies in a genuinely accessible location where public transport (bus and rail) is within walking and cycling distance, as are most of the schools. Shopping is less accessible, but there are nearby local shops and larger shops can be easily reached by public transport. The site lies in a suburban situation where facilities in general are better than in many other such areas. I consider that the site would fulfil the accessibility and sustainability criteria in the existing and emerging development plan and also that in Government advice, such as in PPG3.

20. I note that the Inspector's Report into the WDLP considered that the site was acceptable for residential development (Document 19), where factors such as those above would also have been considered. I therefore agree with both the Council and the appellants that, in principle, the site is suitable for residential development.

The First Issue – Character and Appearance

21. There are no significant landscape features on the site, although there are a number of trees covered by a blanket Tree Preservation Order [TPO] (Document 15), most of which are of poor quality. I agree with the both main parties that the proposal would not have a significant adverse impact on the TPO as all of the high category trees would be retained and only 3 of the moderate category trees would be removed. The loss of the remaining trees would not affect the character of the area as they are not clearly visible.

22. The site lies on the north side of Wokingham Road, the A329, and consists of Nos. 439 to 445 (odd) and a large part of the rear gardens of the remaining properties westwards to No. 415. The site rises noticeably upwards from Wokingham Road frontage and also slopes gently to the south-east. To the rear of the site lies a main railway line(s) in a cutting and beyond that a busy motorway standard road (the A329(M)).

23. The area has an open and spacious appearance due to the wide road, grass verges, the lay-by opposite and the generous spacing of the dwellings. The dwellings are a mixture of detached and semi-detached properties, mainly houses but also including some large

bungalows, all set in large gardens. Whilst the dwellings are all of varying appearances, my impression was that the common characteristics in the immediate area on this side of the road were front walls with vegetation above and the small, domestic scale of architecture associated with the 1920s and 1930s era of housing. None of the dwellings, for example, are over two stories in height.

24. The proposal is for 51 dwellings on 1.23 hectares of land, giving a density of 41 units per hectare, within the range advocated in the unnumbered policy in the WDLP and in PPG3. There would be an access through Nos. 441 and 443 into the site that would extend westwards parallel with the railway. There would be a mixture of flats and houses, mainly on the southern side of the access road, with open space on the northern side next to the railway. Because of the rising ground from Wokingham Road and the intervening existing houses and vegetation along it, most of the proposed dwellings would be difficult to see from Wokingham Road itself, although glimpses might be obtained. Therefore, in my judgement, subject to suitable external materials, I consider that the majority of the proposal would be acceptable in visual terms as its westward extension from the junction would be largely hidden from view and it would make its own character. I consider that part of the layout to be acceptable. The Council and local residents were primarily concerned about the east part of the proposed development, namely units 39 to 42 and units 43 to 51.

25. I have some concerns that the illustrative street scenes are not accurate reflections of the height of the proposed flat block (units 43-51) given the stated floor level and surrounding land form. There is likely to be an element of cut and fill and so some underbuilding at the front. The appellants were unable to assist me on this point. Even so I have based my assessment of this aspect of the proposal on the basis that the street scenes (Plan Q and V) are accurate representations, excluding the spurious outline of a building to the west of the flat block.

26. I saw that the flat block would be difficult to see from the immediate east along Wokingham Road due to screening vegetation and trees, although the roof would be partially seen. Wokingham Road bends gently southwards further east, and so the flats would be more easily seen in distant views. From the west trees and hedges along the frontages of the existing houses would again obscure most distant views, except for the roof. However, nearer to the proposed access in medium and close distance views the flat block would be clearly seen due to the opening up of views in this part of the road caused by the proposed access. In these close views the flat block would be very prominent in the streetscape due to its location on a corner.

27. I consider that the flat block would be a large and ungainly building. It would be more massive and bulky than the existing detached houses and bungalows in the area. Whilst it would have a similar footprint to Nos. 441 and 443, its height, large roof, long length of walling and prominent location would make it much more obtrusive. I saw at my site visit that Nos. 441 and 443 are set back and well hidden by vegetation. The flat block's long width and length, three storey height and large area of roof would make it appear as a visually over-dominant building in the street scene, despite its articulation.

28. The proposed building's size, mass and easily seen location would make it a focal point at the entrance of this new development. It would appear out of scale and character with the other existing dwellings along this part of Wokingham Road, being appreciably higher than them. The proposed high screen wall to the road frontage would further serve to emphasise the building mass and to cut it off from other buildings. Its complicated roof form would contrast unfavourably with the simpler roof forms of the existing buildings. The large

numbers of windows, high walls and plan form would not fit in with the surrounding small-scale architecture, and would immediately give the visual impression of a large, modern block of flats entirely unrelated to the surrounding buildings. It would not respect local traditions and building relationships and so would fail to integrate with surrounding residential development.

29. The C series plans show a flat block that would be lower and of two storey height, but with a high pitched roof to accommodate flats within it. Whilst this would be a considerable improvement on the B series of plans, it would still result in a substantial and bulky building prominent in the street scene due to its long length and width and its high roof. Its roof form would be even more complicated, and hence more inappropriate, than the B series of plans. It would appear as an alien feature unconnected to the smaller scale existing buildings and physically divorced from them by the high frontage wall.

30. I did not understand the Council's point about the proposal causing a cramped junction appearance, unless it is related to the visual matters I have already discussed. The junction would not appear cramped.

31. I am aware of the Government's encouragement in PPG3 to make more efficient use of land. But this goes hand in hand with improving the quality and attractiveness of residential areas and using imaginative design to achieve increased densities. This proposal fails to take account of that advice and the local design context.

32. Overall on this issue, I conclude that the proposal would harm the character and appearance of the surrounding area due to the unsympathetic design and consequent adverse impact of the proposed flat block (units 43-51) on the street scene. It would therefore be contrary to policy EN1 of the Structure Plan; policies LBE1 and LBE2 of the Local Plan; policies WH1, WOS3 and WBE1 of the WDLP; and Government advice in PPG1 and PPG3.

The Second Issue – Effect on Living Conditions

33. The most affected occupiers would be those in the four flats within Nos. 447 and 447b Wokingham Road (as shown on the Ordnance Survey location plan) to the east of the site. The side elevation to No. 447 facing the site has a ground floor entrance door, a window to an unidentified room, and a first floor obscure glazed bathroom window. The rear windows to Nos. 447 and 447b contain living rooms and kitchens and bedrooms, and the front windows, some of which are large, are to a mixture of living rooms, bedrooms and bathrooms. The gardens are split between the occupiers. There is presently a fence halfway along the joint boundary with an intervening path leading to the rear gardens. The rear half of the boundary is open.

34. The proposed flat block (units 43-51) would not extend to the rear built boundary of two existing properties. The existing and proposed fences along the rear joint boundary and vegetation along the front boundary would screen ground floor windows. The arrangement and set back of the proposed windows at first and second floor levels would be sufficient to ensure that there would be no serious overlooking of the front or rear gardens of Nos. 447 and 447b, especially as there would be few windows in the proposed eastern side elevation.

35. The rear first floor windows of units 39 to 42 would overlook the rear gardens of Nos. 447 and 447b, but this would be at a distance, through some intervening vegetation and at an angle. On balance, I consider that the degree of overlooking produced would be acceptable.

36. There would be no adverse visual impact from the flat block on Nos. 447 and 447b due to the limited number of side windows in No. 447, the set back from the side boundary of most of the bulk of the block, intervening front vegetation and the fact that the block would not extend beyond the existing rear building line. Units 39 to 42 would be clearly seen from the existing properties and gardens, but they would be positioned at an adequate distance and at right angles running away from the joint boundary. This would be a similar situation to many other lines of housing development within a suburban area. They would not cause a harmful visual impact.

37. A car parking area would be located between Units 39-42 and units 43-51, about halfway along and close to the joint boundary with No. 447. The car parking spaces in both the B and C series of plans would be very close to the flats in No. 447. I consider it inevitable that the occupiers of these two flats (and to a lesser extent those in No. 447b) would suffer unacceptable noise and disturbance from car engines, doors slamming and people talking in the car park, despite two fences between them.

38. I conclude on this issue that the proposal would seriously harm the living conditions of adjacent residential occupiers in Nos. 447 and 447b Wokingham Road due to the noise and disturbance that would be caused by the nearby car parking area. The proposal would not comply with policy EN2 in the Structure Plan, and policies WH1 and WBE1 in the WDLP.

The Third Issue – Designing Out Crime

39. The front of units 39 to 42 would be reached only by a footpath, close to the railway cutting. The Council, after consultation with the Crime Prevention Design Adviser, was concerned that the units' isolated location (few pedestrians), trees and planting, and lack of nearby car parking would mean that the front doors of these units would be hidden from any natural surveillance.

40. I saw that it would be possible to see under the large retained oak tree from along the proposed access road to the west, especially if some of the lower branches were removed for easier access. There would be a small car parking area close to the junction of the units' footpath and the access road. Overall, therefore, I consider that there would be sufficient natural surveillance to discourage crime at the front elevations of these units. I do not need, therefore, to go on to examine the C series of plans in this respect.

41. I conclude therefore, that the proposal would satisfactorily design out the possibility of crime. It would therefore comply with policy LBE1 in the Local Plan, policy WBE1 in the WDLP, and Government advice in Circular 5/94.

The Fourth Issue – Highway Safety

42. The Council said that the proposal would comply with its car parking standards and that it had no objections on highway safety grounds. I note that the scheme would satisfy the car parking standard in paragraph 62 of PPG3 (1.5 off-street spaces per dwelling). I have no reason to believe, therefore, that cars would park elsewhere and so endanger highway safety.

43. The right turn lane, central island, "keep clear" road markings and the Toucan pedestrian crossing (in the Obligation) would all assist in providing a safe access. The details of a safe bicycle crossing over the proposed access road could be dealt with by a condition. The existing and predicted traffic generation figures, junction capacity analysis, and the record of personal injury accidents do not show any cause for concern.

44. Local residents were worried about exacerbating existing queues of traffic at peak times, but no figures were produced that cast doubt on the favourable attitudes of both the Council and the appellants. I appreciate that there are peak traffic problems, but this does not mean that the proposal would unacceptably increase the danger to highway users or unduly interfere with the flow of traffic. I am satisfied from the evidence presented by the appellants that the proposed highway improvements would result in a safe access.

45. I conclude on this issue that the proposal would not cause a danger to highway safety or interfere with the free flow of traffic on Wokingham Road. It would therefore comply with policies LT5 and LT6 in the Local Plan, and policies WT6 and WT7 in the WDLP.

Other Considerations

46. A number of other schemes in the area were mentioned, most granted permission by the Council and one on appeal. I saw some of these at my site visit. However, I do not know the exact locational and policy circumstances of these other developments, and so I do not regard them as forming a precedent which I must follow in this case. Moreover, each ca must be decided on its own merits, as I have done here.

47. In general, I consider that the Obligation's provisions would fairly and reasonably relate to the proposal and would satisfy the general policy tests in Annex B of Circular 1/97. The benefits would be required under the terms of local and national policies in order to ensure the proper development of the site. They would not, therefore, outweigh the harm that I have identified in the first two issues.

48. I have some concerns about two of the proposed payments in the Obligation. Firstly, the payment towards library improvements were not justified by the Council and I therefore believe that this would not satisfy the tests in Circular 1/97 as it would not be directly related to the proposal. I also have some doubts, for similar reasons, about the payment towards the A329 Multi Modal Corridor Study, although had more information been provided then my doubts might have been removed.

49. Much Inquiry time was taken up with the consideration of the affordable housing elements of the Obligation. As I have concluded unfavourably on two of the main issues I do not propose to spend time dissecting these points in detail, apart from some general commen Firstly, it seems to me that the terms of the Obligation for the affordable housing were unnecessarily complicated, particularly given the local situation in Wokingham where detailed information on Key Workers was not available. Secondly, the Council accepted that there was a need for affordable homes, based on past information, and that Key Worker accommodation was a key affordable housing aim that should be addressed, although it had not defined and quantified that particular need. In the light of this, and bearing in mind the relatively small number of units involved in this case compared to the total housing need, I consider it not unreasonable to accept a situation where all of the units would be occupied by Key Workers.

50. Thirdly, the affordable housing can be provided in a number of different ways, as the Council acknowledged. It does not have to be done using the Council's preferred method. And fourthly, bearing all these points in mind, I consider that the Obligation would meet the affordable housing requirements set out in local and national policies.

51. The site does not lie in the floodplain. There is evidence that some springs naturally occur along the frontage of the site due to the underlying geology, but I consider that these could be dealt with by normal drainage methods which could be the subject of a condition.

Conditions

52. The appellants suggested a number of conditions, mainly related to the details of the proposed scheme (Documents 12 and 16). These would remove some minor concerns, such as the inappropriate brickwork banding and plinths on the units along the Wokingham Road frontage, and the details of the laying out of the public open space. However, none of them would overcome the harm that I have identified.

Conclusion

53. Notwithstanding my favourable conclusion on the third and fourth issues, it is the harm that would be caused to the character and appearance of the area and to the existing occupiers' living conditions that I consider to be the deciding factors in this appeal, and which make the proposal unacceptable.

54. In reaching the conclusion on which my decision is based, I have taken account of all other points raised including noise from the railway and motorway, which (like the Council) I consider would be acceptable, and Government advice in Planning Policy Guidance Note 13 and RPG9. But none of these points has outweighed the considerations I have mentioned. For the reasons given above, I conclude that the appeal should be dismissed.

Formal Decision

55. In exercise of the powers transferred to me, I dismiss the appeal and refuse planning permission for the demolition of 4 No. houses and the construction of 51 No. dwellings at 415-445 Wokingham Road, Earley.

Information

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

David Vickers

INSPECTOR

APPEARANCES

FOR THE LOCAL PLANNING AUTHORITY:

Mr R Walton of Counsel	Instructed by Mr T Kingswood, Head of Legal Services for the Council.
He called:	
Mr E Oteng BA(Hons) MRTPI	Senior Planner with the Council.
Miss S Hollamby	Housing Strategy Officer with the Council.
Mr M Thorp BA MSc MRTPI MCIT	Principal Development Control Officer with the Council – for the conditions session only.

FOR THE APPELLANT:

Mr P Brown of Counsel	Instructed Mr R Huntley of Lennon Planning Ltd, 13 Hermitage Parade, High Street, Ascot, SL5 7HE.
He called:	
Mr P Brady BSc(Hons)	Principal Engineer with Peter Brett Associates, 16 Westcote Road, Reading, Berks., RG30 2DE.
Mr R Huntley BSc DipTP MRTPI	Director of Lennon Planning Ltd.

INTERESTED PERSONS:

Mr A Hill	Local resident, 8 Pond Head Lane, Earley, Reading, RG6 7ET.
Mrs C Smith	Local resident and District Councillor, 7 Northam Close, Lower Earley, Reading, RG8 3AJ.
Miss R Hill	Local resident, 447b, Wokingham Road, Earley, Reading RG6 7EL.
Mr S Leather	Local resident, 624, Wokingham Road, Earley, Reading RG6 7EL.
Mr R Boyce	Local resident, 447c, Wokingham Road, Earley, Reading RG6 7EL.
Mrs D Carpenter	Local resident and District Councillor, 8 Stanton Close, Earley, Reading, RG6 7DX.
Mr D Swindells	Local resident and District Councillor, 12 Culford Close, Lower Earley, Reading, RG6 3AS.

DOCUMENTS

Document	1	Lists of persons present at the Inquiry.
Document	2	The Council's notification letters about the Inquiry and list of those notified.
Document	3	35 letters received as a result of the Council's notifications.
Document	4	7 additional letters handed in by the Council at the Inquiry
Document	5	Statement of Common Ground.
Document	6	Appendices 1 to 4 of Mr Oteng's Proof of Evidence.
Document	7	Rent Table and Annexes 1 to 3 of Miss Hollamby's Proof of Evidence.
Document	8	Consultation replies on similar planning applications on the site, submitted

		by Mr Oteng.
Document	9	Extract from the Deposit Draft Local Plan on Design Standards for Children's Play Spaces, submitted by Mr Oteng.
Document	10	Copies of letters exchanged between the appellant and the Council during February 2002 concerning the section 106 Obligation.
Document	11	Table 1, Sustainability Table, Figure 1, Drawing 05B, and Appendices 1 to 7 of Mr Brady's Proof of Evidence.
Document	12	Appendices 1 to 18 of Mr Hunter's Proof of Evidence.
Document	13	Draft Obligation under section 106 of the Act, submitted by the appellants.
Document	14	Obligation under section 106 of the Act, submitted by the appellants (first version).
Document	15	Tree Preservation Order No. 462/1989, submitted by the appellants.
Document	16	The appellants' suggested conditions for the "C" series of plans.
Document	17	Extract from the Deposit Local Plan of policies WH6 and WH7, submitted by Mr Huntley.
Document	18	Data on proposed plans, submitted by Mr Boyce.
Document	19	Extract from the Inspector's Report on the Deposit Local Plan concerning the site, submitted by Mrs Carpenter.
Document	20	Undated letter from Miss Hill handed in at the Inquiry.
Document	21	Obligation under section 106 of the Act (second version), submitted by the appellants after the close of the Inquiry
Document	22	The Council's response to the second section 106 Obligation, submitted after the close of the Inquiry.

PLANS

Plans	A to N	The original application plans: Drawing Nos. 1408 05A (Plan A); 06 (Plan B); 07 (Plan C); 08 (Plan D); 09 (Plan E); 10A (Plan F); 11A (Plan G); 12A (Plan H); 13 (Plan I); 14 (Plan J); 15 (Plan K); 1661/02 Site Survey (Plan L); 1061/02 Tree Survey (Plan M); 0178/1 Landscape (Plan N).
Plans	O to Q	Amended plans which supersede the respective original plans: Drawing Nos. 1408 05B (Plan O); 10B (Plan P); 16 Illustrative Street Scene (Plan Q), 0178/1A (Plan R).
Plans	S to V	Amended plans as alternatives: Drawing Nos. 1408 05C (Plan S); 11C (Plan T); 12C (Plan U); 16A Illustrative Street Scene (Plan V).

PHOTOGRAPHS

Photos	1 to 3	3 photographs of traffic conditions, submitted by Mr Leather.

FROM: Nicola Lake

DATE: 09 May 2002

PLANNING SERVICES	HPT
POL	TLS
DC	ENF
APP	
CS	
COPIES TO	ACK.

- 9 MAY 2002
Earley Town Council

17 MAY 2002

EARLEY TOWN CONSULTATION SHEET

Application Number: F/2002/6508

Proposal: Proposed demolition of 4 dwellings and erection of 48 dwellings.

Site Address: Land At 415 - 445, Wokingham Road, Earley, Reading.

Applicant: Bancroft Developments/Bryant Homes C/O The Edwards Irish P/Ship.

Your observations are required in respect of this application **by 02/06/2002** .

The Town Council remains opposed to development of the scale proposed on this site, and would support fully the views expressed in the report of the Inspector who heard the Inquiry into the draft Wokingham District Plan that this area should not be released for development at the present time.

Whilst it is accepted that the size of the proposed block of flats at the entrance to the site (plots 43 – 48) has been reduced, the overall size of the building is considerably larger than the neighbouring properties and plots 1 and 2 of the new development on the opposite side of the access road. It is considered, therefore, that it will have over-bearing appearance, and is out of character with the area, and will be of detriment to the street scene. This is in direct contravention of Policy EN1 of the Berkshire Structure Plan 1991-2006 and policies LBE1 and LBE2 of the Loddon Area Local Plan.

The Town Council has previously raised concerns about the lack of provision for the safe storage of pushchairs/cycles, etc. when considering the previous applications on this site. These latest proposals still do not appear to have included this provision. In a number of cases, neither do the plans appear to have provided for the storage of other items 'essential to life' such as lawnmowers, dustbins, etc. It is felt, therefore, that once occupied, the site will take on an untidy and cluttered appearance as the occupants will try to make their own arrangements for the safe storage of the items. Whilst the Town Council fully supports the need for more low cost housing within Wokingham District, it is strongly of the view that this provision should not be achieved by allowing a compromise of design, or to allow a design which takes little consideration of the needs of the eventual residents of the properties concerned.

With regard to plots 39 – 42 it is considered that these are unneighbourly to the maisonettes in 447 Wokingham Road, since there will be considerable over-looking into the rear gardens and windows in the rear elevations of 447 Wokingham Road from the upper storey windows of these plots. Additionally, the parking provision in front of these particular plots will, it is considered cause a noise and pollution nuisance to the residents of 447, and particularly during the summer.

Cont'd/.....

The Town Council remains concerned at the close proximity of the children's play area to the railway line, and, whilst the need for areas such as this is accepted, it is considered that this location is totally inappropriate and dangerous.

Whilst the Town Council is opposed to the recommended housing densities now in place, it is accepted that this development falls within the prescribed guidelines. However, the layout of the site and the large area taken up by the access road, and necessity to avoid building immediately adjacent to the railway line, means that the density of housing in the remaining area is deemed to be too high.

On numerous occasions in the past, the Town Council has expressed its extreme concern about the already over-stretched infrastructure in this area, and also the enhanced pollution levels which are prevalent in this part of the District. This development, if allowed, will only put additional pressure on services in this area, and will further increase the volume of traffic, particularly in the morning and evening rush hour. This will lead to a further erosion of the quality of life of existing residents, and will contribute further to the problem which the District Council has in reducing air pollution in this area to the prescribed level by 2005.

There are already insufficient school places, and many Earley secondary school pupils have to travel outside the Town's boundaries to receive education. Our understanding is that children from this site will attend the Loddon Infants and Junior Schools, with senior pupils attending Bulmershe. Whilst it can be argued that all three schools are within walking/cycling distance, the Junior and Infants Schools are on the opposite side of Wokingham Road to the development site, and the difficulty pedestrians and cyclists will have in crossing the road during the morning and evening rush hour can not be too highly emphasized. It is inevitable, therefore, that many parents will choose to drive their children to and from school, further increasing traffic congestion.

Access to the Bulmershe School on foot from the site is via an underpass. There are already serious security implications associated with this under-pass and it is felt therefore that, unless these are resolved, parents will also choose to drive their children to school, rather than allowing them to walk or cycle unaccompanied.

In conclusion, therefore, the Town Council remains totally opposed to development on this site, and particularly on the scale now proposed. In the view of the Town Council, this latest proposal has done nothing to counter the main reason given by the Inspector in dismissing the previous appeal on this site: *"it is the harm that would be caused to the character and appearance of the area and to the existing occupiers' living conditions that I consider to be the deciding factors in this appeal, and which make this proposal unacceptable."*

It is, therefore, requested that this application is refused.

If, however, the Development Control Committee is mindful to approve this application, it is requested that any Section 106 monies agreed for the provision of new and enhancement of existing play areas and equipment is passed to the Town Council for the further improvement of the nearby Meadow Park and Sol Joel Park.

SIGNED: _____ DATE: 16 MAY 2002

Clerk To Earley Parish/Town Council.

MINUTES OF A MEETING OF THE DEVELOPMENT CONTROL COMMITTEE HELD ON WEDNESDAY 3RD JULY 2002 FROM 7.00 PM TO 10.00 PM

Present: Mr AJ Ross (Chairman), Mrs ANMC Drake (Vice-Chairman), Mrs DC Beatty Mr MJ Bryant, Mr SR Conway, Mr RFN Eke, Mr KA Malvern and Rob Stanton.

Also present under Rules of Procedure:- Mrs DF Buckley, Mrs T Marinos and Mr D Swindells.

PART I

38. MINUTES

The Minutes of the meeting of the Committee held on 12th June 2002 were confirmed as a correct record and signed by the Chairman, subject to an amendment to Minute No. 31, 3rd Paragraph, so that it reads, " Mr Harrop attended the meeting and spoke against the proposal".

39. APOLOGIES

Apologies for absence were submitted from Mr JL Earnshaw, Mrs JA Lissaman, Mrs M Robertson and Mr ND Rose.

Mrs DF Buckley and Mr D Swindells, Local Members attended the meeting and spoke against the proposal.

Members discussed the applications and felt that further negotiations should take place with the applicant regarding the number of houses in the proposed development, the provision of cycle stores and the alignment of the block of flats fronting the development.

RESOLVED: That Applications Nod: F/2001/5387 & F/2002/6508 be deferred to enable further negotiations to take place with the applicant regarding the number of houses in the proposed development, the provision of cycle stores and the alignment of the block of flats fronting the development.

43. APPLICATIONS NOD: F/2001/5387 & F/2002/6508, PROPOSED DEMOLITION OF 4 DWELLINGS AND ERECTION OF 48 DWELLINGS, LAND AT 415-445 WOKINGHAM ROAD, EARLEY FOR BRYANT HOMES AND BANCROFT DEVELOPMENTS

The Committee considered a report about this application set out on Agenda pages 766 to 803.

Members were informed that the dates for the Public Inquiry that was held into the previous applications were the 26-28 February 2002, not May as stated in the first paragraph of the report. In addition to clarify, the recommendation as set down on page 774, was for both Application No: F/2001/5387 and Application No: F/2002/6508. The financial contributions for the two legal agreements (one for each application), together with the conditions were the same.

Mr Bradshaw, representing Earley Town Council, attended the meeting and gave that authority's views in opposition to the proposal.

Development Control Ref No:	Received	Parish
F/2001/5387	29.11.01	Earley
F/2002/6508	01.05.02	

Applicant: Bryant Homes and Bancroft Developments.
Location: Land at 415-445 Wokingham Road, Earley.
Proposal: Proposed demolition of 4 dwellings and erection of 48 dwellings.

REPORT PREPARED FOR: DEVELOPMENT CONTROL COMMITTEE.

REPORT PREPARED BY: Head of Planning and Transportation and Nicola Lake.

SUMMARY:

Planning History **-**
There have been two previous planning applications for the redevelopment of the application site. One of the applications was appealed for non-determination while the second was refused permission by the Development Control Committee of the 14 November 2001 and was subsequently appealed. Both these appeals were heard at a 3-day Public Inquiry on 26 – 28 May 2002. At this Inquiry the Inspector also considered a third set of proposed drawings, which he referred to as "C series". These were the original drawings that were submitted as part of application F/2001/5387. These have since been revised and are now the same as those, which were submitted on application F/2002/6508. As such although these applications were not submitted at the same time they are now duplicate applications. The inspector dismissed the appeals on the 12 April 2002.

The inspector had two main concerns. Firstly that the proposed three storey frontage block of flats would harm the character and appearance of the surrounding area due to its unsympathetic design and consequently its adverse impact upon the street scene (Para. 32 of his attached report). Secondly, he concluded that the proposed development would seriously harm the living conditions of adjacent residential occupiers in 447 and 447b, Wokingham Road due to noise and disturbance that would be caused by the nearby car parking area. (Para.38 of his report). The inspector's statement is attached.

Proposal **-**
The proposed development is for the demolition of 4 dwellings – Numbers 439, 441, 443 and 445 Wokingham Road, and the erection of 48 new dwellings on the rear garden areas of 415 through to 445 Wokingham Road. The proposed development would create 6 four-bedroomed houses; 12 three-bedroomed houses, 6 two-bedroomed houses and 24 two-bedroomed flats. The frontage development would still be made up of two four-bedroomed detached dwellings to the western side of the proposed access and a block of flats to the east. However, both the block of flats and its associated parking area to the rear have been amended.

RECOMMENDATION:

GRANT PLANNING PERMISSION – subject to a legal agreement and conditions.

Background Papers

Held by: Planning Reception
Division: Development Control
Dept: Environmental Services

Contact No: 0118 974 6428/ 6429
E Mail: development.control@wokingham.gov.uk

NB: All reports seek to identify environmental, community safety and equal opportunities implications. Consultation with residents and organisations which has or is about to take place, will also be reported.

BACKGROUND

Consultations –

- ***Earley Town Council:*** Extremely concerned and recommending refusal. (See attached comments).
- ***Woodley Town Council:*** No further comments to those of the previous applications.
- ***Highways:*** No objection subject to conditions and a legal agreement to secure off-site works and financial contributions.
- ***Landscaping:*** No objection subject to conditions.
- ***Environmental Health:*** No objection subject to conditions.
- ***Environment Agency:*** No objection subject to conditions.
- ***Railtrack:*** No objection subject to informatives.
- ***Southern Electric Power:*** No objection.
- ***Transco:*** No objection subject to informative.
- ***Thames Water:*** No objection.
- ***Drainage:*** No objection subject to conditions.
- ***Archaeologist:*** No objection.
- ***Policy and Plans:*** No objections to the principle of the development.
- ***Letters:*** On application F/2001/5387 there have been 8 initial letters received and 9 letters regarding the subsequent revised plans. Application F/2002/6508 has received 15 letter. These concerns can be summarised as follows:
  - Impact upon traffic congestion.
  - Proximity of the new junction to the traffic lights at the junction into Woodley and its impact upon highway safety.
  - The design of the flats would still be out of keeping with the flats at 447 Wokingham Road.
  - Overdevelopment of the site.
  - Concerned about who will be responsible for the maintenance of the boundary fence between 447 Wokingham Road and the proposed flats.
  - The key worker housing is likely to have shift workers in them, who are likely to leave and enter the site at all times of the day causing disturbance to the adjacent dwellings.
  - Impact upon existing services and infrastructure provision in the area.
  - Noise and disturbance from the construction work.
  - Loss of privacy to neighbouring dwellings.
  - The increase in development would increase flooding.
  - Impact upon wildlife.
  - They consider the existing speed limit along Wokingham Road to be too high and should be reduced to 30mph.

  Of the 9 latest letters on application F/2001/5387 4 were in support of the application, while 5 of the 15 letters on F/2002/6508 were in support of the application.

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. Access and Movement. (Policies LT5 and LT6 of the Loddon Area Local Plan; WT6 and WT7 of the Wokingham District Local Plan (Deposit Draft) as modified.
F. Services, Amenities and Infrastructure Provision.
G. Noise Attenuation Measures. (WOS7 of the Wokingham District Local Plan.)
H. Crime Prevention and Security. (WBE5 of the Wokingham District Local Plan.)
I. Flooding Issues. (Policy EN3 of the Berkshire Structure Plan; Policies LPS2 and LPS3 of the Loddon Area Local Plan and WIC16 of the Wokingham District Local Plan and PPG25)
J. 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 areas. Therefore, the principle of development would be in accordance with government guidance as outlined in PPG3 – Housing.

On considering this matter the inspector in paragraph 20 states *"I note in the Inspector's Report into the WDLP considered that the site was acceptable for residential development, ... I therefore agree with both the Council and the appellants that, in principle, the site is suitable for residential development."*

B. Housing Mix and Density.

The proposed development is to erect 24 two-bedroomed flats; 6 two-bedroomed dwellings; 12 three-bedroomed dwellings and 6 four-bedroomed dwellings on a site sized 1.232 hectares. This would represent a net density of approximately 39 dwellings per hectare. The site is located within an area with good access to alternative modes of transport and local facilities (Inspector's statement para.19). Therefore, the site is considered to be in a sustainable location, where development with a density of 39 dwellings per hectare would be acceptable in principle. Hence the proposed development would comply with the District's policy on housing density and PPG3.

The proposal would provide 63% two-bedroomed dwellings; 25% three-bedroomed dwellings and 12% four-bedroomed dwellings. While this is not directly in line with the suggested housing mix as set out in the supporting text to policy WH6 of the WDLP, it would help provide more smaller dwelling accommodation, in line with the District's housing need survey.

C. Impact upon the Residential Amenity of the Neighbouring Dwellings.
The majority of the proposed development would remain as previously considered. The dwellings which have been identified for affordable housing units have been changed to a group of units that are more centrally located within the site. The main physical changes to the development are centred around the frontage block of flats and its associated parking area to the east of the proposed access road.

The previous proposed flats had been firstly three storey in height (series A and B plans) and two and a half storeys (series C drawings). The Inspector in his consideration of these proposals and their effect upon living conditions stated *"The most affected occupiers would be those in the four flats within Nos. 447 and 447b Wokingham Road to the east of the site"* (para.33.). He continued on to state that *"The arrangement and set back of the proposed windows at first and second floor levels would be sufficient to ensure that there would be no serious overlooking of the front or rear gardens of Nos. 447 and 447b, especially as there would be few windows in the proposed eastern side elevation.*

The rear first floor windows of units 39 to 42 (the block of flats) *would overlook the rear gardens of Nos. 447 and 447b, but this would be at a distance, through some intervening vegetation and at an angle. On balance, I consider that the degree of overlooking produced would be acceptable.* (Para.34 and 35.)

The relationship between the previously refused scheme and the neighbouring dwellings at 447 and 447b would be similar to that of the current scheme but with the noted change in the proposed height of the structure. The proposed flats would be only two storey and with a height of 5m to the eaves and 8.5m to the ridge. It is considered that the amended two storey block of flats would have a reduced bulk and massing and would have a further reduced impact upon the residential amenity of the adjacent flats.

However the inspector did consider that the appealed development would impact upon the living conditions of the adjacent maisonettes. He stated when considering the relationship between the proposed parking area, which was located to the rear of the flats, that *"The car parking spaces in both B and C series of plans would be very close to the flats in No 447. I consider it inevitable that the occupiers of these two flats (and to a lesser extent those in 447b) would suffer unacceptable noise and disturbance from car engines, doors slamming and people talking in the car park, despite two fences between them."* (Para. 37).

In an attempt to address this impact the applicants have redesigned this area with a row of open fronted carport/garages running parallel to the shared boundary with Nos.447 and 447b. This structure would help to contain the noise of engines starting, doors slamming and lights from reflecting into the adjacent

property. It would also increase the visual screening to the rear garden areas of the existing maisonettes. To help soften the appearance of the proposed garage structure itself the site plan also shows that it is intended to plant dense screening between the proposed carports and the shared boundary.

It is therefore considered that the proposed carport/garage structure would overcome the inspector's grounds for refusal of the previous development due to it impact upon the living conditions of the adjacent maisonettes. As such the proposed development would have no detrimental impact upon the residential amenity of the adjacent dwellings.

D. Impact upon the character and appearance of the surrounding area.

The Inspector considered the impact of the whole development upon the character and appearance of the surrounding area. He stated that *"I consider that the majority of the proposal would be acceptable in visual terms as its westward extension from the junction would be largely hidden from view and it would make its own character. I consider that part of the layout would be acceptable."* (Para.24).

The inspector considered that the proposed flats' long width and length, three storey height and large area of roof would make it appear as a visually over-dominant building within the street scene. He continued on to state *"The proposed building's size, mass and easily seen location would make it a focal point at the entrance of this new development. It would appear out of scale and character with the other existing dwellings along this part of Wokingham Road, being appreciably higher than them. The proposed high screen wall to the road frontage would further serve to emphasis the building mass and to cut it off from other buildings. Its complicated roof form would contrast unfavourably with the simpler roof forms of the existing buildings."* (Para. 28). He concluded *"The proposal would harm the character and appearance of the surrounding area due to the unsympathetic design and consequent adverse impact of the proposed flat block on the street scene."* (Para.32.)

In an attempt to address these concerns the applicants have amended the design and size of the proposed block of flats. The flats are now shown to be a two storey structure and would have a height of 5m to the eaves and 8.5m to the ridge. This would be a 3.1m reduction in the ridge height from the series B drawings and 2.2m from the series C drawings. The width of the building has also be reduced by 3.9m from 19.6m (series B) to 15.7m on the current proposal. There has also been a corresponding reduction in the length by 2.3m from 19.6m (series C) to 17.3m on the current proposal. These reduction in the height, width and depth of the structure have a corresponding reduction in the bulk and massing of the proposed structure. As such the eaves and ridge height of the proposed flats would be comparatively similar to these of the maisonettes at 447 Wokingham Road.

Therefore the proposed development would be in keeping with the character of the surrounding properties and would have no detrimental impact upon the appearance of the street scene.

E. Access and Movement.

A number of objectors to the original applications had put forward their concerns regarding the highway safety implications of the development in their letters to the Planning Inspector. The inspector considered the potential impact of the proposed development upon the highway safety of the surrounding road network in paragraphs 42-45 inclusively. The Inspector considered that the proposed development would met the car parking standards in PPG3 (1.5 off-street spaces per dwelling). He felt that the right turn lane, central island, "Keep Clear" road markings and the toucan pedestrian crossing, would all assist in providing a safe access and that the existing and predicted traffic generation figures, junction capacity analysis, and the record of personal injury accidents did not show any cause for concern.

He appreciated that there were peak traffic problems in the area, but that this did not mean that the proposed development would unacceptably increase the danger to highway users or unduly interfere with traffic flow. He also stated that he was satisfied that the proposed highway improvements would result in a safe access.

F. Services amenity and infrastructure.

Policy WOS4 of the Wokingham District Local Plan requires that development proposals have some regard to existing levels of infrastructure, services and amenities. This is expanded upon in supplementary planning guidance. Provision for additional facilities or contributions need to meet the relevant tests as laid down in circular 1/97 'Planning Obligations'.

A highway contribution of £80,000 for cycle way improvements and pedestrian/cycle crossing has been agreed with the developer. The additional works to the highway to create a right turn lane, pedestrian central island, bollards etc would now be carried out by the developer and would be secured by an agreement under Section 278 of the Highways Act 1980. This is the reason for the reduction in the figure from £100,000 on the previous application.

The education contribution on the development site would be £101,389.43 for Loddon Infant School and £46,743.09 on the Bulmershe Secondary School. This would result in a total education contribution of £148,132.52. This is a significant increase on the previous applications and is due to the increase in the 'Child Yield Factors' and the '2002-03 Cost Multiplier Figures' provided by DfES.

The leisure services requirements are that a 400m² children's play area is laid out to a cost of £47,000 with at least five pieces of play equipment with a 10 year commuted maintenance sum payable on transfer. If the remaining open space is to be transferred over to the Council a further 10 year commuted maintenance sum would be required on transfer. Due to the 0.33hectare short fall in the public open space provision an off-site figure of £20,600 would be required towards improvements to existing facilities within the Earley area.

The Affordable Housing provision proposed does not fully comply with the Council's supplementary planning guidance as it is specified for Key Worker Housing. However given the Inspector's that *"it is not unreasonable to accept a*

situation where all of the units would be occupied by Key Workers" the provision is considered acceptable in this case.

A libraries financial contribution of £2,200 towards additional stock for the existing area library is also required.

G. Noise Attenuation Measures.
The noise attenuation measures would remain largely unchanged from the principles that were agreed on the previous applications. The Environmental Health Officer is satisfied that subject to the implementation of the noise attenuation measures as shown on the submitted drawings, the proposed development would be able to meet the require predicted noise level of 55 L_{Aeq} or below within the proposed garden areas of the houses on the site. This would also include the replacement of 322m of the existing noise barrier, which is located along the edge of the A3290. The existing barrier is reaching the end of its useful life and its replacement with a new barrier would increase its efficiency as a noise attenuation method. This provision would have to be secured by a Section 106 Agreement.

H. Crime Prevention and Security.
This had formed the third reason for refusal on the previous applications, due to the concern that units 39 to 42 would have poor natural surveillance. The Inspector in considering this issue stated that when he was on site he was able to see under the large retained oak tree from along the proposed access road to the west, especially if some of the lower branches were removed. He also felt that the small adjacent parking area would help with the surveillance of these properties. As such he concluded *"that the proposal would satisfactorily design out the possibility of crime."*

The current proposed development would have a similar arrangement and layout in regard to units 39 to 42. The dwellings would have a staggered frontage with bollards to improve lighting. The three bay car parking area adjacent to the footpath would still remain. As such the proposed development would have no adverse impact upon the crime prevention or security of the area.

G. Flooding Issues.
The application site does not contain land shown on plans supplied by the Environment Agency as being liable to flooding. The Environment Agency has been consulted on this application and they have no objection subject to conditions.

I. Concerns of Residents and Earley Town Council.
The concerns of the local residents and Earley Town Council have been noted and largely addressed in the above appraisal. However one of the neighbours and the adjacent property at 447 Wokingham Road is concerned as to who will be responsible for the future maintenance of the proposed boundary fence between their property and the development site. The applicant has indicated that the maintenance of the fence will fall under the responsibility of the management group for the flats.

Another local resident has raised a concern that the Key worker housing would be occupied by a high proportion of shift workers who will be leaving and entering the site at unusual times of the day, which would cause noise and disturbance to the residents of the existing dwellings. The occupation of key workers is unknown at present and shift patterns are not confined to key workers. It is unlikely that car movements at these times of the day would be at such a level to create enough noise and disturbance to raise above the backround noise of the surrounding area.

A further concern has also been raised regarding noise and disturbance from the demolition and construction works. A condition is recommended that the hours of work on the site be limited to 8am to 6pm Mondays to Fridays and 8am to 1:30pm Saturday and no work on Sundays or Bank holidays.

Conclusion – It is considered that on balance the proposed amendments to the block of flats located to the front of the site and its ancillary parking area to its rear, would overcome the Inspector's grounds for dismissing the previous appeals again the proposed residential redevelopment of this site. The current proposed development would have no adverse impact upon the character and appearance of the street scene or upon the residential amenity of the adjacent dwellings at 447 Wokingham Road. As such the proposed development would be in accordance with the policies of the District's Development Plans.

Recommendation – To GRANT planning permission subject to the signing of a legal agreement to secure for £80,000 towards off-site highway improvements and sustainable transport initiatives; the laying out of the play area up to the value of £47,000 with a 10 year commuted maintenance sum, a further 10 year commuted maintenance sum if the open space is to be transferred to the Council and £20,000 towards off-site leisure facilities within Earley; £2,200 towards additional library stock within the locality; £101,389.43 towards additional places in Loddon Infant and Junior School and £46,743.09 for Bulmershe Secondary School; the transfer of 25% affordable housing and the replacement of 322m of the existing sound barrier with the A3290 and its future maintenance 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 23 to 28 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 6 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 commence until the access connection to Wokingham Road including provision of a right turn lane into the site has been constructed in accordance with details to be submitted to and agreed in writing by the Local Planning Authority.

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 23 to 28 the gates shown on drawing 1408/10B shall be erected at the start on the access/alley ways to the rear gardens and shall thereafter be maintained.

19. Before the development commences the applicant shall submit a report, prepared in accordance with the provisions of DoT Calculation of Road Traffic Noise, to predict noise levels at the residential façade and garden areas nearest to the railway line.

Predictions shall be contained in a report which sets out: a large scale plan of the proposed development; noise sources and measurement/prediction points marked on 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 excess is immaterial or what further mitigation will be undertaken

to ensure that criteria will be met. Any report shall include raw measurements data so that the conclusions may be thoroughly evaluated and calculations checked.

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 (16 hours, free field) within the first 5 metres from at least one building façade.

21 The development shall not begin until a scheme for protecting the proposed dwellings and garden/amenity areas from railway and road traffic noise has been submitted to and approved in writing by the Local Planning Authority. Any works that form part of the scheme approved by the Local Planning Authority shall be completed before any permitted development is occupied unless an alternative is agreed in writing by the Local Planning Authority.

22. Any noise or vibration survey measurement methods, assessment, evaluation and interpretation should be agreed with the Local Planning Authority prior to surveys starting. Any assessment of the problem by noise consultants should include raw measurement data so that the conclusions may be thoroughly evaluated and calculations checked.

23. 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.

24. Surface water source control measures shall be carried out in accordance with details, which shall have been submitted to and approved in writing by the Local Planning Authority before development commences.

25. The road shall be constructed to adoptable standards.

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, 21 & 22. To safeguard the residential amenities of the occupiers of neighbouring properties and to allow the conclusions to be thoroughly evaluated and calculations checked.

23. To allow for the easy and safe maintenance of the fence.

24. To prevent the increased risk of flooding and to improve water quality.

25. In the interests of highway safety and convenience.

Informatives.

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: EN1, H5, H9
   Loddon Area Local Plan: LH1, LH8, LBE1, LBE2, LBE5, LBE9, LT5, LT6.
   Wokingham District Local Plan: Housing Density Policy, WH6, WOS3, WBE1, WBE11, WT6, WT7.

2. The applicant is reminded that this relates to planning permission only and does not constitute approval under any other legislation including building regulations. To obtain advice on current building regulations the applicant should contact the building control section of the District Council.

3. The Head of Engineering Services at the Council Offices, Shute End, Wokingham, should be contacted for the approval of the access construction details before any work is carried out within the highway. This includes works that are required to be carried out to the existing sound barrier along the A3290. This planning permission does not authorise the construction of any such details.

4. The developer is advised that Railtrack have provided a list of concerns, comments and conditions that they would wish the developer to take into consideration prior to the start of development. You are advised to contact Railtract at Outside Parties Manager, Suite 2. CP2 2H. General Offices. Waterloo Station. London SE1 8SW. Telephone 020 7902 3460.

5. The developer is advised that Southern Electric Power have provided a list of concerns, comments and conditions that they would wish the developer to take into consideration prior to the start of development. You are advised to contact S&S Mapping Services, P.O Box 6206, Basingstoke, Hampshire, RG24 8BW. Telephone 01189 465500.

6. The developer is advised that Thames Water have requested that the developer contact them at Developer Services Waste (Provices)Office, 1st Floor, Blake House, Manor Farm Road, Reading. RG2 0JN. Telephone 0118 9236804.

7. Transco advise that there is a 6" steel low pressure main in the footway/verge, my only point is that depending on results of trial excavation of the access, that the developer should carry out, and the depth of construction of the access road, par of this main may need to be lowered/diverted. It is also advised that repair of damage to gas apparatus by unauthorised persons is in breach of the Health and Safety at Work Act 1974. Discovery of repairs undertaken by persons other than Transco will be investigated and any incurred cost will be recharged to the responsible company.

8. The developer is advised to enter into a separate agreement with the Council under S38 of the Highways Act 1980 with respect to the adoption of the access road etc. as public highway. Such agreement should be completed before development is commenced.

9. The developer's attention is drawn to the fact that the access connection works including the provision of anti skid surface treatment and right turn lane into the site will need to be secured by an agreement made under Section 278 of the Highways Act 1980 with the Council. Such an agreement is required to be completed before any work on or affecting the public highway is commenced.

Nicola Lake.

FROM: Nicola Lake

DATE: 09 May 2002

PLANNING SERVICES	HPT
POL	TLS
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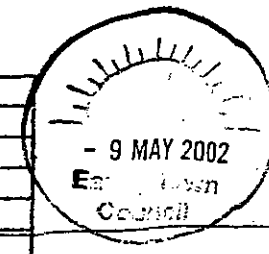

17 MAY 2002

EARLEY TOWN CONSULTATION SHEET

Application Number: F/2002/6508

Proposal: Proposed demolition of 4 dwellings and erection of 48 dwellings.

Site Address: Land At 415 - 445, Wokingham Road, Earley, Reading.

Applicant: Bancroft Developments/Bryant Homes C/O The Edwards Irish P/Ship.

Your observations are required in respect of this application **by 02/06/2002** .

The Town Council remains opposed to development of the scale proposed on this site, and would support fully the views expressed in the report of the Inspector who heard the Inquiry into the draft Wokingham District Plan that this area should not be released for development at the present time.

Whilst it is accepted that the size of the proposed block of flats at the entrance to the site (plots 43 – 48) has been reduced, the overall size of the building is considerably larger than the neighbouring properties and plots 1 and 2 of the new development on the opposite side of the access road. It is considered, therefore, that it will have over-bearing appearance, and is out of character with the area, and will be of detriment to the street scene. This is in direct contravention of Policy EN1 of the Berkshire Structure Plan 1991-2006 and policies LBE1 and LBE2 of the Loddon Area Local Plan.

The Town Council has previously raised concerns about the lack of provision for the safe storage of pushchairs/cycles, etc. when considering the previous applications on this site. These latest proposals still do not appear to have included this provision. In a number of cases, neither do the plans appear to have provided for the storage of other items 'essential to life' such as lawnmowers, dustbins, etc. It is felt, therefore, that once occupied, the site will take on an untidy and cluttered appearance as the occupants will try to make their own arrangements for the safe storage of the items. Whilst the Town Council fully supports the need for more low cost housing within Wokingham District, it is strongly of the view that this provision should not be achieved by allowing a compromise of design, or to allow a design which takes little consideration of the needs of the eventual residents of the properties concerned.

With regard to plots 39 – 42 it is considered that these are unneighbourly to the maisonettes in 447 Wokingham Road, since there will be considerable over-looking into the rear gardens and windows in the rear elevations of 447 Wokingham Road from the upper storey windows of these plots. Additionally, the parking provision in front of these particular plots will, it is considered cause a noise and pollution nuisance to the residents of 447, and particularly during the summer.

Cont'd/.....

The Town Council remains concerned at the close proximity of the children's play area to the railway line, and, whilst the need for areas such as this is accepted, it is considered that this location is totally inappropriate and dangerous.

Whilst the Town Council is opposed to the recommended housing densities now in place, it is accepted that this development falls within the prescribed guidelines. However, the layout of the site and the large area taken up by the access road, and necessity to avoid building immediately adjacent to the railway line, means that the density of housing in the remaining area is deemed to be too high.

On numerous occasions in the past, the Town Council has expressed its extreme concern about the already over-stretched infrastructure in this area, and also the enhanced pollution levels which are prevalent in this part of the District. This development, if allowed, will only put additional pressure on services in this area, and will further increase the volume of traffic, particularly in the morning and evening rush hour. This will lead to a further erosion of the quality of life of existing residents, and will contribute further to the problem which the District Council has in reducing air pollution in this area to the prescribed level by 2005.

There are already insufficient school places, and many Earley secondary school pupils have to travel outside the Town's boundaries to receive education. Our understanding is that children from this site will attend the Loddon Infants and Junior Schools, with senior pupils attending Bulmershe. Whilst it can be argued that all three schools are within walking/cycling distance, the Junior and Infants Schools are on the opposite side of Wokingham Road to the development site, and the difficulty pedestrians and cyclists will have in crossing the road during the morning and evening rush hour can not be too highly emphasized. It is inevitable, therefore, that many parents will choose to drive their children to and from school, further increasing traffic congestion.

Access to the Bulmershe School on foot from the site is via an underpass. There are already serious security implications associated with this under-pass and it is felt therefore that, unless these are resolved, parents will also choose to drive their children to school, rather than allowing them to walk or cycle unaccompanied.

In conclusion, therefore, the Town Council remains totally opposed to development on this site, and particularly on the scale now proposed. In the view of the Town Council, this latest proposal has done nothing to counter the main reason given by the Inspector in dismissing the previous appeal on this site: *"it is the harm that would be caused to the character and appearance of the area and to the existing occupiers' living conditions that I consider to be the deciding factors in this appeal, and which make this proposal unacceptable."*

It is, therefore, requested that this application is refused.

If, however, the Development Control Committee is mindful to approve this application, it is requested that any Section 106 monies agreed for the provision of new and enhancement of existing play areas and equipment is passed to the Town Council for the further improvement of the nearby Meadow Park and Sol Joel Park.

SIGNED: _____ 781 DATE: 16 MAY 2002

Clerk To Earley Parish/Town Council.

Appeal Decision

Inquiry opened on 26 February 2002
Site visit made on 28 February 2002

by David Vickery DipT&CP MRTPI

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

The Planning Inspectorate
4/09 Kite Wing
Temple Quay House
2 The Square
Temple Quay
Bristol BS1 6PN
☎ 0117 372 6372
e-mail: enquiries@planning-inspectorate.gsi.gov.uk

Date 12 APR 2002

Appeal Ref: APP/X0360/A/01/1073406
415-445 Wokingham Road, 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 Bryant Homes/Bancroft Developments against Wokingham District Council.
- The application (Ref. F/2001/4278) is dated 16 May 2001.
- The development as proposed on the application form is the demolition of 4 No. houses and the construction of 52 No. dwellings.
- The inquiry sat for 3 days on 26 to 28 February 2002.

Summary of Decision: The appeal is dismissed.

Preliminary Matters

1. Prior to lodging the appeal the plans had been amended by the appellants so that the scheme would provide 51 dwellings rather than the originally proposed 52 dwellings. The description of the proposal should therefore be: *"the demolition of 4 No. houses and the construction of 51 No. dwellings"*.

2. At the Inquiry I was asked by the appellants to accept two separate series of amended plans. The first series were revisions to the layout plan concerning the orientation of some parking areas to the north of units 7-12 and to the west of units 39-42, play area layout changes, and revised access arrangements from Wokingham Road (Plans O and R). In addition, an illustrative street scene was provided (Plan Q) and wrought iron gates added to units 23-28 (Plan P). The appellants called these plans the "B series".

3. The Council and local people present had no objection to these plans being considered by me. They had already been considered by the Council as part of a duplicate planning application (Ref. F/2001/4279). None of the parties present felt that their cases would be prejudiced. I considered that the changes were relatively minor and so, bearing in mind the previous points, I decided to accept the amended B series of substitute plans and to use them as the basis for my assessment of the scheme.

4. The appellants called the second series of plans the "C series". The layout was amended to stagger units 39-42 (Plan T) and the car parking layout serving units 49-51 was amended (Plan S). Units 39-42 were reduced in height from 3 storeys to 2½ storeys with the top units becoming one bedroomed, as shown on Plan U and an amended illustrative street scene (Plan V). The appellants said that these were minor changes that could be implemented by condition as an alternative to the B series. The plans had been the subject of a new planning application which, at the time of the Inquiry, had not been determined by the Council, although the public consultation period had ended.

5. The Council said that it did not take issue with my considering the C series by way of a condition. The majority of local people present had no objection and did not feel that their cases were prejudiced. However, Mrs Carpenter felt that accepting this course of action would mean that the plans were no longer those that the Committee had determined, and that officers of the Council at the Inquiry would have to second-guess the Committee's likely views on the proposed amendments.

6. On balance, I decided to accept the C series of plans for a number of reasons. Firstly, the Council had not objected to them, nor had any other party present apart from Mrs Carpenter. Secondly, I bore in mind the fact that this is a case where the Council had failed to determine the application and so the decision was now one for the Secretary of State – the Council's Committee had not made a decision on the proposed plans as stated by Mrs Carpenter. Thirdly, I considered that the proposed changes were minor and had, most importantly, been the subject of public consultation.

7. During the course of the Inquiry various criticisms were made of the appellants' Unilateral Obligation under section 106 of the Act (Document 14). The major, and fatal, criticism was that the recitals in the Obligation referred to the wrong planning application reference number. The appellants therefore asked me for an extension of time to submit a fresh Obligation, which the Council resisted. However, I decided to agree to the appellants' request, subject to a strict timetable and a requirement that only changes pointed out at the Inquiry should be included. I believed that this was the right approach in fairness to the appellants, and to prevent unreasonable costs and delay for all parties. The Obligation and the Council's comments on it were thus received after the close of the Inquiry (Documents 21 and 22).

8. The Obligation provides for a number of contributions to the Council for various purposes including £100,000 for off-site highway improvements and sustainable transport initiatives; £17,000 for play area maintenance; £10,000 for other open space maintenance; £20,000 for off-site leisure facilities in Earley; £2,400 towards library improvements; £36,272 towards additional school places at Loddon Infant Junior Schools; and £28,953 for additional places at Bulmershe Secondary School. In addition, the Obligation provides for the replacement of 322 metres of the sound barrier adjacent to the A329(M); the laying out of the play area; and the provision of 13 units of affordable housing by various alternative methods. I will deal with the Obligation later in my decision.

Main Issues

9. From what I read, seen and heard, I consider that there are four main issues in this case:

   1) The effect of the proposal on the character and appearance of the area.

   2) The proposal's effect on the living conditions of existing residential occupiers with particular reference to overlooking, visual impact, and noise and disturbance.

   3) Whether the proposal satisfactorily designs out the possibility of crime.

   4) The proposal's effect on highway safety and the free flow of traffic on Wokingham Road arising from the proposed parking, access, and traffic generation.

Planning Policy

10. The development plan includes the Berkshire Structure Plan 1991-2006, adopted in August 1997, and the Lodden Area Local Plan adopted in May 1995. Structure Plan policy EN1

seeks to protect and enhance the environment of built-up areas. Development must be appropriate in scale, form, impact, character, and siting to its location with a high standard of design, layout and landscaping. It encourages the re-use of under-used urban land. Policy EN2 says that development should not give rise to, amongst other concerns, unacceptable levels of noise.

11. Local Plan policy PWE10 allocates the site for the development of approximately 20 dwellings. Policies LBE1 and LBE2 are similar to Structure Plan policy EN1, and deal also with the creation of a safe environment and inappropriate designs which would adversely affect the character of an area. Policy LT5 requires all development proposals to be examined for road safety implications, and LT6 seeks appropriate car parking.

12. The Deposit Draft Wokingham District Local Plan (the WDLP) has been the subject of a Public Local Inquiry into objections and the Inspector's Report has been received. However, the Council has not yet considered the Report. Therefore, bearing in mind the advice in paragraph 48 of Planning Policy Guidance Note 1: *General Policy and Principles* (PPG1), I cannot give its policies the full weight accorded to an adopted Local Plan, although the advanced stage of the WDLP gives them appreciable weight.

13. Policy WH1 in the WDLP permits housing on identified sites providing there is no significant adverse effect on the character of the area or on any residential property, and there is adequate parking and local highway capacity. Policies WOS3 and WBE1 set out various development guidelines similar to those in the development plan, but also include safety and security, and the privacy and amenity of the existing environment. Policy WT6 requires the provision of car parking in accordance with the Council's standards, and WT7 deals with road safety. An unnumbered policy, introduced at the WDLP's Inquiry, deals with the effective and efficient use of land, reflecting the advice in Planning Policy Guidance Note 3: *Housing* (PPG3).

14. The Council referred to policy WHE1 in the WDLP concerning conservation areas. However, the site does not lie within a conservation area, nor is the Council reviewing the locality with the possible intention of designating it as a conservation area. The policy does not set out any criteria for assessing the scheme. Therefore, it is not relevant to the proposal. Both main parties referred to other policies in the existing and emerging development plan in order to assess the Obligation. These policies concerned affordable housing, variety of housing, and public open space within a development. I will consider the terms of the obligation in the light of these policies later. In the same context the appellants mentioned the Council's Housing Strategy 2001-2004 and the Council its Supplementary Planning Guidance on affordable housing.

15. PPG1 at paragraphs 13 to 20 and Annex A encourages good design, which requires an understanding of the context in which the development takes place. Poor designs, which may be rejected, include those inappropriate to their context, such as those incompatible with their surroundings. Detailed design is of concern where proposals would have a significant effect on the quality of an area or on neighbouring buildings.

16. PPG3 deals with designing for quality at paragraphs 54 to 56, and says that there should be designs and layouts which make more efficient use of land without compromising the quality of the environment. New housing development must be informed by the wider context of buildings, townscape and landscape. PPG3 also says that the inefficient use of land should be avoided, that is developments of less than 30 dwellings per hectare (dph)

net. Housing development should be encouraged at between 30 to 50 dph net (paragraph 57).

17. When considering planning applications, paragraph 38 indicates that the policy in PPG3 may supersede policies in development plans which have not yet been reviewed. The development plan pre-dates PPG3. Bearing in mind the advice in paragraphs 48 and 54 of PPG1, I consider that the development plan is not fully up-to-date in reflecting this Government advice, and that more weight should therefore be given to PPG3 policy on the location and efficiency of housing development. Both main parties agreed with this weighting judgement at the Inquiry.

Reasons

18. The Statement of Common Ground (Document 5) says that there is no objection to the principle of residential development on this site, which lies within an existing predominately residential urban area and consists of previously developed land. It goes on to say that the site lies in an accessible and sustainable location with a range of shops, leisure facilities, schools and public transport modes nearby.

19. There was substantial evidence on the accessibility and sustainability aspects of the site from the appellants and local residents, the latter group being particularly concerned about public transport, schooling and shopping accessibility. I am convinced from the information provided by both the Council and the appellant that the site lies in a genuinely accessible location where public transport (bus and rail) is within walking and cycling distance, as are most of the schools. Shopping is less accessible, but there are nearby local shops and larger shops can be easily reached by public transport. The site lies in a suburban situation where facilities in general are better than in many other such areas. I consider that the site would fulfil the accessibility and sustainability criteria in the existing and emerging development plan and also that in Government advice, such as in PPG3.

20. I note that the Inspector's Report into the WDLP considered that the site was acceptable for residential development (Document 19), where factors such as those above would also have been considered. I therefore agree with both the Council and the appellants that, in principle, the site is suitable for residential development.

The First Issue – Character and Appearance

21. There are no significant landscape features on the site, although there are a number of trees covered by a blanket Tree Preservation Order [TPO] (Document 15), most of which are of poor quality. I agree with the both main parties that the proposal would not have a significant adverse impact on the TPO as all of the high category trees would be retained and only 3 of the moderate category trees would be removed. The loss of the remaining trees would not affect the character of the area as they are not clearly visible.

22. The site lies on the north side of Wokingham Road, the A329, and consists of Nos. 439 to 445 (odd) and a large part of the rear gardens of the remaining properties westwards to No. 415. The site rises noticeably upwards from Wokingham Road frontage and also slopes gently to the south-east. To the rear of the site lies a main railway line(s) in a cutting and beyond that a busy motorway standard road (the A329(M)).

23. The area has an open and spacious appearance due to the wide road, grass verges, the lay-by opposite and the generous spacing of the dwellings. The dwellings are a mixture of detached and semi-detached properties, mainly houses but also including some large

bungalows, all set in large gardens. Whilst the dwellings are all of varying appearances, my impression was that the common characteristics in the immediate area on this side of the road were front walls with vegetation above and the small, domestic scale of architecture associated with the 1920s and 1930s era of housing. None of the dwellings, for example, are over two stories in height.

24. The proposal is for 51 dwellings on 1.23 hectares of land, giving a density of 41 units per hectare, within the range advocated in the unnumbered policy in the WDLP and in PPG3. There would be an access through Nos. 441 and 443 into the site that would extend westwards parallel with the railway. There would be a mixture of flats and houses, mainly on the southern side of the access road, with open space on the northern side next to the railway. Because of the rising ground from Wokingham Road and the intervening existing houses and vegetation along it, most of the proposed dwellings would be difficult to see from Wokingham Road itself, although glimpses might be obtained. Therefore, in my judgement, subject to suitable external materials, I consider that the majority of the proposal would be acceptable in visual terms as its westward extension from the junction would be largely hidden from view and it would make its own character. I consider that part of the layout to be acceptable. The Council and local residents were primarily concerned about the east part of the proposed development, namely units 39 to 42 and units 43 to 51.

25. I have some concerns that the illustrative street scenes are not accurate reflections of the height of the proposed flat block (units 43-51) given the stated floor level and surrounding land form. There is likely to be an element of cut and fill and so some underbuilding at the front. The appellants were unable to assist me on this point. Even so I have based my assessment of this aspect of the proposal on the basis that the street scenes (Plan Q and V) are accurate representations, excluding the spurious outline of a building to the west of the flat block.

26. I saw that the flat block would be difficult to see from the immediate east along Wokingham Road due to screening vegetation and trees, although the roof would be partially seen. Wokingham Road bends gently southwards further east, and so the flats would be more easily seen in distant views. From the west trees and hedges along the frontages of the existing houses would again obscure most distant views, except for the roof. However, nearer to the proposed access in medium and close distance views the flat block would be clearly seen due to the opening up of views in this part of the road caused by the proposed access. In these close views the flat block would be very prominent in the streetscape due to its location on a corner.

27. I consider that the flat block would be a large and ungainly building. It would be more massive and bulky than the existing detached houses and bungalows in the area. Whilst it would have a similar footprint to Nos. 441 and 443, its height, large roof, long length of walling and prominent location would make it much more obtrusive. I saw at my site visit that Nos. 441 and 443 are set back and well hidden by vegetation. The flat block's long width and length, three storey height and large area of roof would make it appear as a visually over-dominant building in the street scene, despite its articulation.

28. The proposed building's size, mass and easily seen location would make it a focal point at the entrance of this new development. It would appear out of scale and character with the other existing dwellings along this part of Wokingham Road, being appreciably higher than them. The proposed high screen wall to the road frontage would further serve to emphasise the building mass and to cut it off from other buildings. Its complicated roof form would contrast unfavourably with the simpler roof forms of the existing buildings. The large

numbers of windows, high walls and plan form would not fit in with the surrounding small-scale architecture, and would immediately give the visual impression of a large, modern block of flats entirely unrelated to the surrounding buildings. It would not respect local traditions and building relationships and so would fail to integrate with surrounding residential development.

29. The C series plans show a flat block that would be lower and of two storey height, but with a high pitched roof to accommodate flats within it. Whilst this would be a considerable improvement on the B series of plans, it would still result in a substantial and bulky building prominent in the street scene due to its long length and width and its high roof. Its roof form would be even more complicated, and hence more inappropriate, than the B series of plans. It would appear as an alien feature unconnected to the smaller scale existing buildings and physically divorced from them by the high frontage wall.

30. I did not understand the Council's point about the proposal causing a cramped junction appearance, unless it is related to the visual matters I have already discussed. The junction would not appear cramped.

31. I am aware of the Government's encouragement in PPG3 to make more efficient use of land. But this goes hand in hand with improving the quality and attractiveness of residential areas and using imaginative design to achieve increased densities. This proposal fails to take account of that advice and the local design context.

32. Overall on this issue, I conclude that the proposal would harm the character and appearance of the surrounding area due to the unsympathetic design and consequent adverse impact of the proposed flat block (units 43-51) on the street scene. It would therefore be contrary to policy EN1 of the Structure Plan; policies LBE1 and LBE2 of the Local Plan; policies WH1, WOS3 and WBE1 of the WDLP; and Government advice in PPG1 and PPG3.

The Second Issue – Effect on Living Conditions

33. The most affected occupiers would be those in the four flats within Nos. 447 and 447b Wokingham Road (as shown on the Ordnance Survey location plan) to the east of the site. The side elevation to No. 447 facing the site has a ground floor entrance door, a window to an unidentified room, and a first floor obscure glazed bathroom window. The rear windows to Nos. 447 and 447b contain living rooms and kitchens and bedrooms, and the front windows, some of which are large, are to a mixture of living rooms, bedrooms and bathrooms. The gardens are split between the occupiers. There is presently a fence halfway along the joint boundary with an intervening path leading to the rear gardens. The rear half of the boundary is open.

34. The proposed flat block (units 43-51) would not extend to the rear built boundary of two existing properties. The existing and proposed fences along the rear joint boundary and vegetation along the front boundary would screen ground floor windows. The arrangement and set back of the proposed windows at first and second floor levels would be sufficient to ensure that there would be no serious overlooking of the front or rear gardens of Nos. 447 and 447b, especially as there would be few windows in the proposed eastern side elevation.

35. The rear first floor windows of units 39 to 42 would overlook the rear gardens of Nos. 447 and 447b, but this would be at a distance, through some intervening vegetation and at an angle. On balance, I consider that the degree of overlooking produced would be acceptable.

36. There would be no adverse visual impact from the flat block on Nos. 447 and 447b due to the limited number of side windows in No. 447, the set back from the side boundary of most of the bulk of the block, intervening front vegetation and the fact that the block would not extend beyond the existing rear building line. Units 39 to 42 would be clearly seen from the existing properties and gardens, but they would be positioned at an adequate distance and at right angles running away from the joint boundary. This would be a similar situation to many other lines of housing development within a suburban area. They would not cause a harmful visual impact.

37. A car parking area would be located between Units 39-42 and units 43-51, about halfway along and close to the joint boundary with No. 447. The car parking spaces in both the B and C series of plans would be very close to the flats in No. 447. I consider it inevitable that the occupiers of these two flats (and to a lesser extent those in No. 447b) would suffer unacceptable noise and disturbance from car engines, doors slamming and people talking in the car park, despite two fences between them.

38. I conclude on this issue that the proposal would seriously harm the living conditions of adjacent residential occupiers in Nos. 447 and 447b Wokingham Road due to the noise and disturbance that would be caused by the nearby car parking area. The proposal would not comply with policy EN2 in the Structure Plan, and policies WH1 and WBE1 in the WDLP.

The Third Issue – Designing Out Crime

39. The front of units 39 to 42 would be reached only by a footpath, close to the railway cutting. The Council, after consultation with the Crime Prevention Design Adviser, was concerned that the units' isolated location (few pedestrians), trees and planting, and lack of nearby car parking would mean that the front doors of these units would be hidden from any natural surveillance.

40. I saw that it would be possible to see under the large retained oak tree from along the proposed access road to the west, especially if some of the lower branches were removed for easier access. There would be a small car parking area close to the junction of the units' footpath and the access road. Overall, therefore, I consider that there would be sufficient natural surveillance to discourage crime at the front elevations of these units. I do not need, therefore, to go on to examine the C series of plans in this respect.

41. I conclude therefore, that the proposal would satisfactorily design out the possibility of crime. It would therefore comply with policy LBE1 in the Local Plan, policy WBE1 in the WDLP, and Government advice in Circular 5/94.

The Fourth Issue – Highway Safety

42. The Council said that the proposal would comply with its car parking standards and that it had no objections on highway safety grounds. I note that the scheme would satisfy the car parking standard in paragraph 62 of PPG3 (1.5 off-street spaces per dwelling). I have no reason to believe, therefore, that cars would park elsewhere and so endanger highway safety.

43. The right turn lane, central island, "keep clear" road markings and the Toucan pedestrian crossing (in the Obligation) would all assist in providing a safe access. The details of a safe bicycle crossing over the proposed access road could be dealt with by a condition. The existing and predicted traffic generation figures, junction capacity analysis, and the record of personal injury accidents do not show any cause for concern.

44. Local residents were worried about exacerbating existing queues of traffic at peak times, but no figures were produced that cast doubt on the favourable attitudes of both the Council and the appellants. I appreciate that there are peak traffic problems, but this does not mean that the proposal would unacceptably increase the danger to highway users or unduly interfere with the flow of traffic. I am satisfied from the evidence presented by the appellants that the proposed highway improvements would result in a safe access.

45. I conclude on this issue that the proposal would not cause a danger to highway safety or interfere with the free flow of traffic on Wokingham Road. It would therefore comply with policies LT5 and LT6 in the Local Plan, and policies WT6 and WT7 in the WDLP.

Other Considerations

46. A number of other schemes in the area were mentioned, most granted permission by the Council and one on appeal. I saw some of these at my site visit. However, I do not know the exact locational and policy circumstances of these other developments, and so I do not regard them as forming a precedent which I must follow in this case. Moreover, each case must be decided on its own merits, as I have done here.

47. In general, I consider that the Obligation's provisions would fairly and reasonably relate to the proposal and would satisfy the general policy tests in Annex B of Circular 1/97. The benefits would be required under the terms of local and national policies in order to ensure the proper development of the site. They would not, therefore, outweigh the harm that I have identified in the first two issues.

48. I have some concerns about two of the proposed payments in the Obligation. Firstly, the payment towards library improvements were not justified by the Council and I therefore believe that this would not satisfy the tests in Circular 1/97 as it would not be directly related to the proposal. I also have some doubts, for similar reasons, about the payment towards the A329 Multi Modal Corridor Study, although had more information been provided then my doubts might have been removed.

49. Much Inquiry time was taken up with the consideration of the affordable housing elements of the Obligation. As I have concluded unfavourably on two of the main issues I do not propose to spend time dissecting these points in detail, apart from some general comments. Firstly, it seems to me that the terms of the Obligation for the affordable housing were unnecessarily complicated, particularly given the local situation in Wokingham where detailed information on Key Workers was not available. Secondly, the Council accepted that there was a need for affordable homes, based on past information, and that Key Worker accommodation was a key affordable housing aim that should be addressed, although it had not defined and quantified that particular need. In the light of this, and bearing in mind the relatively small number of units involved in this case compared to the total housing need, I consider it not unreasonable to accept a situation where all of the units would be occupied by Key Workers.

50. Thirdly, the affordable housing can be provided in a number of different ways, as the Council acknowledged. It does not have to be done using the Council's preferred method. And fourthly, bearing all these points in mind, I consider that the Obligation would meet the affordable housing requirements set out in local and national policies.

51. The site does not lie in the floodplain. There is evidence that some springs naturally occur along the frontage of the site due to the underlying geology, but I consider that these could be dealt with by normal drainage methods which could be the subject of a condition.

Conditions

52. The appellants suggested a number of conditions, mainly related to the details of the proposed scheme (Documents 12 and 16). These would remove some minor concerns, such as the inappropriate brickwork banding and plinths on the units along the Wokingham Road frontage, and the details of the laying out of the public open space. However, none of them would overcome the harm that I have identified.

Conclusion

53. Notwithstanding my favourable conclusion on the third and fourth issues, it is the harm that would be caused to the character and appearance of the area and to the existing occupiers' living conditions that I consider to be the deciding factors in this appeal, and which make the proposal unacceptable.

54. In reaching the conclusion on which my decision is based, I have taken account of all other points raised including noise from the railway and motorway, which (like the Council) I consider would be acceptable, and Government advice in Planning Policy Guidance Note 13 and RPG9. But none of these points has outweighed the considerations I have mentioned. For the reasons given above, I conclude that the appeal should be dismissed.

Formal Decision

55. In exercise of the powers transferred to me, I dismiss the appeal and refuse planning permission for the demolition of 4 No. houses and the construction of 51 No. dwellings at 415-445 Wokingham Road, Earley.

Information

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

David Vickers

INSPECTOR



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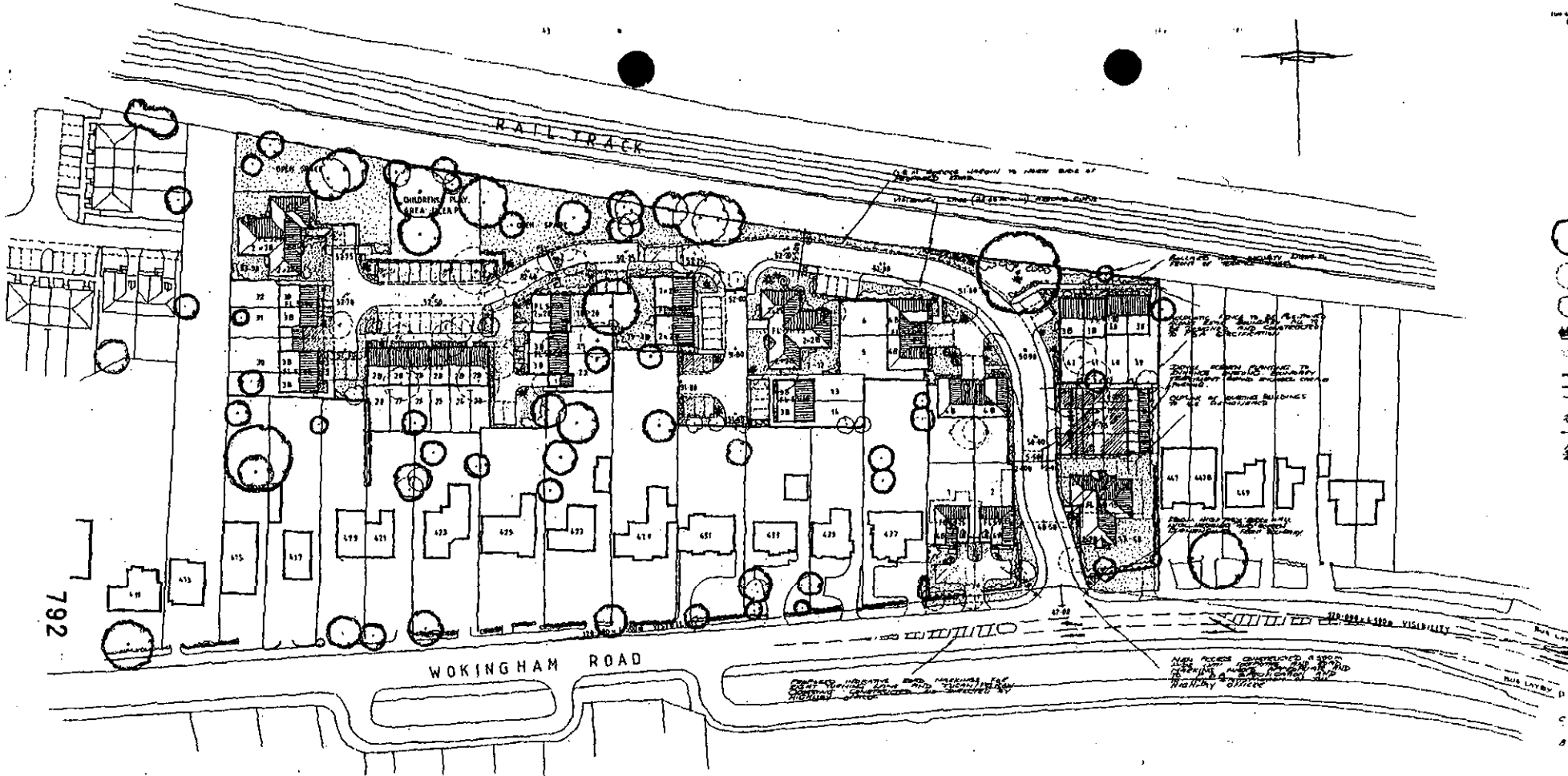
Development Control Section, Environmental Services, Wokingham District Council.

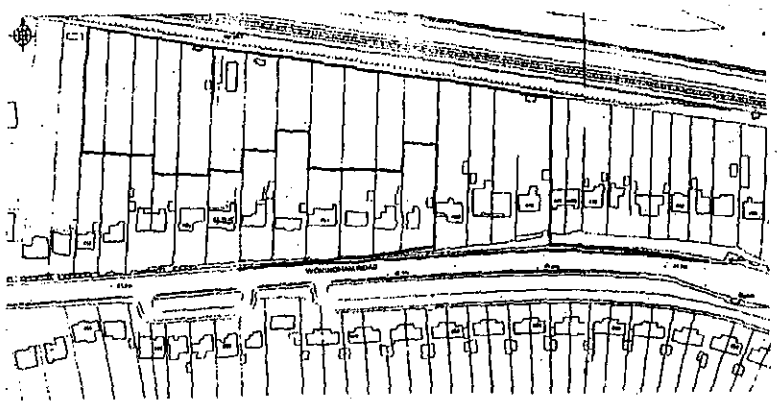
3 July 2002

Scale: 1 : 2500

N W E S



SITE PLAN 1:500



LOCATION PLAN 1:1250

Site area = 1·232 ha = 3·045 acres

ACCOMMODATION – PRIVATE HOUSING	PARKING
6 N° 4 BEDROOM DETACHED/LINK DETACHED HOUSES	GARAGES AND PARKING SPACE
6 N° 3-BEDROOM SEMI-DETACHED HOUSES	3N° GARAGES AND PARKING SPACE
4 N° 3 BEDROOM TERRACE HOUSES	46N° UNASSIGNED PARKING SPACES
6 N° 2 BEDROOM TERRACE HOUSES	
14 N° 2 BEDROOM FLATS	
36 N° TOTAL	
ACCOMMODATION – SOCIAL HOUSING	
2 N° 3 BEDROOM TERRACE HOUSES	19 N° UNASSIGNED PARKING SPACES
10 N° 2 BEDROOM FLATS	
12 N° TOTAL UNITS 7-18	
48 N° GRAND TOTAL	

AREA OF OPEN SPACE = 0·1801 ha = 0·446 acres

Proposed residential development
415 - 445 Wokingham Road
EARLEY
Berks
Bancroft Developments Ltd

SITE PLAN

1:500 May 2001

The Edwards Irish Partnership
Architects & Surveyors

Job 1408 Dwg. 05 D

Notes

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

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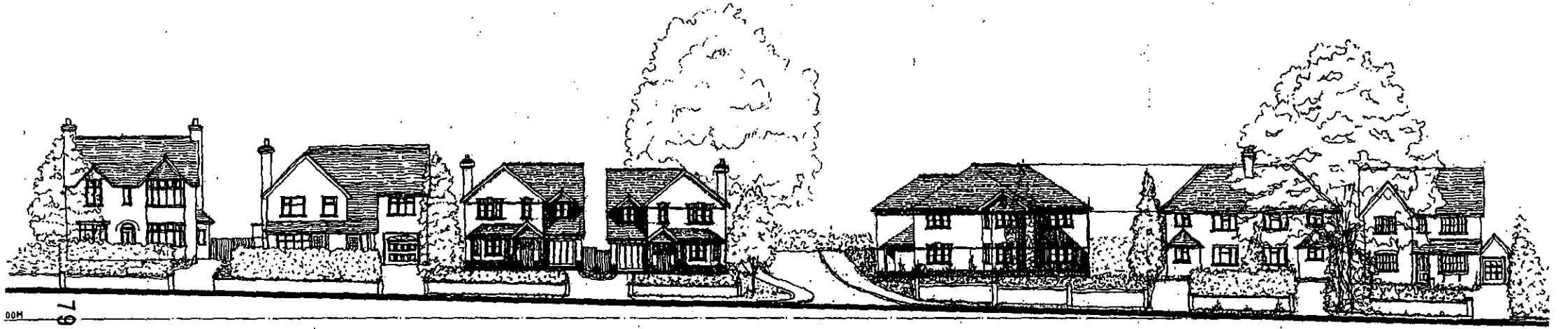


01.MAY2002 6508

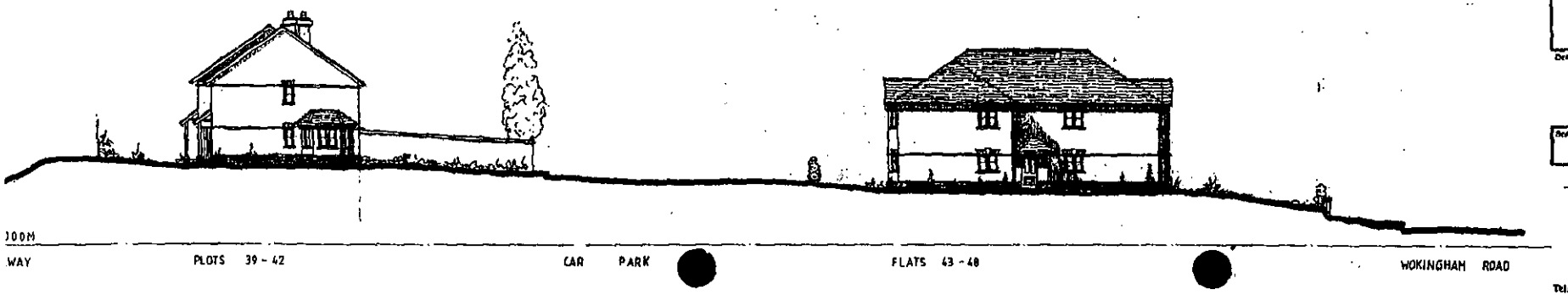
B. Plots reduced in size and numbers and 1.800 high wall added to rear level wall and noise study section through site revised. 26.4.2002.

A: Roof reduced to flats 48-61 26.11.2001.

Project: Proposed residential development
415-445 Wokingham Road
EARLEY
Client: Berks
Bancroft Developments Ltd

Drawing: STREET SCENE

Scale: 1:200 Date: October 2001



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

Job 1408 Dwg 16 B

Notes

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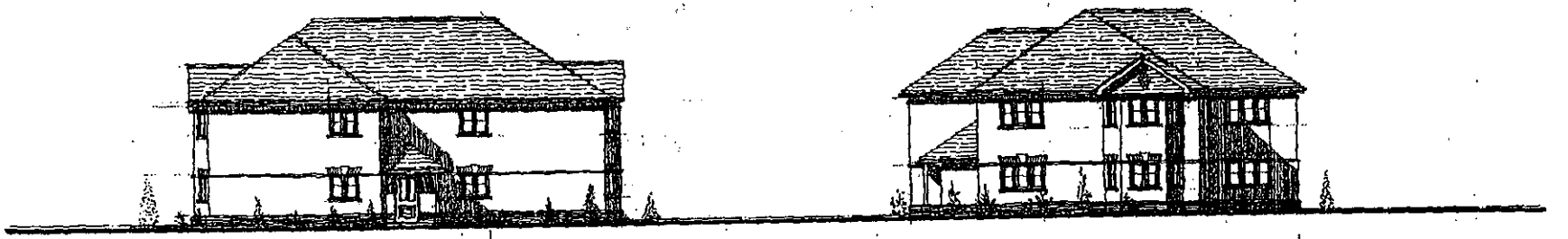
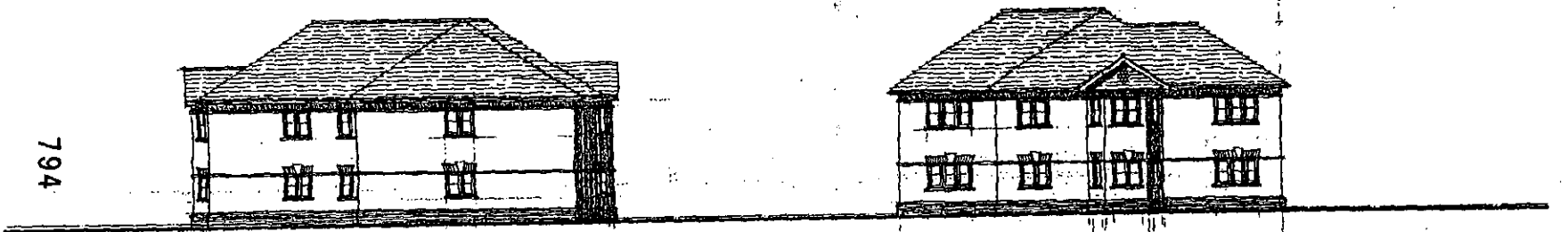


SIDE ELEVATION

FRONT ELEVATION



SIDE ELEVATION

REAR ELEVATION

794

MATERIALS

ROOF : PLAIN CONCRETE TILE WITH BONNET HIPS TILES ALL TO BE MATCHED.

WALLS : FACE BRICKWORK WITH CONTRASTING BRICK PLINTH LINTOLS AND BRICK COURSES.

WINDOWS : WHITE CASTMENT WITH LEADLIGHTS

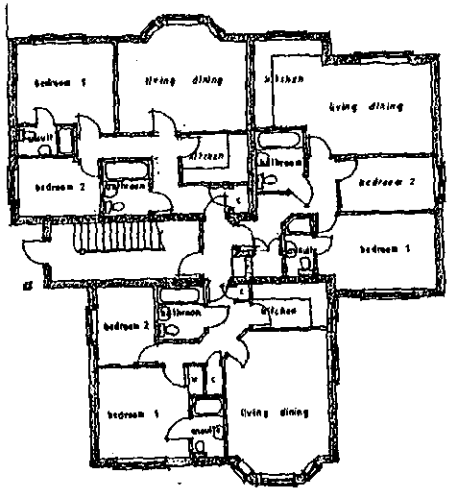
DOORS : WHITE PANNEL AND GLAZED

GROSS INTERNAL FLOOR AREA

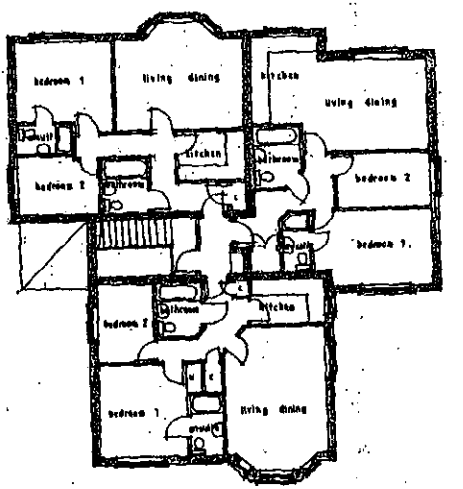
1ST FLOOR 56.67 m² : 608 ft²

2ND FLOOR 55.82 m² : 600 m²

6508



GROUND FLOOR



FIRST FLOOR

Proposed residential development
415-445 Wokingham Road
EARLEY
Berks
Bancroft Developments Ltd

PLANS ELEVATIONS
Units 43-46

1:100 April 2002

The Edwards Irish Partnership
Architects & Surveyors
56 Langborough, Road, Wokingham, Berks. RG40 5RT
Tel: 0118-9891-4402 Fax: 0118-9891-0585 E-mail: eip.wokingham.net

Job 1408 Dwg. 17

Notes

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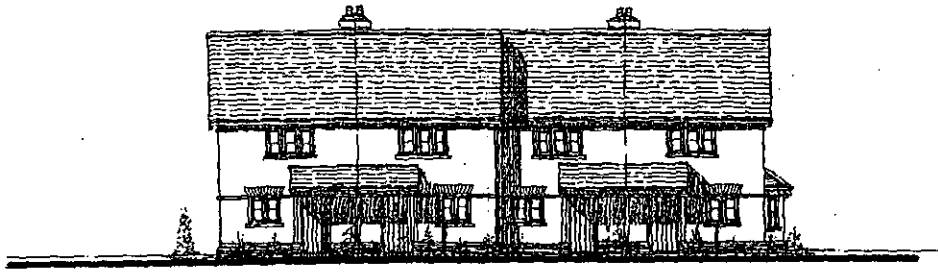
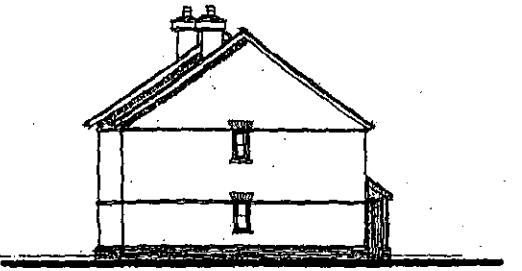


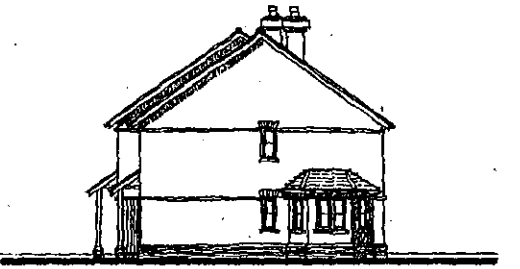
FRONT ELEVATION



SIDE ELEVATION

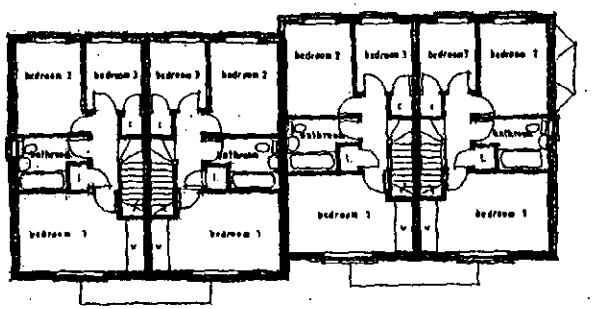


REAR ELEVATION

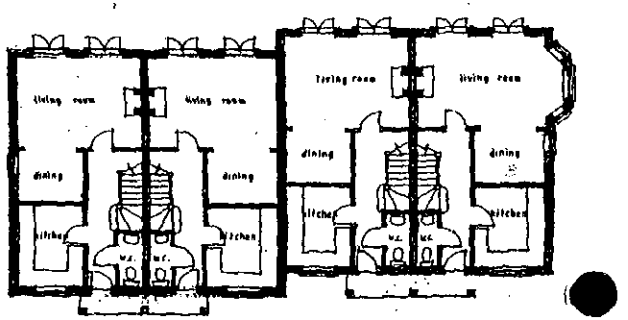


SIDE ELEVATION

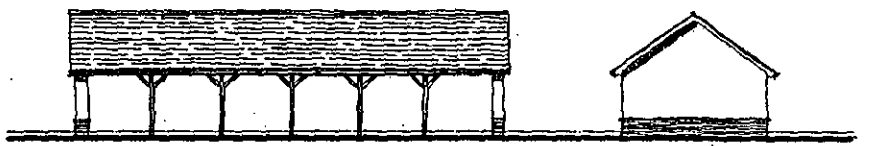
795



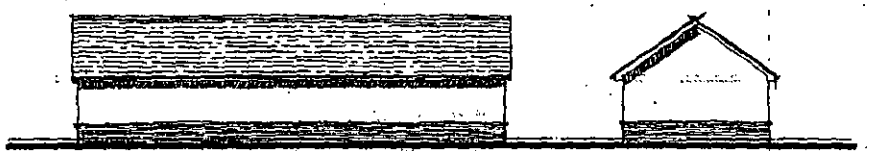
FIRST FLOOR



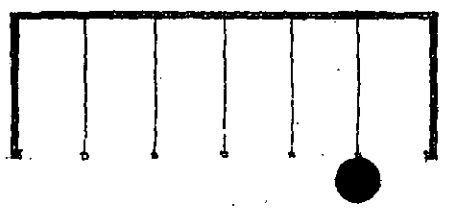
GROUND FLOOR



FRONT ELEVATION SIDE ELEVATION



REAR ELEVATION SIDE ELEVATION



CARPORT PLAN

MATERIALS

ROOF : CONCRETE INTERLOCKING TILES ALL TO BE AGREED.

WALLS : FACE BRICKWORK WITH CONTRASTING BRICK PLINTH WHERE REQUIRED AND RENDERED GABLES.

WINDOWS : WHITE CASEMENT STYLE WINDOWS

PORCH : OPEN PORCH WITH TIMBER POSTS WITH STAINED TIMBER FINISH

Gables : INTERNAL FLOOR AREA = 65.60 m² = 637 ft²

C308

D : ONE AND STOREY ROOF EXTENSIONS.

C : SOUTH FACING STUDENTS WITH KITCHEN AND LOUNGE EXTENDED TO REAR

B : GROUND FLOOR AREAS REVISED

A : 39 BEDROOM UNITS CHANGED AND AREAS OF 39 BEDROOM UNITS AND 3 BEDROOM UNITS CHANGED

Project: Proposed residential development
415-445 Wokingham Road
EARLEY
Berks

Client: Bancroft Developments Ltd

Drawing: PLANS and ELEVATION
Plots 39-42

Scale: 1:100 Date: May 2001

The Edwards Irish Partnership
Architects & Surveyors
34 Longborough Road, Wokingham, Berks RG40 2QT
Tel: 0118 989 1403 Fax: 0118 989 5343 E-mail: tep@tepgroup.net

Job 1408 Dwg. 1D

Notes

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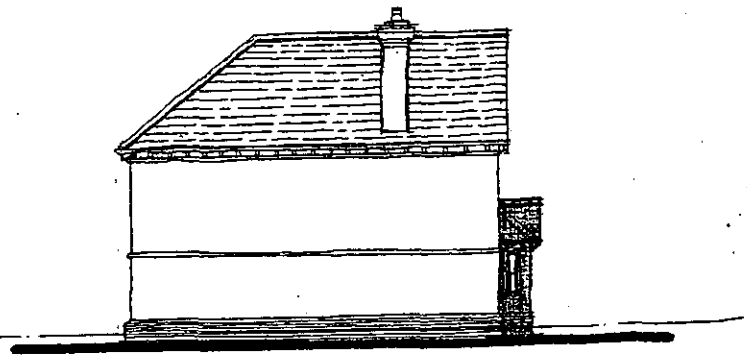
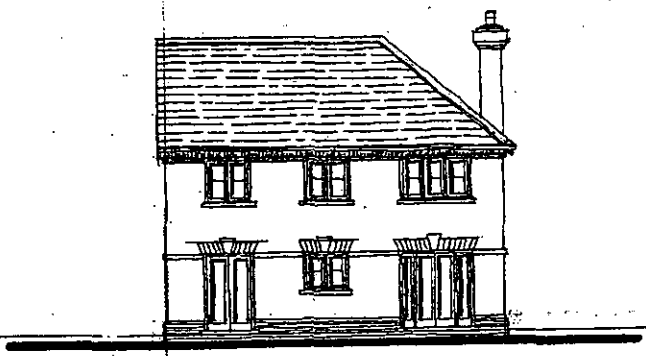
96L



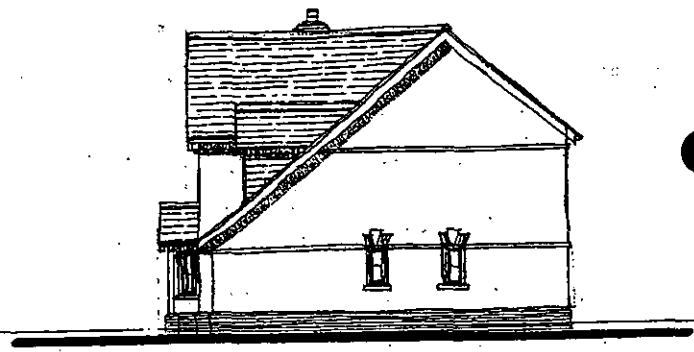
FRONT ELEVATION



SIDE ELEVATION



REAR ELEVATION



SIDE ELEVATION

MATERIALS

01.MAY 2002 6508

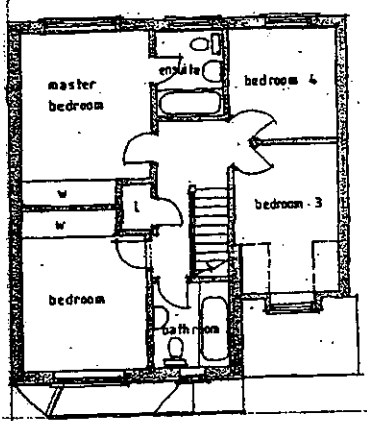
ROOF : INTERLOCKING CONCRETE TILES. ALL TO BE AGREED.

WALLS : FACE BRICKWORK WITH CONTRASTING BRICK PLINTH LINTOLS AND STRING COURSE.

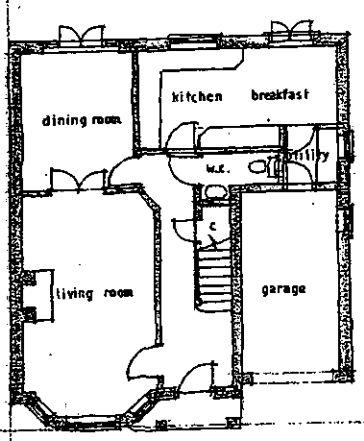
WINDOWS : WHITE COTTAGE STYLE WINDOWS.

EAVES : OPEN PURLIN EAVES WITH STAINED RAFTER

GROSS INTERNAL FLOOR AREA : 125.68 M² 1356 FT²



FIRST FLOOR



GROUND FLOOR

A : GROSS FLOOR AREA ADDED 29.10.2001

Project: Proposed residential development
415 - 445 Wokingham Road
EARLEY
Berks

Client: Bancroft Developments Ltd

Drawing: PLANS and ELEVATIONS
Plot 1

Scale: 1:100 Date: May 2001

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

Job 1408 Dwg. 06 A

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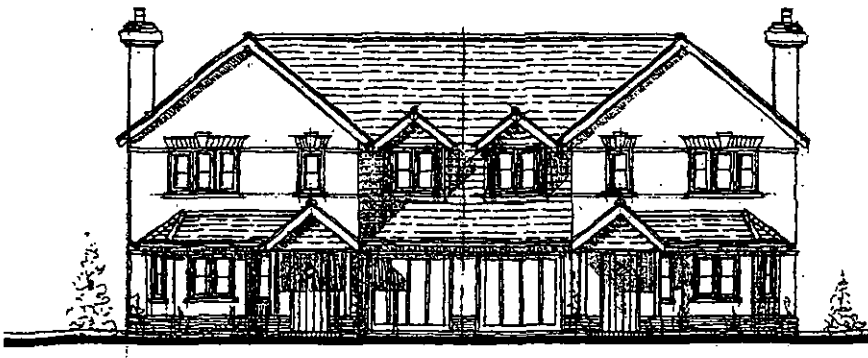
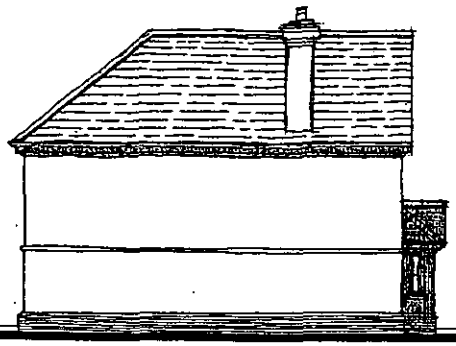
L6L



FRONT ELEVATION



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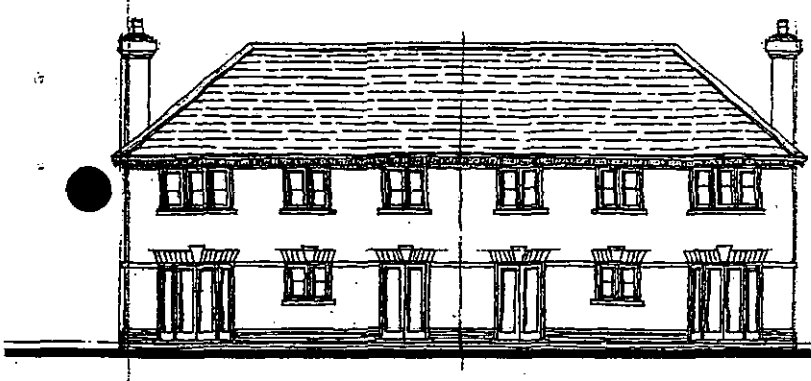
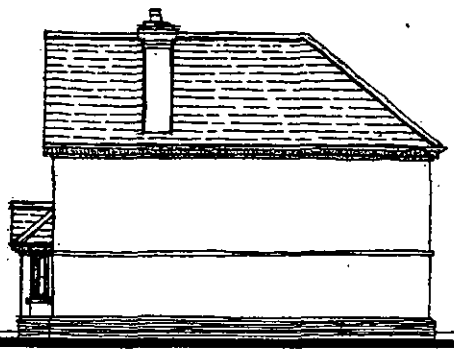


REAR ELEVATION



SIDE ELEVATION

MATERIALS

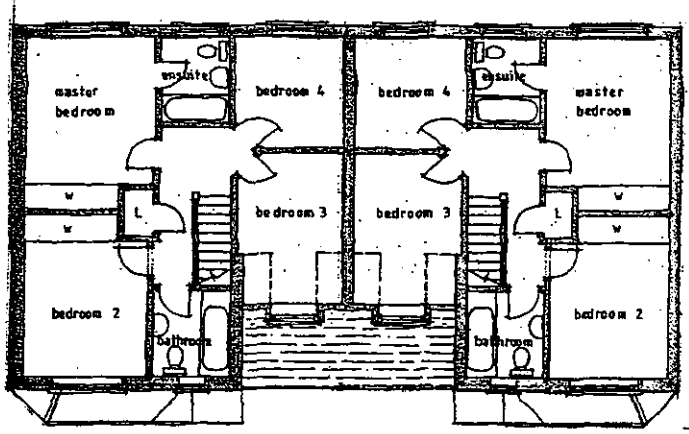
ROOF : INTERLOCKING RE AGEED CONCRETE TILES TO

WALLS : FACE BRICKWORK WITH CONTRASTING BRICK PLINTH LINTOLS AND STRING COURSING

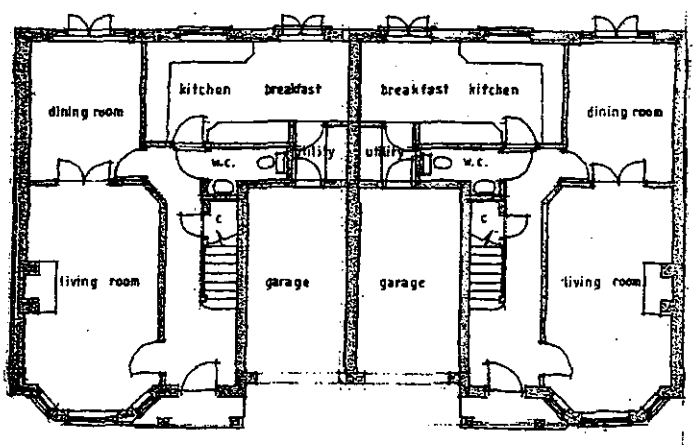
WINDOWS : WHITE COTTAGE STYLE WINDOWS

EAVES : OGEE EAVES DEPTH 150TH STRAIGHT FACIA

GROSS INTERNAL FLOOR AREA = 125.83 m² = 1355 Ft²



FIRST FLOOR



GROUND FLOOR

A - GROSS FLOOR AREAS ADDED 29:10:2001

Project: Proposed residential development
415 - 445 Wokingham Road
EARLEY
Berks

Client: Bancroft Developments Ltd

Drawing: PLANS and ELEVATIONS
Plots 3 - 6

Scale: 1:100 Date: May 2001

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 1408 Dwg. 07 A

Notes

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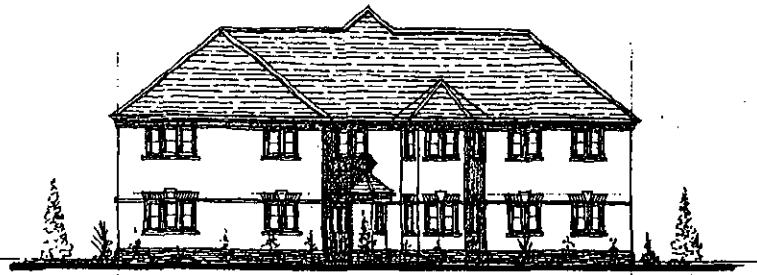
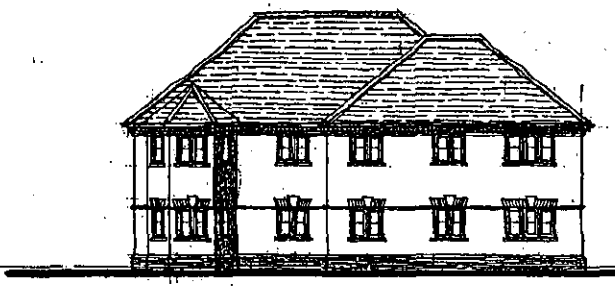
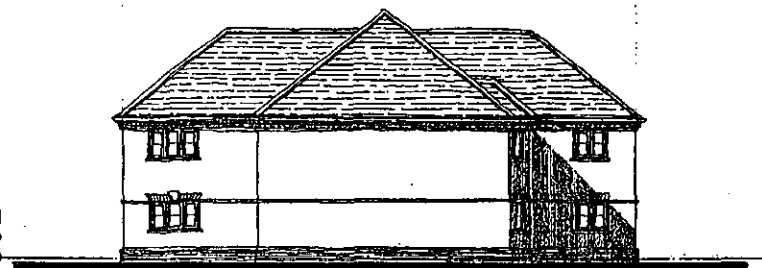


FRONT ELEVATION



SIDE ELEVATION



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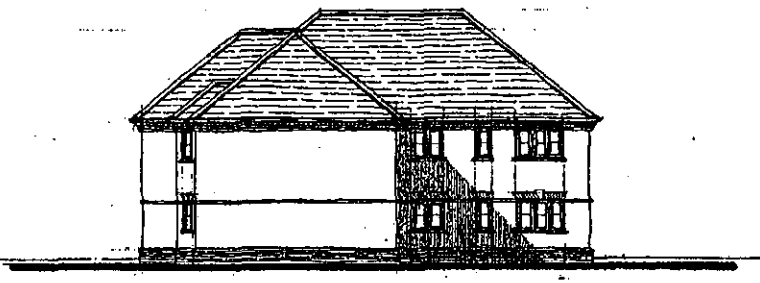
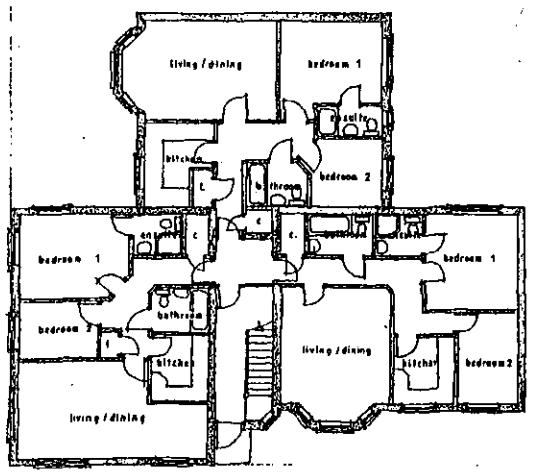
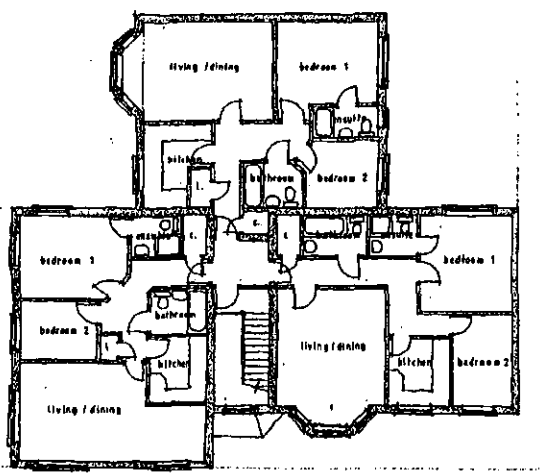


SIDE ELEVATION

798



GROUND FLOOR



FIRST FLOOR

MATERIALS

ROOF : CONCRETE INTERLOCKING TILES IN [illegible]

WALLS : FACE BRICKWORK WITH CREATED BRICK PLINTH, UNDER CILLS AND BY WHITE TIMBER SHIPLAP COURSE

WINDOWS : WHITE TIMBER CASE CASEMENTS

EAVES : [illegible]

GROSS INTERNAL FLOOR AREA :
4 No @ 61.78 m² = 665 ft²
2 No @ 61.41 m² = 661 ft²

[illegible] 0368

A1 GROSS FLOOR AREAS ADDED 26/10/2001

Project: Proposed residential development
415 - 445 Wokingham Road
EARLEY
Berks

Client: Bancroft Developments Ltd

Drawing: PLANS and ELEVATIONS
Plots 7-12

Scale: 1:100 Date: May 2001

The Edwards Irish Partnership
Architects & Surveyors
[illegible]

Notes

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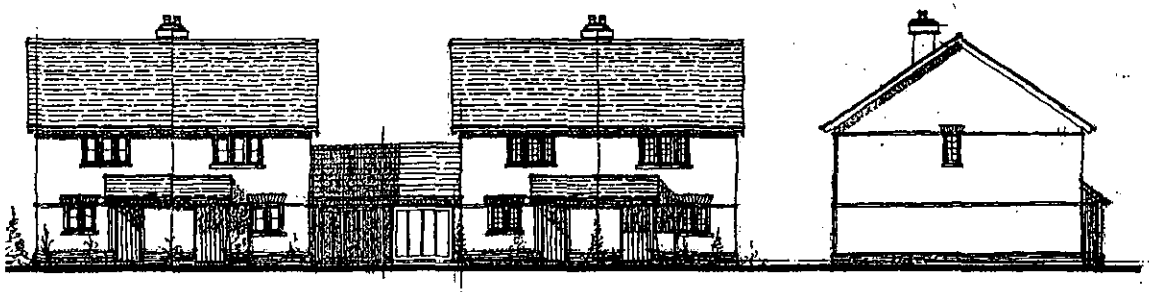
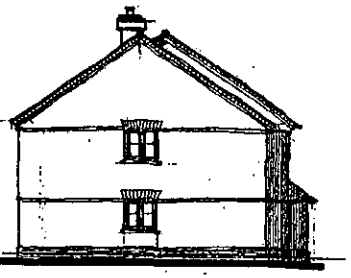


FRONT ELEVATION

SIDE ELEVATION



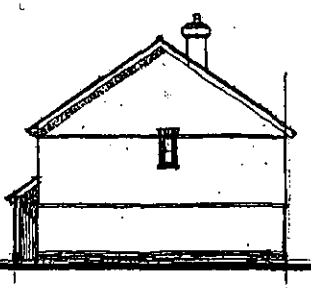
FRONT ELEVATION



SIDE ELEVATION



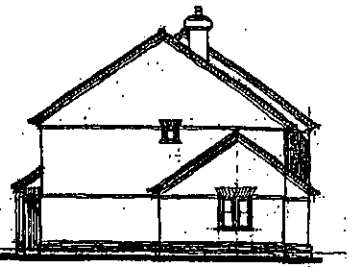
REAR ELEVATION



SIDE ELEVATION



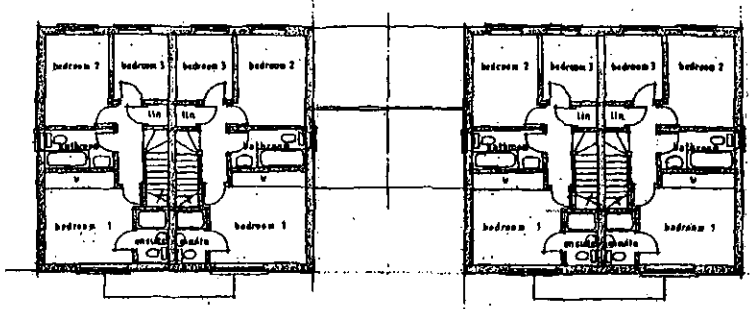
REAR ELEVATION



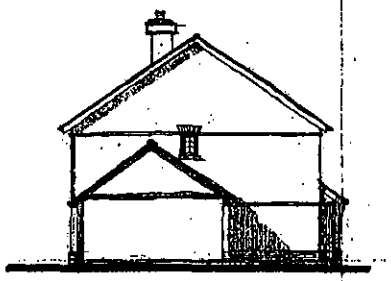
SIDE ELEVATION

667

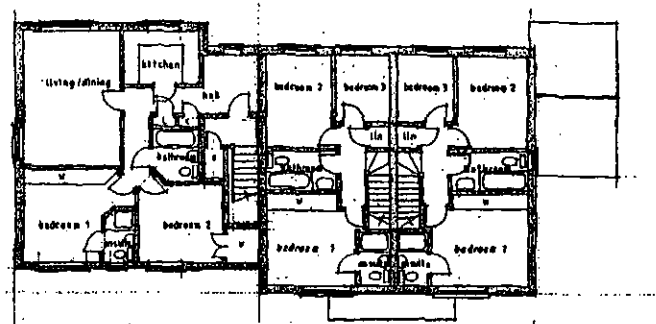
CLIENT COPY



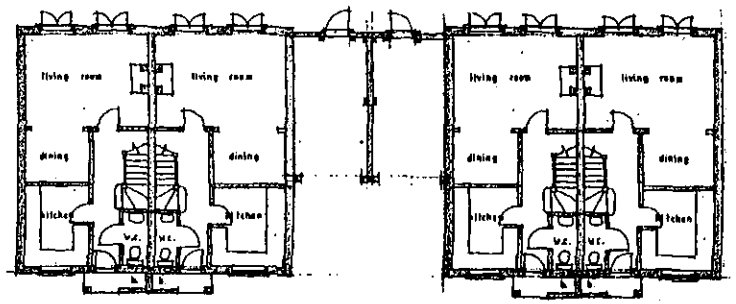
FIRST FLOOR



SIDE ELEVATIONS

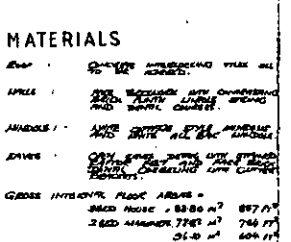


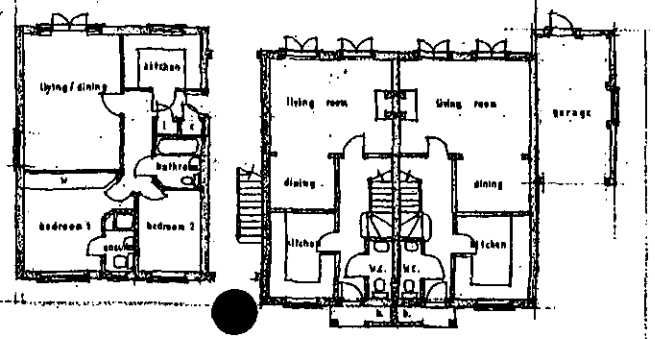
FIRST FLOOR



GROUND FLOOR PLOTS 13 14 29-32

MATERIALS





GROUND FLOOR PLOTS 19-22

A1 Gross floor area: 89.6 m²

Project: Proposed residential development
415-445 Wokingham Road
EARLEY
Berks

Client: Bancroft Developments Ltd

Drawing: PLANS and ELEVATIONS
Plots 13 14 19-22 and 29-32

Scale: 1:100 Date: May 2001

The Edwards Irish Partnership
Architects & Surveyors
36 Loughborough Road, Wokingham, Berks RG40 2EF
Tel: 0118 989-1403 Fax: 0118 989-1343 E-mail: ...

Job 1408 Dwg. 09 A

Notes

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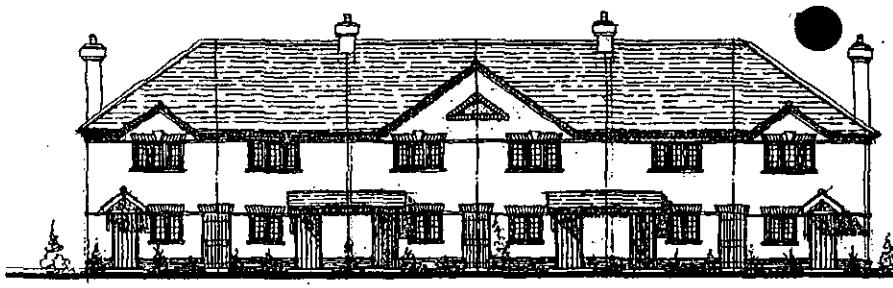
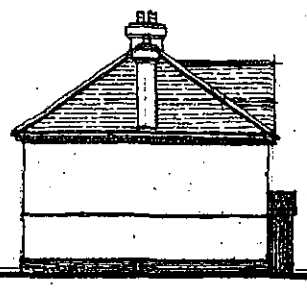


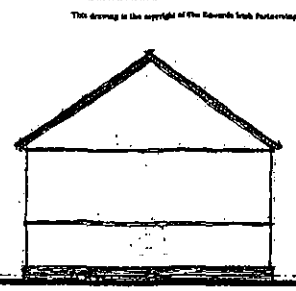
FRONT ELEVATION



SIDE ELEVATION



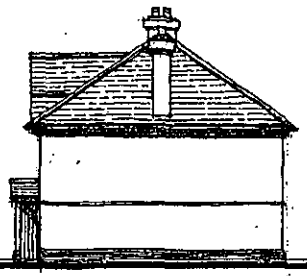
FRONT ELEVATION



SIDE ELEVATION



REAR ELEVATION



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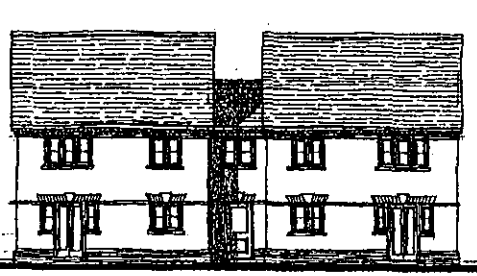

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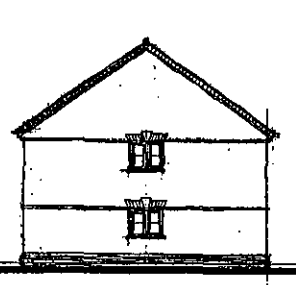
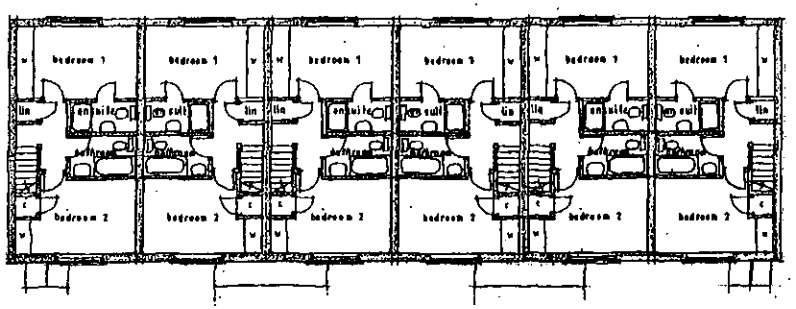
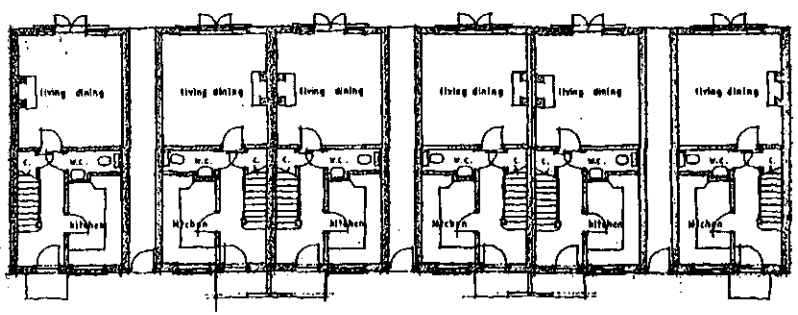


SIDE ELEVATION

0800

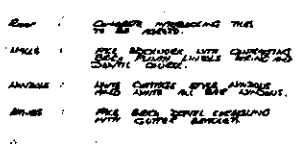


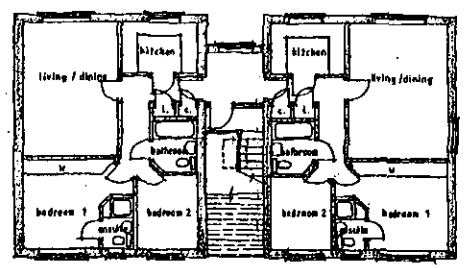
FIRST FLOOR



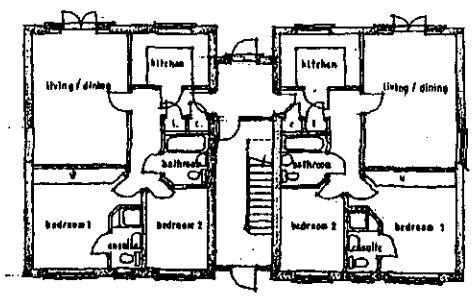
GROUND FLOOR PLOTS 23 – 28

MATERIALS





FIRST FLOOR



GROUND FLOOR PLOTS 15-18

Proposed residential development
415-445 Wokingham Road
EARLEY
Berks

Bancroft Developments Ltd

PLANS and ELEVATIONS
Plots 15-18 23-28

1:100 May 2001

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

Job 1408 Dwg. 10 B

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

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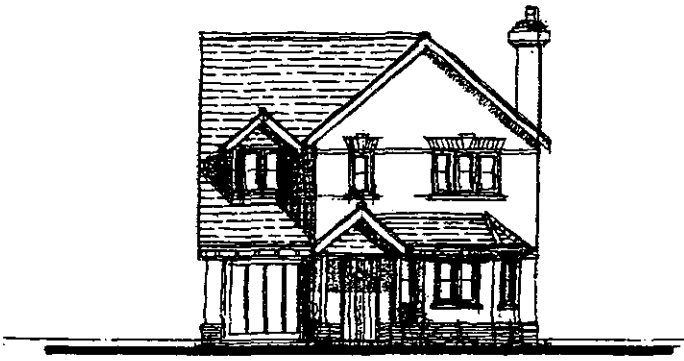
108



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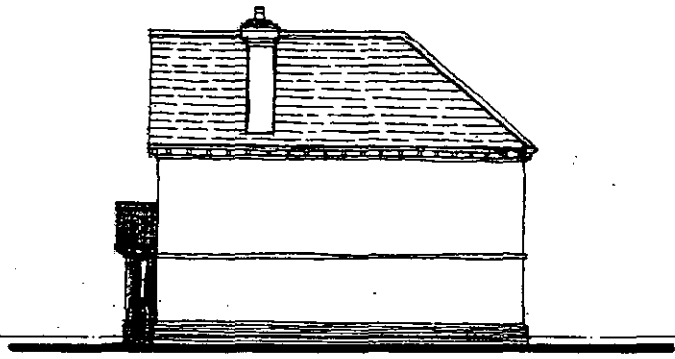

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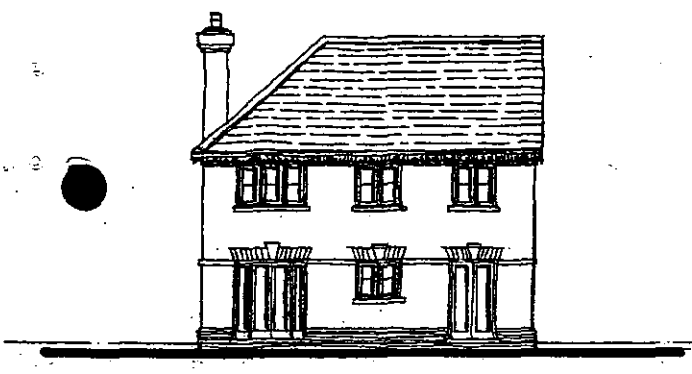
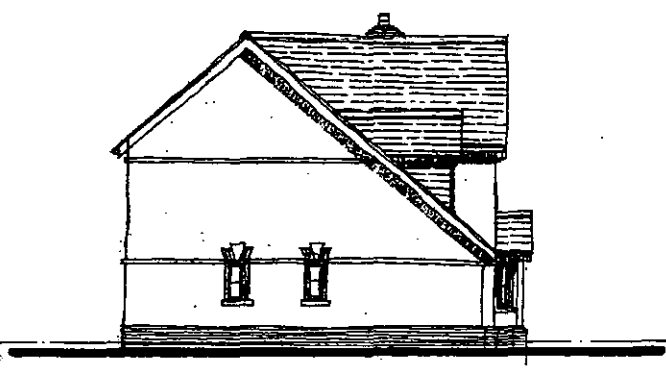


REAR ELEVATION



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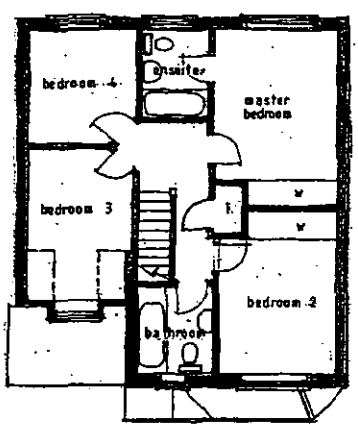
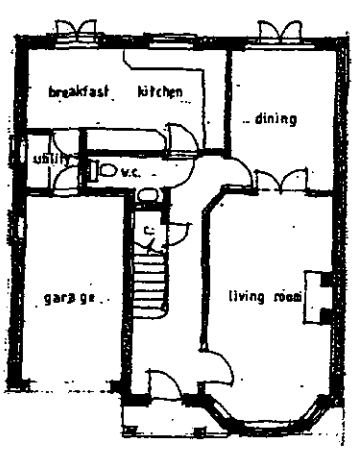


FIRST FLOOR



GROUND FLOOR

MATERIALS 01.MAY 2002 6508

Roof : INTERLOCKING CONCRETE TILES ALL TO BE AGREED.

WALLS : FACE BRICKWORK WITH CONTRASTING BRICK PLINTH LINTELS AND STRING COURSE.

WINDOWS : WHITE COTTAGE STYLE WINDOWS.

EAVES : OPEN EAVES WITH STAINED EAVE FEET.

GROSS INTERNAL FLOOR AREA = 125.35 M² = 1355 FT²

A: GROSS FLOOR AREA ADDED 25:10:01

Project: Proposed residential development
415 - 445 Wokingham Road
EARLEY
Berks

Client: Bancroft Developments Ltd

Drawing: PLANS and ELEVATIONS
Plot 2

Scale: 1:100 Date: June 2001

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

Job 1408 Dwg. 13 A

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

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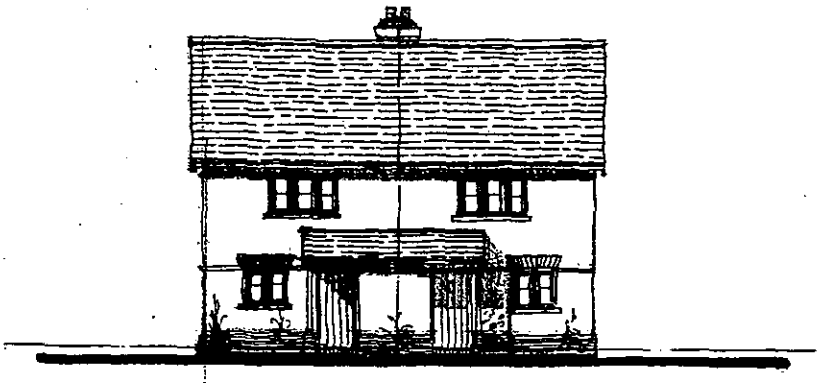
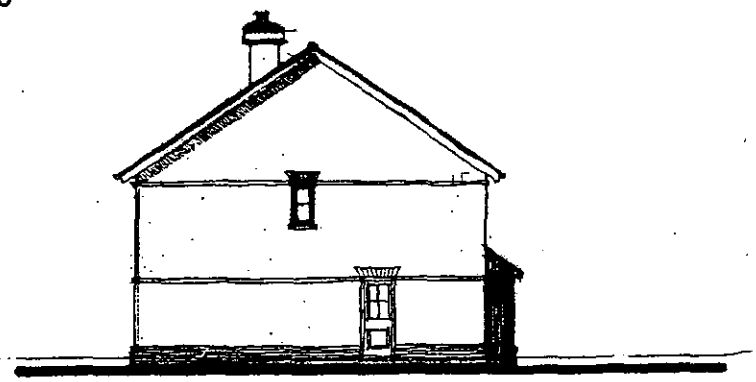
Do not scale this drawing.

802



FRONT ELEVATION



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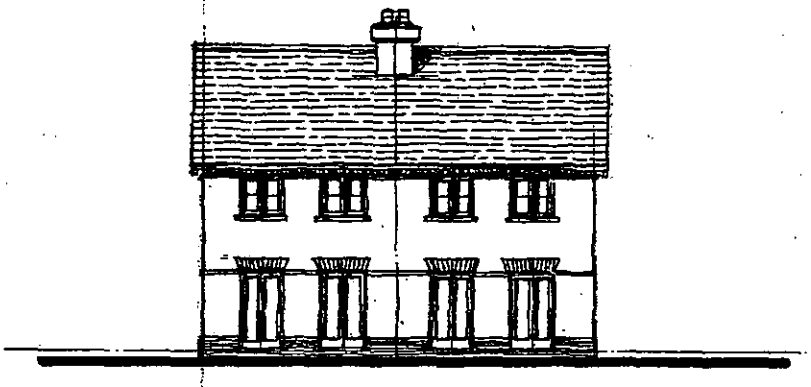
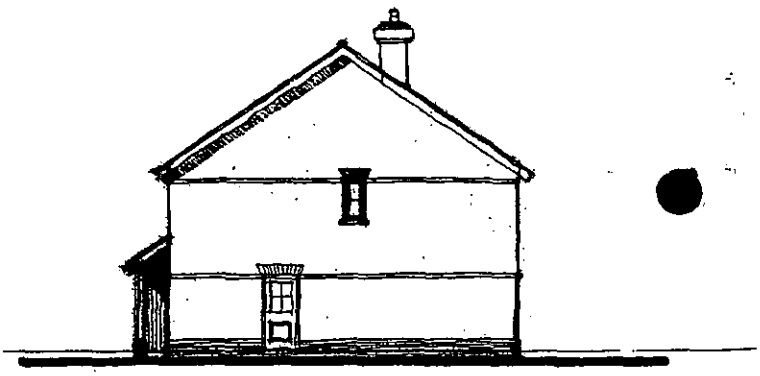


REAR ELEVATION



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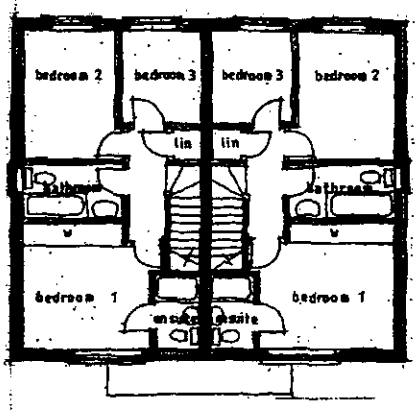
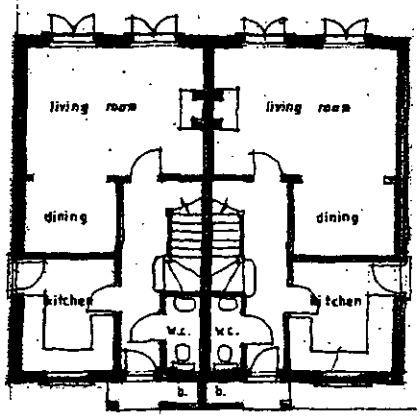


FIRST FLOOR



GROUND FLOOR

MATERIALS

ROOF : INTERLOCKING CONCRETE TILES ALL TO BE AGREED.

WALLS : FACE BRICKWORK WITH CONTRASTING BLOCK PLINTH LINTOLS AND STRING COURSE

WINDOWS : WHITE COTTAGE STYLE WINDOWS.

EAVES : OPEN EAVES WITH STAINED RAFTER FEET.

01 MAY 2002 6508

A: GROUND FLOOR AREAS ADDED 29:10:2004

Project: Proposed residential developments
415-445 Wokingham Road
EARLEY
Berks

Client: Bancroft Developments Ltd

Drawing: PLANS and ELEVATIONS
Plots 13 and 14

Scale: 1:100 Date: June 2001

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 1408 Dwg. 14 A

Notes

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

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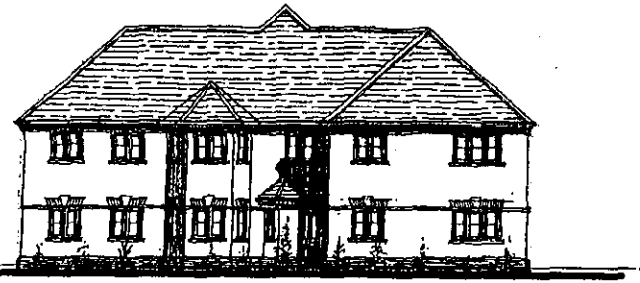
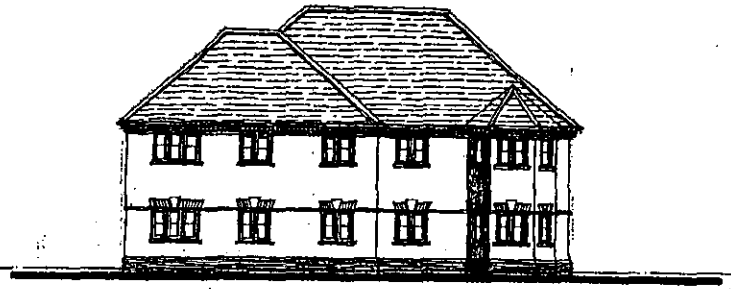


FRONT ELEVATION



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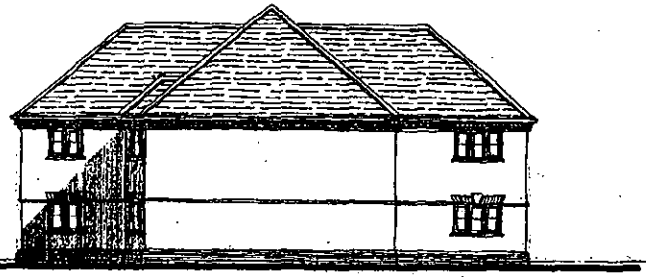
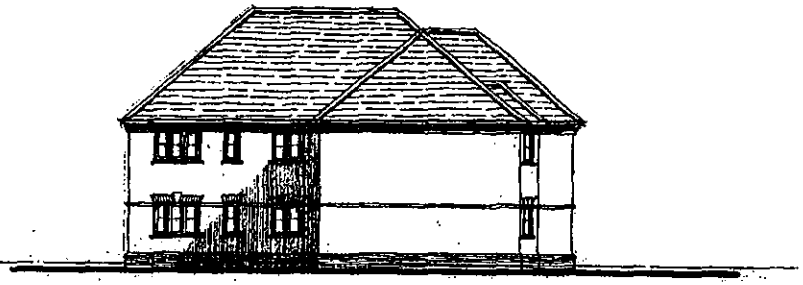


REAR ELEVATION



SIDE ELEVATION

MATERIALS

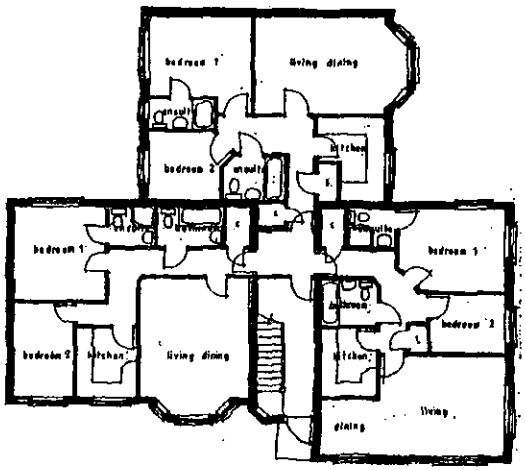
Roof : CONCRETE INTERLOCKING TILES ALL AS SEE ADJACENT.

WALLS : FACE BRICKWORK WITH CONTRASTING BRICK QUOINS, STRING COURSES AND CAPITAL COURSES.

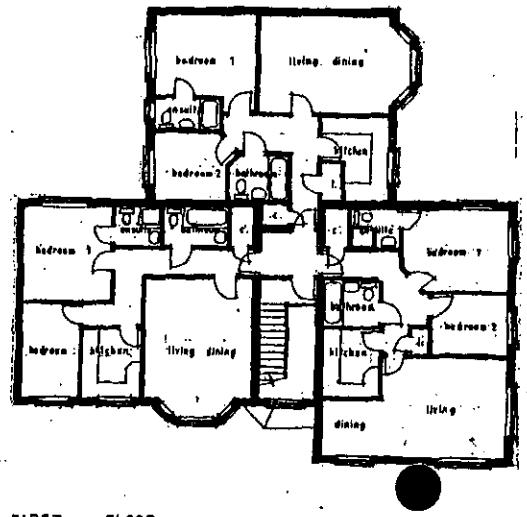
WINDOWS : WHITE CASTED STYLE WINDOWS.

PORCHES : FACE BRICK DENTIL COURSES WITH COPPER BRACKETS.

GARAGE INTEGRAL FLOOR AREAS :
4 No AT 17.82m² = 71.28 ft²
2 No AT 14.84m² = 148.4 ft²



GROUND FLOOR



FIRST FLOOR

6508

A - GARAGE FLOOR AREAS ADDED 30/10/2001

Proposed residential development
415 - 445 Wokingham Road
EARLEY
Berks

Bancroft Developments Ltd

PLANS and ELEVATIONS
Plots 33-38

1:100 June 2001

The Edwards Irish Partnership
Architects & Surveyors

13.

Nicola Lake

PLANNING SERVICES | HPT
POL | TLS
DC NL | ENF
CS
05 JUN 2002
COPIES TO | FILE

From: Shane Leather [shane.leather@lineone.net]
Sent: 04 June 2002 11:05
To: Nicola Lake
Subject: Planning application numbers F/2001/5387 and F/2002/6508

Via Email 6/6/02

Dear Ms.Lake

I am objecting to the above applications due to the following reasons,

The resulting traffic implications as a result of the highway changing. How can the proposed changes to the highways be permitted with 300 metres of two traffic hot spots (Wokingham Road Junction with Mill Lane & Reading Road/ Lower Earley Way Roundabout). Both these sites have been identified in the Local Safety Scheme as published by the council.

The design of the flats are still out of keeping with the general street scheme of the Wokingham Road and will still have an overbearing effect upon the residents in flats 447 a+b.

The density of the development is too great and will lead to parking and overcrowding problems.

I trust my objections will be noted on both applications.

Yours sincerely

Shane Leather.

2001/5387 - 415-445 WOKINGHAM RD, EARLEY

2002/6508 - —— " ——

12

PLANNING SERVICES	RPT
FOL	TLS
DC	SNF
APP	
CS	

24 MAY 2002

COPIES TO	
	FILE

447B Wokingham Road, Earley, Reading RG6 7EL

21 May 2002

Nicola Lake
Development Control Officer
Planning Services
PO Box 157
Shute End, Wokingham
RG40 1WR

Re: Planning Applications nos F/2001/5387 and F2002/6508 (2 copies enclosed, also copied to Mr. Patrick Bancroft)

Dear Ms. Lake

Thank you for your letters of 9th and 15th May 2002 concerning the above planning applications for Land at 415-445 Wokingham Road Earley, proposed demolition of 4 dwellings and erection of 48 dwellings.

I have seen the plans for this development and consulted with my immediate neighbours. The changes in the plans meet the major issues raised at the Public Inquiry concerning this site and I wish to indicate that I am in favour of the above application proceeding as soon as possible. Now that most of the buildings to be demolished are unoccupied, they have been attracting unlawful occupation and causing distress and friction with neighbouring occupiers, as well as providing a risk of access to the railway line for adventurous children.

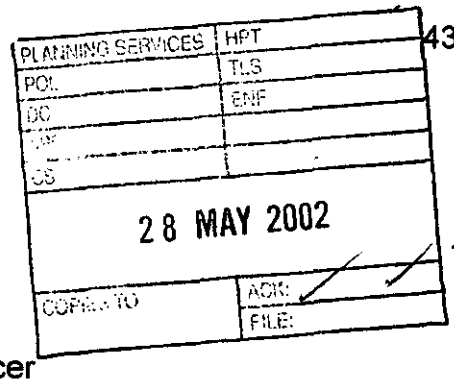
Yours sincerely

Rosemary E. Hill

Rosemary E. Hill (Miss)

11.

805



433, Wokingham Road
Earley
Reading
Berkshire
RG6 7EL

Tel: (0118) 926 2810

Ms N Lake
Development Control Officer
Wokingham District Council
P O Box 150
Shute End
Wokingham
Berkshire
RG40 1WQ

Dear Ms Lake

Reference Application No's F/2002 6508 and F/2001 5387

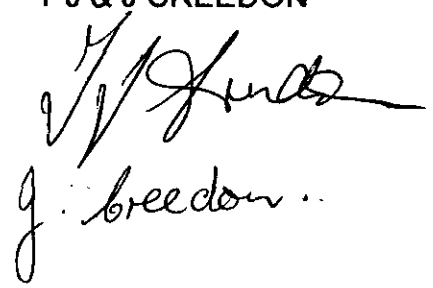
As owner of one of the houses involved in the above proposed development I thought it only right that I write to you to express my feelings on the merits of the proposal. As you are no doubt aware, a previous application was dismissed by the Planning Inspector, principally on the unsympathetic design of proposed flat block (units 43-51). I understand that this problem has now been resolved by the developers in their new application.

I now believe the above application should be acceptable to the Council for the following reasons.

- All the residents whose gardens are involved in the proposed development are happy in principal with the redevelopment of their rear gardens for residential purposes.
- Most of the rear gardens are practically unused due to their size, and the age of most of the residents involved.
- The proposed design of the development is in keeping with the area.
- The proposed development would not have an adverse impact on the existing properties involved.
- The site is on a hill overlooking the River Loddon with no risk of flooding.
- The site is composed of Low Cost Housing long over due in this area.
- 13 Housing Association Units are included.
- With the building of the "New Road" from Lower Earley, much of the traffic on the Wokingham Road has been greatly reduced, so this development will only cause a minimum increase in traffic.
- The site is within walking distance of a Main Line Railway Station, a Park and Ride, and the M4/M329 spur.
- Similar "Back Fill "projects in the area have been hugely successful.

Trusting the above points will meet with the approval of the Council and enable a fair decision to be made on this project.

Yours sincerely,
T J & J CREEDON



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447 Wokingham Road,
Earley,
Reading RG6 7EL

PLANNING SERVICES	HPT
POL	TLS
DC NL	ENF
APP	
CS	
24 MAY 2002	
COPIES TO	ACK: ✓ ✓
	FILE:

22 May 2002

Nicola Lake
Development Control Officer
Planning Services
PO Box 157
Shute End, Wokingham
RG40 1WR

Two copies enclosed, also copied to Mr. Patrick Bancroft

Dear Mrs. Lake

Thank you for your letters of 9 and 15 May concerning the planning applications numbers F/2001/5387 and F2002/6508 Land at 415-445 Wokingham Road Earley, proposed demolition of 4 dwellings and erection of 48 dwellings.

We have seen the plans for this development and they represent a considerable improvement over the previous applications that were the subject of the Public Inquiry. We are now in favour of the above application (s) with the new dwellings as designated and with the flats 43-48 further away and as a two-storey block matching the street scene on the Wokingham Road. Our main concern is that the pathway to the garden of maisonette 447A is not illustrated but we understand that Mr. Bancroft knows about this and that a close boarded fence will be provided along this boundary. It would be helpful that the building work begins as soon as possible, before any more squatters get into the dwellings waiting for demolition and cause further disturbances in our vicinity.

Yours sincerely
M A
C Boniface

Mark and Charlotte Boniface

9.

PLANNING SERVICES | HPT
DC | DLE
NK
Cs
22 MAY 2002
COPIES TO | ACK

Mr Dilip R Amin LL.B (Hons)
435 Wokingham Road
Earley
Reading
Berkshire
RG6 7EL
19th May 2002

The Planning Officer
Wokingham District Council
PO Box 157
Shute End
Wokingham
Berkshire RG40 1WR

Dear Madam,

I am writing in response to your letters dated 9th and 15th May 2002 (F/2002/6508 and F/2001/5387 respectively), regarding an application for building 48 dwellings to the rear of 415 – 445 Wokingham Road, Earley, Reading.

Copies of previous letters sent outlining my objection to any such building work are attached. I consider my grounds for objection to remain valid and cannot see how the amended application could nullify the grounds given by the appeal inspector when refusing the previous application.

I am grateful for the opportunity to express my concern and trust that my view will be taken into account when considering the application. A copy of this letter has been sent to Earley Town Council.

Yours sincerely

Dilip Amin

Mr Dilip R Amin LL.B (Hons)
435 Wokingham Road
Earley
Reading
Berkshire
RG6 7EL
8th July 2001

The Planning Officer
Wokingham District Council
PO Box 157
Shute End
Wokingham
Berkshire RG40 1WR

Dear Madam,

I am writing in response to your letters dated 29th June 2001 (F/2001/4278-9), regarding an application for building 52 dwellings to the rear of 415 – 445 Wokingham Road, Earley, Reading.

Having seen a copy of the plan for this proposed development and also one for the proposed development to the rear of Pond Head Lane up to 411 Wokingham Road, I am concerned to note that this will result in a total of 75 additional dwellings in this already congested area.

The traffic congestion around this section of Wokingham Road, which borders the Loddon Bridge, Mill Lane and Meadow Road junctions is already considerable during peak times, resulting in extensive queues on both Wokingham Road and in these feeder roads. As well as an additional junction, assuming that each proposed dwelling would have two cars, this would result in an additional 150 vehicles adding to the congestion. Whilst I am aware of the expectations placed upon local authorities by government I do believe that if permission was to be granted at this congested location then the likelihood of a serious road accident would be significantly greater. I am aware that a previous application, for a similar plan, which had proposed the entrance to be at 435 Wokingham Road, was refused.

I am grateful for the opportunity to express my concern and trust that my view will be taken into account when considering the application. A copy of this letter has been sent to Earley Town Council.

Yours sincerely

Dilip Amin

Mr Dilip R Amin LL.B (hons)
435 Wokingham Road
Earley
Reading
Berkshire
RG6 7EL
26th November 2001

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

Dear Mr. Campbell,

I am writing with regard to the proposed development in the land to the rear of 415-445 Wokingham Road, Earley, Reading, Berkshire, (ref: APP/X0360/A/01/1073406).

The development, if allowed, will bring further congestion to what is already a very busy and dangerous local road network. The proposed development would feed a large number of additional vehicles, through a new junction, onto the already busy A329 Wokingham Road. Not only is this road a main artery linking the M4/A329 motorways to Reading and Wokingham, it is also only a matter of a few hundred yards from the heavily congested Loddon Bridge junction which is governed by traffic lights.

I am aware that a previous planning application for the same area around ten years ago had been refused. The main objection I believe was the proximity of the new junction to the existing junctions already entering the main Wokingham Road. This fact, which caused concern then cannot be satisfactorily resolved still. If anything, the volume of vehicular traffic has increased significantly and therefore so has the likelihood of an accident if a new junction is introduced in the vicinity.

I appreciate that there is a need to build more houses for people to live in and would have little objection if the area were in a quieter location. However, the location is already too congested and I do not believe the increased risk of road traffic accidents occurring as a result could be justified.

The inspectorate will no doubt be aware of a development site nearby in Pond Head Lane, which is now going ahead despite the concerns of local people. This will again feed additional vehicles onto Wokingham Road only some few hundred yards away.

This letter is written to voice not only my own but also the concerns of many other people living in the area. The case, whilst cognisant of the need to develop more housing, is made in the genuinely held belief that approval of planning permission will lead to greater congestion and an unacceptable risk of road traffic accidents.

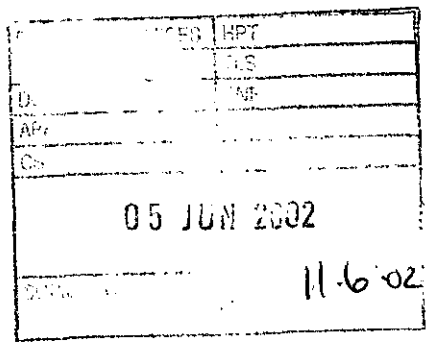
Yours sincerely

Dilip Amin

N.C. 8.

Mr D. and Mrs E. C. Roper
429 Wokingham Road
Earley
Reading
Berks
RE6 7EL

30 May 2002



Ms N. Lake
Wokingham District Council
P O Box 150
Shute end
Wokingham
Berks
RG40 1WQ

Dear Ms Lake

Re: Application no's F/2002 6508 and F/2001 5387

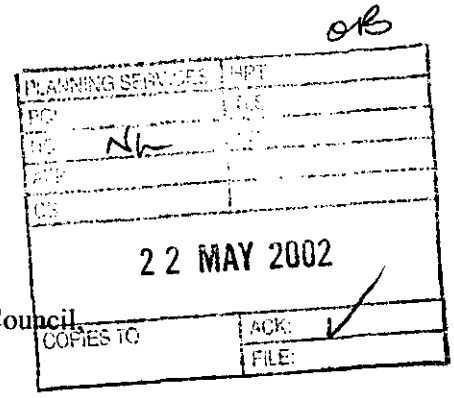
We are writing in support of the above planning application. We are disappointed that this matter has dragged on for so long, particularly as our back garden, which is included in this plan, has been designated as a development site by the council for some time. The uncertainty has put a blight over the whole area, and it has been particularly stressful for some of the other older residents. Hopefully all the issues have now been resolved and planning approval can be given without further delay.

We are in support of the proposal to allocate the social housing provided by the plan to key workers. There is clearly a desperate need for such housing in this area.

Finally, we would like to take this opportunity to raise the issue of the speed limit along this section of the Wokingham Road, which we have believed for some time should be reduced to 30 miles per hour from the current 40 mph. In the four years that we have lived at our current address there have been a number of, admittedly minor, accidents near the house, and it can only be a matter of time before somebody is seriously hurt. A number of elderly people live on our side of the road, including my own parents, and they have to cross the road to get to the nearest shops and buses. At a time when lower speed limits are being introduced elsewhere we would like the authorities to give serious consideration to this matter.

Yours sincerely

E. C. Roper.



459, Wokingham Road,
Earley,
Reading,
Berkshire, RG6 7EL

The Planning Officer,
Wokingham District Council,
PO Box 157,
Shute End,
Wokingham,
Berkshire, RG40 1WR

20 May 2002

Dear Sir/Madam,

Planning application no. F/2002/6508

I write in response to the letter, dated 10 May, from Richard Raymond, Earley Town Council (Ref: P/3/MJB/AB). As a long-term resident of Wokingham Road, I am extremely concerned about the proposal to demolish four dwellings and replace them with 48 flats. During my time here, I have watched the volume of traffic using the road escalate, so that now it is extremely difficult and dangerous to drive my car into and out of my own driveway. Has no-one given any thought to the amount of traffic that 48 dwellings will bring? Each house has an average of two cars, so there will be around 100 extra vehicles resident along Wokingham Road close to the already intolerably congested approach to the traffic lights at the junction with Woodley Road.

In the short-term, of course, we will have the demolition and construction phase, presumably over a series of months, so there will be lorries, concrete mixers, excavators, earth-movers and other heavy vehicles constantly entering and leaving the site, leading to further congestion. Of course, the noise will be intolerable. The pneumatic drills, excavators and pile-driving will affect all the residents at a time of the year when they want to be in their gardens, enjoying the summer.

The building of flats would not blend with the existing early and mid-20th Century traditional houses proximate to the development. I am, of course, worried about the encroachment into our privacy. The occupants of the flats will look directly onto existing residents' property and gardens, so we will be watched at every turn. It is also unlikely that all the residents of the flats will be as quiet and considerate as the most recent owners of the houses. Presumably the air will be filled with sounds of 48 families eating, playing music and generally causing a disturbance.

By applying for permission to build flats on this site, the developers have shown a blatant disregard for the existing immediate surrounding area. They only have an interest in making maximum profit from the site.

I urge you not to grant permission to allow the development of a density at least ten times that of the existing surrounding area,

Yours sincerely,

Peter Wiggins.

Peter Wiggins

6.

447c Wokingham Road
Earley
Reading RG6 7EL
22 May 2002

OB

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CS	

23 MAY 2002

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Ms Nicola Lake
Environmental Services Department
Planning Services
PO Box 157
Shute End
Wokingham
Berkshire RG40 1WR

Dear Ms Lake

Land at 415-445 Wokingham Road

Thank you for your departmental letters F/2002/6508 of 9 May and F/2001/5387 of 15 May concerning the proposed demolition of 4 dwellings and the erection of 48 new dwellings adjacent to me.

Since there are two sets of plans, I am sending this letter in duplicate in case it needs to be placed in separate files.

I have seen both sets of plans and satisfied myself that they are duplicate sets covering the same scheme. They appear to address most of the concerns that the Planning Inspector upheld at the Public Inquiry, except for contrast-banded brickwork which the Inspector agreed with us was inappropriate to the location (see Para. 52 of his appeal decision) and we would like to see NOT done.

The main worry I have concerns the assignment in perpetuity of the obligation to maintain the fences downslope of the development, which by usage and custom falls upon the owner of the land upslope of the fence; this will be the developers and their successors.

This means that the fence between unit 39 and the garden of 447a would be maintained by unit 39.

It is, however, unclear from the plans, what the remainder of the boundary from there to the Wokingham Road consists of, or in whose ownership it will be. I have been in touch with Mr Patrick Bancroft on this matter and he assures me that the boundary will consist of a 2-metre close-boarded wooden fence along the length in question.

The ownership of the section between the Wokingham Road and the rear corner of 447 is not in doubt; but the section between there and unit 39 is the rear fence of a shared car park and is nominally no-man's-land *so it will need to be assigned to someone*.

In my opinion (and Mr Bancroft appears to agree with me on this) the section of fence behind the car park should be assigned for maintenance purposes to the management board of the block of flats (units 43-48).

It would be best that the screen planting behind the car port be of thorny vegetation.

Provided that all the above matters are agreed to in writing, the project has my support and should be proceeded with as soon as possible.

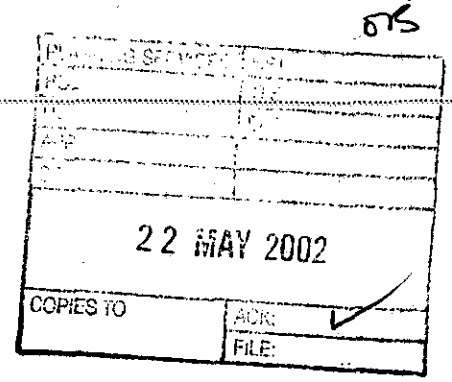
Yours sincerely

Ron Boyce R Boyce

3.

Elaine Johnson

From: Hazel Sansum [hazelsan@lineone.net]
Sent: 17 May 2002 19:59
To: Elaine Johnson
Subject: Planning Application - F/2002/6508



Dear town clerk,

The reasons for opposing the planning of the above site remain unchanged to previous letters of opposition that you should have on file. I still see little how the reduction of 52 dwellings to 48 will ease the traffic conjestion this will duly cause. With this conjestion comes the additional element of danger to our children - therefore I see the Highway Safety and Traffic issue very high in this case.

As you have kindly forwarded elements that will be considered in opposition to the proposal I still also consider the Privacy factors and additional noise and disturbance as reasons why this proposal should not go ahead.

I appreciate this land has already been earmarked for additional housing, but why on such a conjested part of the Wokinham Road. I point out again that the roads are already continually conjested during the week with extra traffic travelling to the M4, A329, Lower Earley, the cinema and Garden Centre. When there is flooding, which has become mandatory over the last few years in Autumn, Spring & Summer, to add additional traffic to this will be another major problem.

My wife and I moved here 622, Wokingham Road because of the peace and to have a family (second child due very soon too).This will not happen if this proposal goes ahead in it current format and I believe the majority of residents in this road are united and feel the same as I and will not accept the development in it current format.

I still feel very strongly about this unwanted development and will continue to add substance until more radical changes are proposed.

Kind Regards

Mr D Sansum

NC. 2.

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CS
05 JUN 2002
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FILE

459, Wokingham Road,
Earley,
Reading,
Berkshire, RG6 7EL

Ms Anna Cronin,
Environmental Services Dept.,
Planning Services,
PO Box 157,
Shute End,
Wokingham,
Berkshire,
RG40 1WR

30 May 2002

Dear Ms Cronin,

Planning application no. F/2002/6508

Thank you for your letter, dated 23 May, relating to the above, by which I was slightly confused. You state that 'only written comments can be taken into consideration'. That was, of course, my intention in writing the letter in the first place. I would also very much like the 'applicant and appointed agent' to take the views expressed into account and for interested members of the public to become aware of the implications of the scheme.

I have attached a further copy of the letter.

Yours sincerely,

Peter Wiggin.

Peter Wiggin

459, Wokingham Road,
Earley,
Reading,
Berkshire, RG6 7EL

The Planning Officer,
Wokingham District Council,
PO Box 157,
Shute End,
Wokingham,
Berkshire, RG40 1WR

20 May 2002

Dear Sir/Madam,

Planning application no. F/2002/6508

I write in response to the letter, dated 10 May, from Richard Raymond, Earley Town Council (Ref: P/3/MJB/AB). As a long-term resident of Wokingham Road, I am extremely concerned about the proposal to demolish four dwellings and replace them with 48 flats. During my time here, I have watched the volume of traffic using the road escalate, so that now it is extremely difficult and dangerous to drive my car into and out of my own driveway. Has no-one given any thought to the amount of traffic that 48 dwellings will bring? Each house has an average of two cars, so there will be around 100 extra vehicles resident along Wokingham Road close to the already intolerably congested approach to the traffic lights at the junction with Woodley Road.

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The building of flats would not blend with the existing early and mid-20th Century traditional houses proximate to the development. I am, of course, worried about the encroachment into our privacy. The occupants of the flats will look directly onto existing residents' property and gardens, so we will be watched at every turn. It is also unlikely that all the residents of the flats will be as quiet and considerate as the most recent owners of the houses. Presumably the air will be filled with sounds of 48 families eating, playing music and generally causing a disturbance.

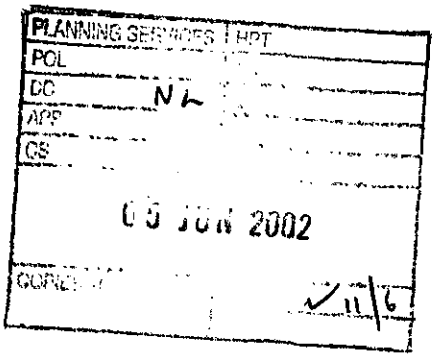
By applying for permission to build flats on this site, the developers have shown a blatant disregard for the existing immediate surrounding area. They only have an interest in making maximum profit from the site.

I urge you not to grant permission to allow the development of a density at least ten times that of the existing surrounding area.

Yours sincerely,

Peter Wiggins

Peter Wiggins



Ref. Planning Application 2002/6508

5th June, 2002-06-05

Attention: Nicola Lake

Dear Ms. Lake,

With reference to the above application, many of my concerns are still applicable to this proposal.

This site of 1.23 Ha. is still small to accommodate 48 dwellings, bearing in mind the density as recommended by Central Government. The site area is considerably reduced by the L shape access road by approximately 0.3 Ha.

I feel that the Open Space short-fall of 0.3 Ha. (as per your previous report), should not be bought off by the W.D.C. and should remain as a requirement. This may necessitate the reduction to the number of dwellings.

The Social Housing element problem has been somewhat overcome and the lowering of the roof line is only one factor. There would appear to be no provision for a storage locker for each dwelling for the storage of bicycles, prams, dustbins etc.. The provision of washing lines is not shown on the plans.

The car parking area is still a concern as this would have traffic movements 24 hours a day, (shift working). Supposedly accommodation is for key workers. This woul d constitute being un-neighbourly to the existing local residents. I don't think the improved fences would offer any improvement to lowering the noise level or reduce the pollution element.

The siting of the children's play area next to the railway is still a concern. (Was it intended to be a No Ball Game Area)? - Car Park flanks the southern boundary.

Whilst not in the latest report from the Inspectorate I feel that other factors should be taken into consideration, such as to which Schools both Junior and Senior pupils would need to attend. The northern side of Wokingham Road is within the catchment for Bulmershe Comprehensive for Seniors and at present Southlake Junior School may be for the younger children. This brings me into --- Mothers and children are reluctant to use the underpass at Pond Head Lane into Woodley, as there appears to be undesirables often around this area.

The implications are that these children would most probably be taken and collected from school by car. (Another burden on the road infrastructure especially during rush hour). Wokingham Road is already severely congested during peak-time traffic.

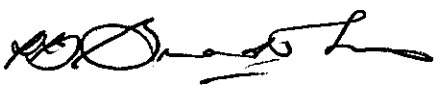
Transportation was said to be good but with only 3 buses maximum per hour during the day and only 1 bus service during the evening and no cross-town buses. This does not appear to be adequate.

The already over-loaded local infrastructure will lower the quality of life of the already established area , if as many as 150 vehicular movements could be envisaged per day. Accessibility to and from the site could delay traffic already on the road by the right turns to and from the site.

I feel that the application in its present state should be refused.

Although it is not a planning consideration please bear in mind, short-term gains invariably mean long-term losses. The developer is here to build houses and make money and move on leaving any problems behind.

Yours truly,



R.F. Bradshaw

3 Loddon Bridge Road,
Earley,
Berks. RG6 7EW.

EARLEY TOWN COUNCIL

Town Clerk & Treasurer
RICHARD RAYMOND D.M.A., A.C.I.S.

My Ref: P1/RR/kam
Your Ref:

OBS

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DC	DPT
APP	
CS	
22 MAY 2002	
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	FILE:

Council Offices,
Radstock Lane,
Earley,
Reading, RG6 5UL

Tel. No. (0118) 986 8995
Fax No. (0118) 975 6681

20 May, 2002

Dear Nicola

Planning Application F/2002/6508 – Development at Wokingham Road

Attached for your information are copies of further representations received in respect of the above application for 48 dwellings off Wokingham Road, Earley.

Maddy is on leave this week and it would seem from the postscript that she made have had a telephone discussion with Mr Salt. I enclose a copy of my reply to him, trying to put any comment that she might have made in context. No doubt you will respond to the questions he raised in the postscript if you feel it appropriate.

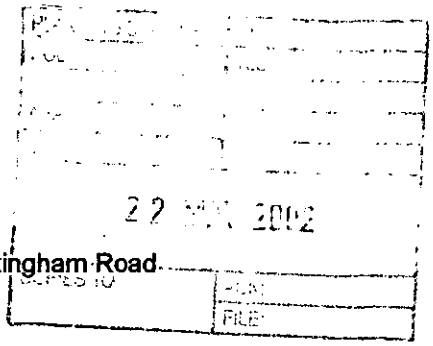
Yours sincerely

TOWN CLERK

Encl.

Nicola Lake
Planning Officer
Wokingham District Council

4.



Already Listed

Richard Raymond D.M.A., A.C.I.S.
Town Clerk
Council Offices
Radstock Lane
Earley
Reading
Berks
RG6 5UL

423 Wokingham Road
Earley
Reading
Berks
RG6 7 EL

19th May 2002

Re: Application No's F/2002/6508. Proposed erection of 48 dwellings, off Wokingham Road Earley.

Dear Sir,

Concerning the above application, I would ask that you make the following considerations.

The previous application(s) for 52 dwellings was refused and this application should be refused under the same grounds, the application still has too many properties in a confined area.

Effects on Privacy – We moved about 6 years ago to this location because of its seclusion and privacy. At that time we knew an application for 20 properties had been made for this land, which was acceptable. The plans now are for 48 properties of which at least 4 would back onto our land and a further 2 overlooking, this would destroy our solitude. Looking further down the development some of our neighbours would have to put up with a block of flats overlooking their properties, not only ruining their privacy but also changing the current aspect of the road.

Highway Safety and Traffic - Also with new housing will come additional traffic as the access to this development is directly onto the Wokingham Road, which is currently already extremely busy. On weekday mornings and afternoons the queues going down to Loddon Bridge and the other way up to Wilderness Road can stretch over a mile, making it very difficult to get out of our drive, the new development would only add to the congestion. Currently car drivers are becoming impatient and driving up the curb to push passed other cars in the queue at the traffic lights, to turn left into Loddon Bridge Road, making it very **dangerous for pedestrians**. More cars would only enhance the congestion and make it even more **dangerous** to walk. With children of my own I would not feel safe knowing my children had to walk along this road if it was to become any busier.

Design, Appearance and Layout

Parking – The parking allowance for this site has been drastically under specified, this would force car owners to park in Wokingham Road causing even more congestion.

Flooding – I would like to point out that for the last 5 years, on many occasions the roads around the River Loddon have flooded, in heavy rainfall. The amount of roads and built up areas can only add to this problem. Also at the bottom of our property is a **well** which is part of a series of others, most have been covered up, this still has water in it and may be part of an under ground spring no allowances have been made for this and there should be. Where will all this water go?

Design, Appearance and Layout Cont.

Schools – We have two young daughters and are concerned about the lack of secondary schools for them to go to when they are of age. With such a large over development in what is a relatively small area we feel that this will only exacerbate the current problem of providing good quality education for our children.

Noise Disturbance (pollution) – Approximately 200ft from the back of our house is the railway line and the A329M. We are currently protected from a lot of the sound by the tall trees, you could argue that by removing the trees and building houses would baffle the sound, this would not be true as the proposed houses are not as tall as the trees and the sound would just pass over them, also with new properties comes more noise pollution once again spoiling our privacy.

Safe Guard the Countryside and Wildlife – At the bottom of our garden is a fox's set and many Birds nests the inhabitants of which have been living protected here for many years. What would happen to these wild animals should this application go ahead? There are also many trees in this area that make up part of the natural countryside, should we not be protecting them?

I understand that this land will eventually be built on as there is a supposedly a lack of space, but surely we do not need to fill every little space with as many buildings as possible. If the application was for say 20 - 25 properties this would reduce the impact on not only on the incumbent dwellings but also on all of the other points that I have mentioned.

I hope that you consider the points in my letter and put it forward for contesting this application for development on this land.

Yours faithfully

Robin Salt and all at 423 Wokingham Road

P.S. I have omitted, **as requested**, mentioning the following points: effects on property value, loss of private views, inconvenience caused by build works, matters of law, private property rights, developer's morals, motives or past record, future developments and moral obligations but **who** does deal with these objections as they are just as important as the other points that I have and others have raised? Just because they are not felt to be relevant they should not be ignored and left as if they do not matter or exist!

5.

P1/RR/kam

20 May 2002

Dear Mr Salt

Planning Application F2002/6508 – Development off Wokingham Road

I refer to your letter of 19th May 2002. I gathered from the postscript to your letter that you might have had a conversation with a member of my staff. If that had have been the case, it would most likely have been the Deputy Town Clerk, Mrs Bristow, who is on leave all of this week. I can only think that the discussion to which you refer at the end of your letter must have related to a suggestion by her that any representations that you made might best be confined to issues on which the Planning Authority are allowed to take into account in determining the application. I have sent a full copy of your letter, including the postscript to the appropriate officer at Wokingham District Council so that they are fully aware of your views. She may be in a position to answer the additional questions that you raised.

So far as the Town Council is concerned, the application was considered at the meeting of our Planning Committee on 15th May 2002. The Committee recommendation, which has been forwarded to the Planning Authority, is that this area should not be released for development at the present time.

Yours sincerely

TOWN CLERK

Mr R Salt
423 Wokingham Road
EARLEY
Reading
RG6 7EL

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22 MAY 2002

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with compliments

4 King Street Lane, Winnersh, Berkshire, RG41 5AS Tel: 0118 936 6666 Fax: 0118 936 6667
35 The Avenue, Southampton, S017 1XN Tel: 023 80 820111 Fax: 023 80 820119
email: consultancy@lennon-planning.co.uk www.lennon-planning.co.uk

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The ROMANS Group

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planning ltd

4 King Street Lane
Winnersh
Berkshire
RG41 5AS

TOWN PLANNERS • DEVELOPMENT CONSULTANTS • LOCAL GOVERNMENT CONSULTANTS

Our ref. MGRP/1358/jmm

20 May 2002

Cllr. Swindells
12 Culford Close
Lower Earley
Reading
Berks
RG6 3AF

Dear Councillor Swindells,

415-445 Wokingham Road, Earley

As you are aware, an appeal in respect of the site referred to above was dismissed after an Inquiry earlier this year. Our Client has considered the Inspector's reasons for refusal and amended the outstanding application, and submitted a new application. I enclose, for your information, a copy of the amended scheme which addresses the Inspector's reasons for dismissing the appeal.

As the enclosed appeal decision demonstrates, the Inspector found that:-

- the design and layout of most of the earlier scheme was appropriate to the site – paragraph 24
- there would be no significant adverse impact on trees – paragraph 21
- there would not be any unacceptable overlooking of the adjoining properties, including 447 and 447B Wokingham Road – paragraphs 33 and 36
- the proposal satisfactorily designed out crime – paragraph 41
- the junction would not appear cramped – paragraph 30
- there would not be any danger caused to highway safety or interference with the free flow of traffic along Wokingham Road – paragraph 45
- a suitable level and mechanism for securing affordable housing was proposed.

The Inspector, however, dismissed the appeal due to the design of the flats proposed at the front of the site, and the affect of the carpark proposed to its rear upon occupiers of 447 and 447b Wokingham Road. With respect to design the Inspector specifically referred to the height of the proposed building, its large and complicated roof form, the number of windows, and the long length of wall proposed adjacent to the road – paragraphs 27 and 28. With respect to the carpark area the Inspector was concerned about the likely impact of noise from vehicles and people using the carpark to its rear upon the occupiers of the adjoining maisonettes.

As you can see, the new scheme addresses the Inspector's concerns by:-

- reducing the width of the building, thereby drawing the building further away from the eastern boundary, as shown by the enclosed coloured site plan,
- reducing the building's depth by 2.2 metres, as also shown by the enclosed colour site plan,
- reducing the height of the building to two storeys, a reduction of 2.7 metres from the earlier three storey scheme, as demonstrated by the enclosed streetscene,
- simplifying the configuration of the roof line,
- reducing the number of windows,
- replacing the high wall previously proposed adjacent to the road with a low wall and planting,
- reducing the number of car parking spaces from 16 to 14, and therefore the area given over to car parking,
- pulling the car parking area further away from the eastern boundary of the site, with intervening landscaping and closeboarded fence,
- covering the car parking spaces closest to the site's eastern boundary with a pitched roof, and enclosing it on three sides, thereby preventing potential disturbance to residents of 447 and 447B by noise and light.

As the enclosed noise report demonstrates, the environment of the occupiers of 447 and 447B Wokingham Road will, in fact, be improved through the introduction of the carports which will shield residents from some of the noise associated with existing sources. This includes the existing parking space adjacent to the intervening boundary, and the railway line and A329M beyond.

As the amended scheme addresses all of the concerns raised by the Inspector, I hope that you will be able to support the amended and new applications submitted on behalf of our Client. However, if you should have any remaining concerns, please do not hesitate to contact us.

Yours sincerely,

Matthew Pardoe

Matthew Pardoe

Encs

cc: Cllr. Buckley-Carpenter
Cllr. Edmunds
Nicola Lake – Wokingham District Council
Paul Edwards – Edwards Irish Partnership
Patrick Bancroft – Bancroft Developments

LENNON
planning ltd

4 King Street Lane
Winnersh
Berkshire
RG41 5AS

TOWN PLANNERS • DEVELOPMENT CONSULTANTS • LOCAL GOVERNMENT CONSULTANTS

Our ref. MGRP/1358/jmm

20 May 2002

Cllr. C. Edmunds
13 Moorcopse Close
Lower Earley
Reading
Berks
RG6 7NE

Dear Councillor Edmunds,

415-445 Wokingham Road, Earley

As you are aware, an appeal in respect of the site referred to above was dismissed after an Inquiry earlier this year. Our Client has considered the Inspector's reasons for refusal and amended the outstanding application, and submitted a new application. I enclose, for your information, a copy of the amended scheme which addresses the Inspector's reasons for dismissing the appeal.

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Yours sincerely,

Matthew Pardoe

Matthew Pardoe

Encs

cc: Cllr. Buckley-Carpenter
Cllr. Swindells
Nicola Lake – Wokingham District Council
Paul Edwards – Edwards Irish Partnership
Patrick Bancroft – Bancroft Developments

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planning ltd

4 King Street Lane
Winnersh
Berkshire
RG41 5AS

TOWN PLANNERS • DEVELOPMENT CONSULTANTS • LOCAL GOVERNMENT CONSULTANTS

Our ref. MGRP/1358/jmm

Cllr. Ms. D. Buckley-Carpenter
8 Stanton Close
Earley
Reading
Berks
RG6 7DX

20 May 2002

Dear Councillor Buckley-Carpenter,

415-445 Wokingham Road, Earley

As you are aware, an appeal in respect of the site referred to above was dismissed after an Inquiry earlier this year. Our Client has considered the Inspector's reasons for refusal and amended the outstanding application, and submitted a new application. I enclose, for your information, a copy of the amended scheme which addresses the Inspector's reasons for dismissing the appeal.

As the enclosed appeal decision demonstrates, the Inspector found that:-

- the design and layout of most of the earlier scheme was appropriate to the site – paragraph 24
- there would be no significant adverse impact on trees – paragraph 21
- there would not be any unacceptable overlooking of the adjoining properties, including 447 and 447B Wokingham Road – paragraphs 33 and 36
- the proposal satisfactorily designed out crime – paragraph 41
- the junction would not appear cramped – paragraph 30
- there would not be any danger caused to highway safety or interference with the free flow of traffic along Wokingham Road – paragraph 45
- a suitable level and mechanism for securing affordable housing was proposed.

The Inspector, however, dismissed the appeal due to the design of the flats proposed at the front of the site, and the affect of the carpark proposed to its rear upon occupiers of 447 and 447b Wokingham Road. With respect to design the Inspector specifically referred to the height of the proposed building, its large and complicated roof form, the number of windows, and the long length of wall proposed adjacent to the road – paragraphs 27 and 28. With respect to the carpark area the Inspector was concerned about the likely impact of noise from vehicles and people using the carpark to its rear upon the occupiers of the adjoining maisonettes.

As you can see, the new scheme addresses the Inspector's concerns by:-

- reducing the width of the building, thereby drawing the building further away from the eastern boundary, as shown by the enclosed coloured site plan,
- reducing the building's depth by 2.2 metres, as also shown by the enclosed colour site plan,
- reducing the height of the building to two storeys, a reduction of 2.7 metres from the earlier three storey scheme, as demonstrated by the enclosed streetscene,
- simplifying the configuration of the roof line,
- reducing the number of windows,
- replacing the high wall previously proposed adjacent to the road with a low wall and planting,
- reducing the number of car parking spaces from 16 to 14, and therefore the area given over to car parking,
- pulling the car parking area further away from the eastern boundary of the site, with intervening landscaping and closeboarded fence,
- covering the car parking spaces closest to the site's eastern boundary with a pitched roof, and enclosing it on three sides, thereby preventing potential disturbance to residents of 447 and 447B by noise and light.

As the enclosed noise report demonstrates, the environment of the occupiers of 447 and 447B Wokingham Road will, in fact, be improved through the introduction of the carports which will shield residents from some of the noise associated with existing sources. This includes the existing parking space adjacent to the intervening boundary, and the railway line and A329M beyond.

As the amended scheme addresses all of the concerns raised by the Inspector, I hope that you will be able to support the amended and new applications submitted on behalf of our Client. However, if you should have any remaining concerns, please do not hesitate to contact us.

Yours sincerely,

Matthew Pardoe

Matthew Pardoe

Encs

cc: Cllr. Swindells
Cllr. Edmunds
Nicola Lake – Wokingham District Council
Paul Edwards – Edwards Irish Partnership
Patrick Bancroft – Bancroft Developments

Nicola Lake

From: Peter Banks [banksp@RBFRS.co.uk]
Sent: *22 May 2002 15:49*
To: 'nicola.lake@wokingham.gov.uk'
Subject: Plan App F/2002/6508

With reference to your letter regarding the above planning application I confirm the following

1 There is a requirement for hydrant provision. One hydrant will be required at a location to be determined when the precise main layout is known. We would be seeking developers contributions for this work.

2 Access requirements are as per Approved Document B to the Building Regulations 1991 Part B5 and the Berkshire Act.

We have retained your plans for file.
If you have any further enquiries please do not hesitate to contact me.

Peter Banks
Operations Support officer
Royal Berkshire Fire & Rescue Service
01189322927

LENNON
planning ltd

4 King Street Lane
Winnersh
Berkshire
RG41 5AS

TOWN PLANNERS • DEVELOPMENT CONSULTANTS • LOCAL GOVERNMENT CONSULTANTS

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23 MAY 2002

COPIES TO
ACK:
FILE:

Our ref. MGRP/1358/jmm

22 May 2002

Ms. Nicola Lake
Wokingham District Council
Shute End
Wokingham
Berks
RG40 1BN

Dear Ms. Lake,

415-445 Wokingham Road, Earley

With reference to the amended and new applications relating to this site, please find enclosed copies of:-

- an assessment of the screening and noise mitigation provided by the car ports proposed adjacent to the eastern boundary of the site – report produced by Peter Brett Associates.
- streetscene (drawing 1408-19) showing the proposed two storey building, and the outline of the three storey building proposed under Application F/2001/4278.
- Coloured extract of site plan with the outline of the footprint of the 3 storey flats and car park area proposed under Application F/2001/4278.

As the enclosed noise report demonstrates, the introduction of car ports adjacent to the eastern boundary of the site will result in an improved noise environment for residents of 447 and 447B Wokingham Road, as compared to the existing situation. It is clear, therefore, that the concerns expressed by the Inspector in respect of Application F/2001/4278 have been addressed and indeed that the amended scheme should be supported in light of the benefits to residents of the adjoining properties.

With respect to your enquiry earlier today, I can confirm that the maintenance of the fence dividing the proposed flats and 447 Wokingham Road, and all communal areas including the car ports, will form part of the responsibility of the Management Company for the flats. The mechanism for providing this, and the company ultimately responsible, is not, however, a planning matter.

From our discussion earlier today, I believe you have all the information required to report both applications before you to Committee. With respect to timetabling, I understand that the new application will not be reported to the forthcoming Committee because you wish to carry out additional consultation. This should not, however, delay the amended application as the necessary consultation has already been carried out.

With respect to the proposed alterations to the amended application, these are designed specifically to address the concerns expressed by residents and Members, and identified as being significant by the Inspector. The alterations are also restricted to one building and its associated car parking, and do not materially change the character of the development proposed. Furthermore, the amendments have been reported to all parties who could potentially be affected by them, and, I understand, have received a favourable response. The statutory requirement in respect of the amended application has therefore been discharged, and I look forward to your confirmation that it will be presented favourably to the forthcoming Committee of 16th June.

Yours sincerely,

Matthew Pardoe

Matthew Pardoe

Enc

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: 11903/SNK/SR/DA

Our Ref:
(Please quote in reply)

Bancroft Developments
Stratfield House
265 High Street
Crowthorne
Berkshire
RG45 7AH

FAO: Patrick Bancroft

16 May 2002

Dear Patrick

RE: 415-445 WOKINGHAM ROAD, EARLEY

We have now completed our assessment of the screening and noise mitigation provided by the carports on the Application layout for the above site (drawing 1408 05D).

The Appeal site (drawing 1408 05B) has 16 open-air car parking spaces near to 447 Wokingham Road. It is proposed to construct a 2m closeboarded fence along the eastern site boundary to provide some noise mitigation. This should give approximately 8-10dB of noise attenuation. This reduction would apply to each individual noise generating activity in the parking area.

The Application layout has 6 car parking spaces, all contained within a car port. This car port would act as a screen to traffic turning into the parking area, giving approximately 15 dB of screening, but would act as an enclosure to the cars while they are in the car port, giving approximately 25-30dB of noise reduction. This means that the noise generated by engines starting, car door slams, etc would be reduced by 25-30dB and the noise of the car leaving would be reduced by 15-25dB before the car pulls out onto the development road. This reduction would apply to each individual noise generating activity in the parking area.

Currently 445 Wokingham Road has a drive and garage to the eastern side. Given the size of the property, it is reasonable to assume that at least 2 cars could be associated with this property. There is currently no acoustic fence between 445 and 447 Wokingham Road. An assessment has been made of the overall changes to the noise levels outside 447 Wokingham Road, taking both the increased levels of noise screening and increase in number of vehicles into account. The results are summarised in the table below.

Partners: Francis Connolly Brian Dalchin Nigel Brown Richard Dawson John Rushton Keith Mitchell David Atherton Iain Gibb Malcolm Cleaver Stephen Capel-Davies Anthony Russell *Regional Director:* Peter Ralph *Divisional Directors of Civil Engineering:* Peter Chang Richard Swindon *Divisional Directors of Structural Engineering:* Robert Brickwood Victor Dunham *Divisional Directors of Transport:* Bob Pinkett Scott Wilcheila *Practice Manager:* William Booth FCA

Senior Associates: Timothy Allen Kenneth Amblin Mark Anderson-Hammersley Lian Arnot Hank Gelens David Hunstor Benjamin Mitchell David Povey Richard Purtock Tony Sheach Paul Swindale *Associates:* Brian Allen Bruce Blaine Gregory Callaghan Jay Chandarana Tony Davies Simon Davis Dr Clive Edmonds Brian Ellis Malcolm Fillingham Alan Fry David Green Robert Groves James Hearne Peter Hollaiy Paul Jarman Ian King Paul Lacey Anthony O'Connor Robert Parker John Pulsford Richard Wheeler

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

Site layout	Change in noise level (dB)		Overall change in noise level (dB)
	Due to increased vehicles	Due to screening	
Appeal layout	+9	-8 to -10	-1 to +1
Applicationlayout	+5	-15 to -25	-10 to -20

These results show that the Appeal scheme should not affect the noise level which the residents of 447 Wokingham Road are currently exposed resulting from cars arriving and leaving, car doors slamming and people talking, when averaged over the whole day, and that the Application scheme would reduce this noise level by some 10 to 20 dB.

To put these noise reductions into context, subjectively a 10dB reduction sounds like a halving of the noise level and a reduction of 20dB would be an even more significant reduction.

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

Yours sincerely,

Sarah Radcliffe

Sarah Radcliffe
For and on behalf of
PETER BRETT ASSOCIATES

Cc Matthew Pardoe, Lennon Planning

See Part One all Plans

PLANNING SERVICES	HPT
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24 MAY 2002	
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To:
Drainage
Fao Roger Johnson

From: Nicola Lake

Date: 09 May 2002

Application Number: F/2002/6508

Proposal: *Proposed demolition of 4 dwellings and erection of 48 dwellings.*

Site Address:
Land At 415 - 445, Wokingham Road, Earley, Reading.

Applicant:
Bancroft Developments/Bryant Homes C/O The Edwards Irish P/Ship.

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

Conditions Details of surfacewater balancing Works together with details of the stage of the development at which the works will be brought into use are to be submitted to and approved in writing by the District Planning Authority prior to commencement on site HOLD.

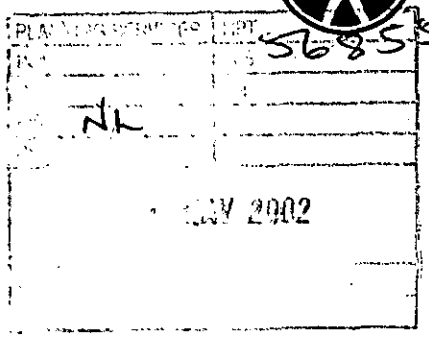
RJ 24/5/02

FILE REF Dr Ear.	REFER TO Y/N PERSON
CUSTOMER FIRST REF 20021671	H.E.S. TLN
DATE REC'D 13 MAY 2002	
ACK	
ANS'D RJ 24/5/02	
FILED	

ENVIRONMENT AGENCY

Our Ref : SP/2001/005012-2/1
Your Ref : F/2002/6508

Date : 24 May 2002



District Planning Officer
Wokingham District Council
Council Offices
PO Box 157 Shute End
Wokingham
Berkshire
RG40 1WR

Dear Sir/Madam

ERECTION OF 48 DWELLINGS INCLUDING NEW ACCESS ROAD AND PARKING.

LAND AT 415 - 445, WOKINGHAM ROAD, EARLEY, READING

Thank you for your letter dated 9 May 2002, received on 13 May 2002. Please quote the following reference in any correspondence: SU77SE/7/26. The Environment Agency has the following comments:

The Environment Agency has no objection, in principle, to the proposed development provided that the following conditions are imposed on any planning permission granted:

PLANNING CONDITIONS:

CONDITION: Surface water source control measures shall be carried out in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority before development commences.
REASON: To prevent the increased risk of flooding and to improve water quality.

PLANNING INFORMATIVES

The following planning informatives should be attached to any planning permission granted:

Under the terms of the Water Resources Act 1991, the prior written consent of the Environment Agency is currently required for any discharge of sewage or trade effluent onto or into ground and for surface runoff into groundwater. Such consent may be withheld. If there is an existing discharge consent the applicant should ensure that any increase in volume is permitted under the present conditions.
Contact David Walters on 01276454365 for further details.

ADVICE TO PLANNING AUTHORITY

Environment Agency
Swift House, Frimley Business Park, Camberley, Surrey, GU16 7SQ, Tel no:01276 454300, Fax no:01276 454301

Land Drainage

In order to manage the disposal of surface water in a more sustainable manner, taking into account flood risk and other environmental factors, the Environment Agency will recommend that restrictions are imposed on the discharge of surface water from the site. Particular care must be exercised where there is an increase in the impermeable area. The developer will be required to accommodate excess water and control its release into local watercourses, whether directly or by means of the local surface water sewerage system.

Our general criteria are:
· The discharge from the developed site should mimic that from the existing greenfield site as far as practical. Thus in a 1 year event the discharge should be the same as for the greenfield site, and in a 10 year event, and similarly in a 100 year event. So across the range of return periods the natural greenfield runoff is simulated; and
· Storage should be provided to protect from a 1 in 100 year storm.

Landfill Gas Risk

According to our records, there are no landfill sites, operational or closed, within 250 metres of the site.

Presence of a Watercourse

We are not aware of any watercourses on the site, but should there be any, we advise that:
(1) they should not be culverted; and
(2) a buffer zone is left on either side of any watercourse, and
(3) culverted watercourses should not be built over, but should ideally be opened up and made a feature of the site.

In any case, you should note that culverting of a watercourse requires the prior written approval of the local authority under the terms of the Public Health Act 1936, and the prior written consent of the Environment Agency under the terms of the Land Drainage Act 1991/Water Resources Act 1991. The Agency seeks to avoid culverting, and its consent for such works will normally be withheld.

ADVICE TO APPLICANT

Surface Water Drainage

The Environment Agency would also encourage the developer to be aware of the advice set out in paragraphs 40 to 42 inclusive, and Appendix E of PPG 25; Sustainable Drainage Systems. This paragraph explains that sites are not just at risk from fluvial and tidal flooding alone. Surface water flooding and drainage problems due to the increase in impermeable area, also occur on site, and can have significant impacts downstream of a development site. PPG 25 then goes on to explain the use of sustainable drainage systems to control surface water run-off as close to the source as possible. The Environment Agency would be keen to provide further information on these drainage systems, and be happy to discuss the use of these

techniques at the application site.

The Environment Agency takes a proactive approach towards its involvement in the planning system and we see this as an integral part of our work to protect and enhance the environment. The enclosed case studies (No. 3 & 14), illustrates how protection measures were installed at a supermarket petrol station to ensure that any leakage could not pass into surrounding groundwater and potentially affect the public water supply. Additionally Case Study No. 14 shows how best management practice techniques for the control of surface water runoff can be incorporated into a retail site, such as the proposed. We encourage you to look at these examples as an illustration of the range of possibilities for environmental enhancements and as an opportunity for securing better standards of development at this site.

Pollution Control

Clean Roof and Surface Water

The site is not situated within a currently designated public water supply groundwater source protection zone. In this case, shallow soakaways would be acceptable for the disposal of clean surface and roof water provided they are not constructed so that they penetrate the water table, or in any event exceed 3 metres in depth below existing ground level.

Surface water from hard standing areas, walkways and access roads should discharge via deep seal trapped gullies incorporating a minimum water seal of 85 mm or similar. Roof water downpipes should be connected to the drainage system directly. or by means of back inlet gullies provided with sealing plates instead of open gratings.

Car Parking Areas

Surface water from areas intended for the parking of 30 or more cars should be passed through a suitable oil/grit separator, the design of which shall be to the satisfaction of the Environment Agency. The outlet from the oil separator should be provided with a cut-off valve to prevent flow in the event of the discharge being significantly polluted. Clean roof water should not pass through the oil separator. Where soakaways are used it should preferably not discharge to soakaways used to drain road and vehicle parking areas.

Refuse Storage Areas.

Any open chemical or refuse storage areas should be surrounded by suitable liquid tight bunded compounds to prevent drainage from these areas discharging into the surface water system. Such areas should be connected to the foul sewer subject to the approval of Thames Water Utilities or its sewerage agent.

Pollution Prevention

Further guidance and advice on the prevention of pollution to water courses and groundwater can be found on our website, in particular the 'Pollution Prevention Guidelines' web pages. These can be found in the Business section of The Agency's web site. Alternatively, you can type the following location in your browser's address bar:
www.environment-agency.gov.uk/business/ppg/

Environment Agency
Swift House, Frimley Business Park, Camberley, Surrey, GU16 7SQ, Tel no:01276 454300, Fax no:01276 454301

Pollution Prevention Guideline No. 3; is intended to assist on the design, installation, use and maintenance of oil separators in a site's drainage system
Pollution Prevention Guideline No. 6; provides advice to assist those in the construction and demolition industry with responsibility for managing the environmental impact of their activities.

If you are unable to access this information, please contact us so that a paper copy can be forwarded to you.

Wildlife Conservation

Wildlife Protection
Essential tree felling, branch lopping or scrub clearance should avoid the bird nesting season (generally March to August inclusive). This avoids disturbing wild birds during a critical period and will help to prevent possible contravention of the Wildlife and Countryside Act 1981 which protects nesting wild birds and their nests.

Trees to be felled should be inspected for bats prior to felling. All species of bat in Britain and their roosts are afforded special protection under the Wildlife and Countryside Act 1981. If bats are found, English Nature must be contacted for advice.

The developer should avoid gaining access, storing materials and spoil spreading on adjacent areas of important wildlife habitat.

Landscaping
Tree and shrub removal from the site should be minimised if works proceed. Professional tree surgery should be carried out in preference to felling wherever possible so that trees can be made safe and retained on site. Any retained trees must be protected during construction. Appropriate replacement planting should be provided for any vegetation lost, disturbed or degraded during works.

Planting should comprise of native species only. Use of locally native species in landscaping plans is essential in order to benefit local wildlife and to help maintain the region's natural balance of flora. It will also help to prevent the spread of invasive, alien species within the region.

Wildlife Enhancement
Opportunities should be provided for wildlife habitat enhancement through enlargement and/ or appropriate management of existing habitats and through creation of new habitats.

Bird nesting and roosting sites should be built into the development through the incorporation of ledges, crevices and boxes, where possible. The incorporation of bat roosts into the design of buildings should also be considered.

Natural Drainage
The development should incorporate Sustainable Drainage Systems (SuDS) utilising surface water for landscape irrigation and water features. This should include making use of permeable surfaces and other similar measures to reduce the risk of non-point source pollution or excessive surface water run-off. This might include the use of gravel surfaces in

paths, parking spaces and driveways.

Water Conservation

Household Use

Water is one of our most precious natural resources, and the Environment Agency is keen to ensure it is used wisely:

* Water use for WC flushing can represent 35% of all household use. The applicant should consider installing low (6 litres or less) or dual flush toilets.
* 10% of household water use comes through wash hand basin taps. The installation of water-efficient taps such as spray taps can reduce consumption from this source by up to a half.
* A shower uses less than half the water used for a bath. Power showers on the other hand can use as much water as a bath in just 5 minutes. Shower units using a maximum of 9 litres of water a minute should be fitted.

Domestic Appliances

If domestic appliances are to be provided in the new property, the applicant is asked to consider installing water and energy efficient models. Most products such as washing machines and dishwashers are now advertised with energy and water use information.

Gardens

As much as 30% of domestic water consumption in the summer can be used on the garden. To encourage sensible use of water in the garden, the Agency recommends installation of the following in all new property(ies):

* a water butt linked to a downpipe
* provision of a thick layer of good quality top soil
* if the garden is to be planted, use of drought-tolerant turf and plants.
* if a hose-pipe is to be provided in the new property(ies), a trigger nozzle should be fitted to prevent wastage of water.
* Low-water irrigation systems may also be appropriate provided that information on their sensible use is provided to the home-owner.

Maintaining lawns, gardens and other planted areas need not require vast amounts of watering. A few simple measures can be taken to reduce the amount of water required. On this site the Environment Agency would encourage the applicant to consider the following:

* grass should not be mown too often or too short this only encourages shallow roots, which are more likely to dry out
* use of mulches or ground cover plants to retain soil moisture
* provision of shade for those plants that require more water
* watering, when necessary, in the early morning or evening to reduce evaporation losses.

Grey & Rain Water Recycling

Rainwater and grey water recycling is becoming increasingly popular. It can reduce household water use by up to 30%. A number of systems are available which collect, treat and store rain- or grey water for WC flushing or garden/outside watering.

The Environment Agency would be happy to provide further information on these ideas, and be happy to discuss the use of these techniques at the application site. Please contact us.

Environment Agency
Swift House, Frimley Business Park, Camberley, Surrey, GU16 7SQ, Tel no:01276 454300, Fax no:01276 454301

Sustainable Construction

The design of the built environment will be a major influence on the extent to which new development is sustainable. The enclosed leaflet sets out ideas for achieving more sustainable forms of development. The Environment Agency encourages both developers and local authorities to promote new technologies to reduce the consumption of both water and energy.

DECISION NOTICE

Please forward a copy of the decision notice to this office quoting our reference. A copy of this letter has been sent to the agent. If you have any further queries, please contact me, quoting the reference at the beginning of this letter.

Yours faithfully

PAUL BUSING
Planning Liaison Officer
Direct dial: 01276 454492
Direct fax: 01276 454352
Email: paul.busing@environment-agency.gov.uk

CC: . . The Edwards Irish Partnership

01344 780238

PLANNING SERVICES | RP: 56994
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CS |
29 MAY 2002
COMMENTS | CIL
PSBL

BANCROFT DEVELOPMENTS

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

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

29 May 2002

Dear Nicola

415-445 WOKINGHAM ROAD, EARLEY

I spoke to Mike Thorpe yesterday, who indicated that he was hopeful that this matter would go before the Planning Committee on Wednesday June 12.

I wonder if you would be kind enough to confirm to me whether or not this is the case.

I look forward to hearing from you,

Yours sincerely

PATRICK BANCROFT

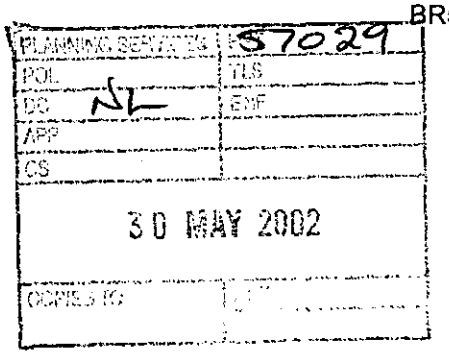
Registered in England No: 2178285
VAT Registered No: 527 1348 57
Directors : P A Bancroft FRICS
H J Bancroft

NHBC

Transco

South East
2 Leesons Hill
Orpington
Kent
BR5 2TN

Ms Nicola Lake
WOKINGHAM UNITARY
Environmental Service Department
Planning Services
P.O. Box 157
Shute End
Wokingham
Berkshire
RG40 1WR



28 May 2002

Dear Ms N Lake,

Re: Land at 415 – 445, Wokingham Road, Earley, Reading

Thank you for your enquiry dated 15 May 2002.

Unfortunately, your enquiry has been sent to the wrong office. To assist you, we have redirected your enquiry 28 May 2002 to the following address:

Transco Connections Limited
SE Front Desk
Greasbrough Road
Rotherham
South Yorkshire
S61 4QQ

Tel: 01709 845533
Fax: 01709 845297

MFA UPDATED & CABOLTEE ADR AMENDED
Jm 30/5/02

They will acknowledge your enquiry directly and progress your response.

If you have future enquiries of this nature, please forward them to the address provided above. Should you have any other queries regarding the process, please do not hesitate to contact the Asset Customer Service Desk on 01689 881502.

Yours sincerely,

Mrs Seena Popat
Support Assistant
Asset Customer Services

Additional Information

Transco has been working strenuously to improve the overall level of service provided in the provision of new gas connection activities.

Under our current processes, all initial requests for pipework infrastructure are received into LDZ Asset Management. Following validation, quotation requests for infrastructure are subsequently passed to our connections service provider, First Connect Ltd., a wholly owned subsidiary of Transco.

We are looking to improve the process for handling infrastructure requests and have assessed the option of migrating the initial receipt and validation process to a central location within First Connect Ltd. By providing an 'end-to-end' process within First Connect Ltd., we believe our overall service in the provision of quotations will be enhanced.

Transco is committed to completing this exercise successfully and ensuring Standards of Service are maintained. LDZ migration will take place as part of a carefully monitored programme, which allows for the phased recruitment and training of appropriate staff. Activities associated with the initial requests for pipework infrastructures have been transferred from four LDZs and Transco are now preparing to migrate the activities from South and South East LDZ.

LENNON
planning ltd

4 King Street Lane
Winnersh
Berkshire
RG41 5AS

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06 JUN 2002
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Our ref. MGRP/1358/jmm

31 May 2002

Ms. Nicola Lake
Wokingham District Council
Shute End
Wokingham
Berks
RG40 1BN

Dear Ms. Lake,

Applications by Bancroft Developments in respect of 415-445 Wokingham Road, Earley

Further to our letter of 22nd May, I am disappointed to learn that neither the amended application nor the new application in respect of the site referred to above will be presented to Committee on 16th June, despite the support of those residents adjoining the site's eastern boundary with whose amenity the Inspector was most concerned.

From our discussions and the noise report produced, I understand that all of your concerns have now been addressed and that the application will be presented to the Committee of 3rd July, with a recommendation of approval.

Yours sincerely,

Matthew Pardoe

4 King Street Lane, Winnersh, Berkshire, RG41 5AS Tel: 0118 936 6666 Fax: 0118 936 6667
35 The Avenue, Southampton, S017 1XN Tel: 023 80 820111 Fax: 023 80 820119
email: consultancy@lennon-planning.co.uk www.lennon-planning.co.uk

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A part of The ROMANS Group

WOKINGHAM DISTRICT COUNCIL
ENVIRONMENTAL PROTECTION AND HOUSING

MEMORANDUM

To:	Nicola Lake Development Control	Your Ref:	F/2002/6508 F/2001/5387
From:	Tom Payne Environmental Health	My Ref:	1302 & 1375
		Date:	22 May 2002

PROPOSED DEMOLITION OF 4 DWELLINGS AND ERECTION OF 48 DWELLINGS.

LAND AT 415-445 WOKINGHAM ROAD, EARLEY, READING.

I am in receipt of the amended plan for this proposed development Dwg. 05D (May 2001). I note from the letter dated 3 October 2001 from Sarah Radcliffe (PBA) to Patrick Bancroft (Bancroft Developments) that the external noise criterion can be met with certain noise mitigation measures. The details of these mitigation measures must be fully agreed with us prior to the development commencing on site.

I recommend that the following conditions be imposed should the application be granted planning consent:

1. Before the development commences the applicant shall submit a report, prepared in accordance with the provisions of DoT Calculation of Road Traffic Noise, to predict noise levels at the residential façade and garden area nearest to the railway line.

   Predictions shall be contained in a report which sets out: a large scale plan of the proposed development; noise sources and measurement/prediction points marked on 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.

2. The development shall not begin until a scheme for protecting the proposed dwellings and garden/amenity areas from railway and road traffic noise has been submitted to and approved by the Local Planning Authority. Any works that 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.

3. Each dwelling shall be provided with a garden area which has a predicted noise level of less than or equal to LA_{eq} 55dB (16 hour, free field) within the first 5 metres of the building facade.

4. Any noise or vibration survey measurement methods, assessment, evaluation and interpretation should be agreed with the local authority prior to surveys starting. Any assessment of the problem by noise consultants should include raw measurement data so that the conclusions may be thoroughly evaluated and calculations checked.

5. It is essential that any acoustic barrier is maintained in the long term future or the noise environment will deteriorate. I recommend that a condition be applied to any planning consent to ensure maintenance of the barrier.

6. 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.

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.

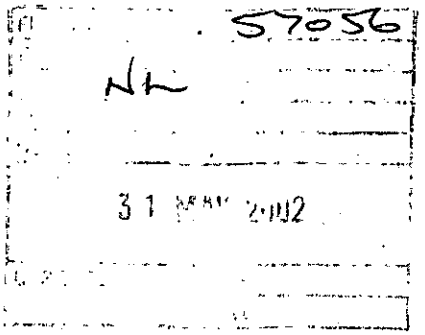
T. Payne.

TOM PAYNE
SENIOR ENVIRONMENTAL HEALTH OFFICER
ENVIRONMENTAL PROTECTION & HOUSING

+01709845315

Transco

GREASBOROUGH ROAD
ROTHERHAM
S61 4QQ



FAX MESSAGE

To: Ms Nicola Lake
Company: Wokingham Unitary
Fax: 01189746484
From: MELINDA STERCKX
Dept: Front Desk
Tel: 01709 845542
Incl. This 2

Date: 31/05/2002

Transco reference number: 3163647

Dear Ms. Lake,

Please find the attached acknowledgment of receipt.

Kind regards,

Melinda Sterckx

The information contained in the facsimile is confidential and may be privileged. This facsimile is intended only for the individual named above. If you are not the intended recipient any review, dissemination or copying of this facsimile is prohibited. If you have received this facsimile by accident, please notify the sender immediately by telephone so that we can arrange for return of the original.

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Transco Reference : R3163647
Your Reference : F/2001/5387

Transco

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S61 4QQ

FAO: MS NICOLA LAKE
WOKINGHAM UNITARY
PO BOX 157
WOKINGHAM DISTRICT COUNCIL
WOKINGHAM
BERKSHIRE
RG40 1WR

Date: 31/05/2002
Contact: MELINDA STERCKX
Tel: 01709 845538
Fax: 01709 845297

Dear MS LAKE,

Re : NEW CONNECTIONS AT,415 TO 445,WOKINGHAM ROAD,EARLEY,READING,BERKSHIRE,RG6 7EL

Classification of Quotation Request . Transco lay pipe - multiple infrastructure

Thank you for your Quotation Request dated 15-May-2002 which we received on 28-May-2002. Unfortunately we are unable to progress it until such time as we receive all minimum information as detailed below.

Please send us a scaled site plan indicating meter postions, the first gas date, the annual and hourly load details per premise, who will do the excavation on site and are there any site anomalies.

Please use the Transco reference, which is printed at the top of this letter when providing the necessary information

If you are able to provide the minimum information within 1 working day of receipt of this letter, Transco will continue to progress this request based on the receipt date above for standards of service purposes.

If you are not able to provide the minimum information within 1 working day of receipt of this letter, Transco will maintain your request on file for a period of 28 days, following which time a full new request will be required. Where the minimum information is provided within 28 days from the date of this letter, Transco will acknowledge receipt of the information, issue a revised Transco Reference and commence standards of service monitoring from the date of receipt of the information.

It may be possible to obtain competitive quotations from other Public Gas Transporters for the provision of this work. Please contact the Office for Gas and Electricity Markets for further details.

You should be aware that Transco is a Public Gas Transporter and not a licensed gas Supplier/Shipper. As such we are able to undertake physical works on the gas infrastructure but are not able to supply you with gas. To organise a gas meter installation and make use of the supply, arrangements should be made with a licensed gas Supplier/Shipper.

If required a list of authorised Suppliers/Shippers can be obtained from this office or by contacting the Office for Gas and Electricity Markets.

If you have any queries, please contact MELINDA STERCKX on the number above.

Yours sincerely,

MELINDA STERCKX
(ADMIN ASSISTANT)

TO: **DEVELOPMENT CONTROL**
Nicola Lake

FROM: Environmental Design

DATE: 21st May 2002

Location: Land at 415 – 445 Wokingham Road, Earley.

Proposal: Proposed erection of 48 dwellings.

Application Number: F/2002/6508

In response to your consultation dated 15th May 2002 for the above application, the arboricultural comments are as follows:

The proposals are acceptable in relation to trees. Please see previous comments.

Neil Etherington
Senior Arboriculturist

Nicola Lake

...ING SERVICES | 1ST
DAL | 2ND
DC | 3RD
APP
OS
20 MAY 2002
FILE

From: Susan Verdin
Sent: 20 May 2002 13:20
To: Nicola Lake
Subject: FW: Application 2002 6508

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

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

-----Original Message-----
From: Robin Salt [SMTP:robin_salt@btinternet.com]
Sent: Monday, May 20, 2002 7:50 AM
To: *WokinghamDC*
Subject: Application 2002 6508

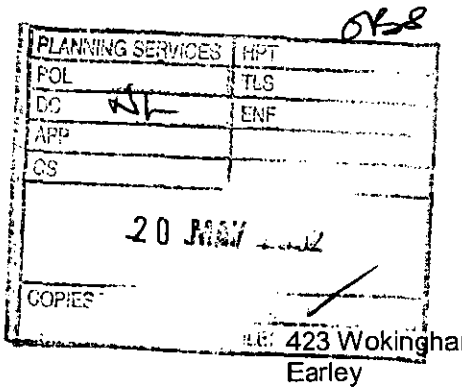
Hi

Please find attached

Thanks

Robin Salt

Wokingham council f2002 6508.d...



Nicola Lake
Environment Services Dept
Planning Services
P.O. Box 157
Shute End
Wokingham
Berks
RG40 1WR

423 Wokingham Road
Earley
Reading
Berks
RG6 7 EL

19th May 2002

Re: Application No's F/2002/6508. Proposed erection of 48 dwellings, off Wokingham Road Earley.

Dear Nicola,

Concerning the above application, I would ask that you make the following considerations.

The previous application(s) for 52 dwellings was refused and this application should be refused *under the same grounds, the application still has too many properties in a confined area.*

Effects on Privacy – We moved about 6 years ago to this location because of its seclusion and privacy. At that time we knew an application for 20 properties had been made for this land, which *was acceptable. The plans now are for 48 properties of which at least 4 would back onto our land* and a further 2 overlooking, this would destroy our solitude. Looking further down the development some of our neighbours would have to put up with a block of flats overlooking their properties, not only ruining their privacy but also changing the current aspect of the road.

Highway Safety and Traffic - Also with new housing will come additional traffic as the access to this development is directly onto the Wokingham Road, which is currently already extremely busy. On weekday mornings and afternoons the queues going down to Loddon Bridge and the other way up to Wilderness Road can stretch over a mile, making it very difficult to get out of our drive, the new development would only add to the congestion. Currently car drivers are becoming impatient and driving up the curb to push passed other cars in the queue at the traffic lights, to turn left into Loddon Bridge Road, making it very **dangerous for pedestrians**. More cars would only enhance the congestion and make it even more **dangerous** to walk. With children of my own I would not feel safe knowing my children had to walk along this road if it was to become any busier.

Design, Appearance and Layout

Parking – The parking allowance for this site has been drastically under specified, this would force car owners to park in Wokingham Road causing even more congestion.

Flooding – I would like to point out that for the last 5 years, on many occasions the roads around the River Loddon have flooded, in heavy rainfall. The amount of roads and built up areas can only add to this problem. Also at the bottom of our property is a **well** which is part of a series of others, most have been covered up, this still has water in it and may be part of an under ground spring no allowances have been made for this and there should be. Where will all this water go?

Design, Appearance and Layout Cont.

Schools – We have two young daughters and are concerned about the lack of secondary schools for them to go to when they are of age. With such a large over development in what is a relatively small area we feel that this will only exacerbate the current problem of providing good quality education for our children.

Noise Disturbance (pollution) – Approximately 200ft from the back of our house is the railway line and the A329M. We are currently protected from a lot of the sound by the tall trees, you could argue that by removing the trees and building houses would baffle the sound, this would not be true as the proposed houses are not as tall as the trees and the sound would just pass over them, also with new properties comes more noise pollution once again spoiling our privacy.

Safe Guard the Countryside and Wildlife – At the bottom of our garden is a fox's set and many Birds nests the inhabitants of which have been living protected here for many years. What would happen to these wild animals should this application go ahead? There are also many trees in this area that make up part of the natural countryside, should we not be protecting them?

I understand that this land will eventually be built on as there is a supposedly a lack of space, but surely we do not need to fill every little space with as many buildings as possible. If the application was for say 20 - 25 properties this would reduce the impact on not only on the incumbent dwellings but also on all of the other points that I have mentioned.

I hope that you consider the points in my letter and put it forward for contesting this application for development on this land.

Yours faithfully

Robin Salt and all at 423 Wokingham Road

P.S. I have omitted, **as requested**, mentioning the following points: effects on property value, loss of private views, inconvenience caused by build works, matters of law, private property rights, developer's morals, motives or past record, future developments and moral obligations but **who** does deal with these objections as they are just as important as the other points that I have and others have raised? Just because they are not felt to be relevant they should not be ignored and left as if they do not matter or exist!

OB

NL

J.A.LEE.
425 Wokingham Road,
Earley,
Reading. RG6 7EL

20 MAY 2002

ACK ✓✓
FILE

18th May, 2002

The Planning Officer.
Wokingham District Council,
P.O. Box 157,
Shute End,
Wokingham. RG40 1WR

Dear Sir,

Re. Planning Application No. F/2002/6508 ✓
and No. F/2001/5387 ✓

In view of the apparent objections to this proposed development, I wish to submit an observation as a resident who has owned one of these back gardens for the last 33 years; this observation is related to the "Need to Safeguard the Countryside" issue.

At 425 Wokingham Road, we are surrounded by some large derelict backgardens. In 1998 we had our house "For Sale" over a 5- month period and it was viewed by nearly 20 prospective purchasers. Without exception they all said that the garden was too large; they were all "young to middle aged" and had no interest in cultivating a large garden at the expense of their modern way of life, i.e leisure activies etc. It is also no longer cost effective to produce one's own vegetables for a young growing family as used to be the case 20 to 30 years ago. Consequently, as current "older" residents move away, all the gardens will eventually become overgrown, unmanaged, and wasted "brownfield" land.

This new development is desperately required to give this land a meaningful purpose again, and ultimately help to save a small but useful three acres of "green-field" land somewhere in our countryside.

Many Thanks.

J A Lee

Copy to Earley Town Council.
Council Offices, Radstock Lane,
Earley, Reading. RG6 5UL
Attn. of Town Clerk and Treasurer.

Babtie Environmental

School Green
Shinfield
Reading
Berkshire RG2 9HL
Tel 0118 988 1555
Fax 0118 988 1666

Babtie

A member of Babtie Group

Our ref Kgb02

Your ref As below

17th May 02

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CS |
20 MAY 2002
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| REF

Nicola Lake
Planning Services
Wokingham District Services
PO Box 157
Shute End
Wokingham
RG40 1WR

Dear Nicola,

APPLICATION F/2001/5387 & F/2002/6508
Land at 415-445 Wokingham Rd, Earley

After careful consideration I would advise that the above planning application does not carry any archaeological implications.

If you wish to discuss this matter, please contact me on 0118 988 1611.

Yours sincerely,

Kev Beachus
Senior Archaeologist

Group Offices:
Aberdeen
Aylesbury
Bedford
Belfast
Birmingham
Brighton
Bristol
Cambridge
Cardiff
Chelmsford
Coventry
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Babtie Group Ltd
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95 Bothwell Street
Glasgow G2 7HX
Registered in Scotland
No: 141100

Recycled Paper

INSTITUTE OF ENVIRONMENTAL ASSESSMENT
Registered Environmental Impact Assessor

Nicola Lake

From: Andy Glencross
Sent: 17 May 2002 17:08
To: Nicola Lake
Subject: PA F2001/5387 415-445 Wokingham Rd Earley

Hi Nicola

Bats
All buildings have potential to act as roost sites for bats which are legally protected species. This building is to be demolished and consequently I would advise that the developer submits a survey of the buildings by a trained and licensed bat.worker with their application. **As this application involves the demolition of one or more buildings to allow for the redevelopment of a larger site then surveys and mitigation strategies cannot be attached as conditions of any planning permission granted.**

Great Crested Newts
Although this site is within 500 metres of a known great crested newt breeding pond it is separated from it by dense residential development and a number of minor roads. It is unlikely that this application would have an adverse affect on the local great crested newt population. We will not require a newt mitigation scheme but should attach the following informative to any permission granted.

If great crested newts are encountered at any point during development then all works must stop immediately and local English Nature office and Wokingham District Council must be informed.

Trees and General
This application covers an area of well wooded gardens and there will be some loss of bird nesting habitat and bat roosting habitat(trees) it would be good if we could get something along the lines of below agreed as a condition of any permission granted.

(1) The erection of 6 Schwegler 2FN special Bat Boxes and 6 Schwegler 2F Bat Boxes these should be placed in groups of 3 on 4 suitable retained trees Maybe along the alongside railway land

(2) At least 6 of the new dwellings should include Marshall bat bricks and cavities.

(3) Erection of 12 Schwegler 1B bird boxes (6 with 32mm entrance and 6 with 26mm entrance)

(4) At least 6 of the dwellings have a n Aco nestbox built into the brick work.

Badgers
Due to the proximity of the railway line it is possible that badgers could be using this site, we should ask the applicant to have the site and the immediately adjacent railway land for the presence of a badger sett prior to this application being determined.

Cheers

Andy Glencross
Countryside Officer (Biodiversity)
Wokingham District Council Countryside Service
Dinton Pastures Country Park
Davis Street
Hurst
Berkshire RG10 0TH
Tel: 0118 9342016

Nicola Lake

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Andy Glencross
Countryside Officer (Biodiversity)
Wokingham District Council Countryside Service
Dinton Pastures Country Park
Davis Street
Hurst
Berkshire RG10 0TH
Tel: 0118 9342016

Nicola Lake

From: Keith Rogers
Sent: 17 May 2002 12:42
To: Marc Sartorio
Cc: Angela Odell; Nicola Lake
Subject: SAI Officer Group Meeting held on 13 May 2002

Importance: High

Message Flag: Follow up
Due By: 20 May 2002 10:00
Flag Status: Flagged

Marc
As promised I outline below the access & movement requirements in respect of developer contributions for the following sites:
F/2002/6270 Ardwell House, Finchampstead
The developer of this site has already agreed to provide a footway from the access point along the northernside of Ardwell Close to the junction with Ravenswood Avenue (a private street) and also improve the lighting at this junction. The cost of this work (which we would expect the developer to fully fund and carry out) is estimated at approximately £6000.

Sustainability was also discussed at the meeting and accordingly I went on site yesterday to specifically look at this aspect. I find that the site is within a reasonable walking distance of shops, amenities, crossing facilities and bus stops (400m) and the rail station (500m). The bus stops do not have any shelters and there may be scope for the developer to contribute towards the provision of bus shelters (usually cost about £5,000 each). HOWEVER as Dukes Ride is in Bracknell Forest Borough Council area this is something they require from the development (Angi & I have discussed).

F/2001/5387 415-445 Wokingham Road, Earley.
Having read the whole of Inspector's decision letter (in respect of F/2001/6508) it seems to me that the Inspector is asking to be convinced about the payment for off-site works (this being the original basis for the contribution and not the A329 MMS). He hasn't dismissed the principle of this obligation out of hand. Transport Planning have a shortfall in funding for cycle route works along and adjacent to this corridor and there is a recognised need for a toucan crossing in this vicinity. The A329 MMS when progressed would look at the whole of the corridor between Reading and Wokingham including rail travel and this would identify further infrastructure improvements. I have also spoken with the developer's consulting engineer who believes the contribution to be a little high for this level of development. Against this background my advice is we stick to the £100k initially although this could be reduced a little once we have precise costings from Transport Planning and have concluded further negotiations with the developer.

Keith.

RAILTRACK
Southern
Railtrack PLC (in Railway Administration)

Alan Bloom, Chris Hill, Scott Martin and Mike Rollings were appointed
Joint Special Railway Administrators of Railtrack PLC on 7th October 2001

The Joint Special Railway Administrators act as agents of the company and without personal liability

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15th May 2002

F.A.O Nicola Lake
Wokingham District Council
Environmental Services Department
Planning Services
P.O. Box 157 Shute End, Wokingham
Berkshire RG40 1WR

Y/r F/2002/6508
O/R EARLEY/W/MM

Dear Ms Lake
TOWN & COUNTRY PLANNING ACT.
Proposed demolition of 4 dwellings and erection of 48 dwellings
415 – 445 WOKINGHAM ROAD, EARLEY, READING

I acknowledge receipt of your letter dated 9th May 2002, in respect of the above application. Crash barriers may be required if the railway is in cutting here to prevent accidental incursion.

You will appreciate that I need to be satisfied that Railtrack's infrastructure will not be adversely affected by the proposal, both during the period of construction but after completion. I therefore attach 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 and the Appendix to the Applicant's Agent. I look forward to receiving any details requested at the earliest opportunity, reserving the right to make any additional comments and conditions 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 sincerely

M. Manley
Outside Parties Manager

PLEASE SEE OUR NEW ADDRESS BELOW AND UPDATE YOUR DATABASE ACCORDINGLY
Engineering Manager. Mercury House, Ist Floor South, 109-119 Waterloo Road, London, SE1 8UL
Tel; 0207 902 3290. Fax; 0207 902 3632

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.

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 radius. 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 miss-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

MEMORANDUM

From:	Patrick Lingwood	**My Ref:**	
	Senior Transport Planner	**Ext:**	6460
To:	John Inman	**Your Ref:**	
		Date:	16/05/02
Topic	**Planning obligations from 415-445 Wokingham Road, Earley Development Examination of pedestrian/cycle issues from Earley Station to Winnersh Triangle Station.**		

General location details

The development lies on the main Wokingham – Reading road, and lies roughly equidistant between Earley and Winnersh Triangle rail station. It is also lies within easy reach of Showcase Cinema, the adjacent P&R, employment opportunities in Winnersh Triangle Industrial Estate, and one of the main bus routes from Wokingham to Reading. There is a secondary school (Maiden Erlegh) and Junior and Infant schools (Loddon and South Lake) not too distant. Several shopping centres lie relatively near: Woodley to the north, Lower Earley to the south, and Tesco to the west. Thus, the location is in a relatively favourable position in terms of overall location.

Problems

This overall favourable location masks the fact that sustainable links to the site are very poor.

Cycle routes: Whilst the A329 forms cycle route 1, the cycle route is very sub-standard and in many places hazardous. There are no effective cycle links to either rail stations, to the schools or shopping. Northwards, the railway line and A3290 act as barriers for sustainable routes. There is a subway leading off Henley Wood Road, but this requires a considerable detour. There are no cycle routes to the north or south. Existing roads are presently unpleasant to cycle on, viz

- A329 – 40mph speed limit with high traffic volumes (including goods vehicles) and 85% speeds probably above speed limit
- Loddon Bridge Road – 40mph speed limit, with high traffic volumes
- Winnersh Triangle Roundabout – under traffic light control, but with multi-lane approaches and high traffic speeds and volume.

Pedestrian routes: marginally better, but routes along A329 suffer from noise and speed intrusion.

- There are no priority crossings of A329, with only a few pedestrian refuges, mostly ill-placed for junctions.
- Side road junctions of A329 have wide kerb radii and frequent vehicles waiting and turning, making them hazardous and threatening to pedestrians
- Loddon Way junction has pedestrian stages, but these are difficult to see and are poorly demarcated
- Winnersh Triangle Roundabout has a pedestrian route from north pavement (west) to the north pavement (east) via 4 separate phases, and to the south pavement (east) via 6 separate phases. Whilst this offers relative safety, the frequent phases act as deterrents, the area is traffic dominated and lacks personal security. There is also no priority route from the south pavement (west)
- There is almost no signage to any facilities. In one case, the signage to Winnersh Train Station leaves one at the next junction without any help.

The conclusion is that the development would generate very few pedestrian and cycle journeys, and that most journeys would be made by car, not because essential facilities do not lie within easy walking or cycling distance, but because there is no safe, secure and convenient ways to reach those destinations.

Recommendations

Cycling

A329 Cycle Routes: It is recommended that an on-road cycle route be made on A329 over this stretch. The existing off-road cycle route suffers a number of intractable and hazardous problems, viz.

- There is no cycle priority and no traffic calming at the side roads. Cyclists are exposed to risk from vehicles turning off at speed from the A329 and obstruction from vehicles waiting to turn into the A329.
- The route is shared surface, and sub-standard in widths, with overall average width of about 2m and pinch points of 1.4m. There is a reasonably high pedestrian flow, and in many cases pedestrians take up all the footway.
- There are frequent driveways crossing the route. In several locations, the effective X-distance of vehicles emerging from driveways is zero. This is particularly noticeable in the vicinity of the proposed development, where

there is a downward incline along the road, meaning that cycles are travelling relatively fast, houses lie up a hill on driveways, there is a wall alongside the cycle tracks and no intervisibility between cyclists and drivers.

- The track ends at junctions. In some areas, e.g. between Loddon Bridge Road and Winnersh Triangle Roundabout, it is unclear whether there is an off-road cycle route.
- There are a number of locations, e.g. by the shops, where vehicles park entirely across the footway.

Because of the inadequacies of the route, most cyclists use the carriageway. Results of a survey of all cyclists using A329 between 8.45 and 9.15 (16/5/02 weather sunny and warm).

A329 Direction	On-road	Off-road	Off-road (contraflow)
To Reading	8	7*	1
To Wokingham	14	1	1

*There was considerable traffic congestion before 9am towards Reading, and in this case, cyclists were gaining a time advantage.

Issues: To make the A329 over this stretch safer for on road cyclists, the following measures need to be investigated:

- Changing the speed limit from 40mph to 30mph
- Speed enforcement
- On-road cycle lanes
- Effecting better cycle priority through the pinch-points created by pedestrian refuges/speed cameras/turn right lanes
- Effecting cycle priority to traffic light junctions, especially where there are narrow multi-lane approaches, with ASLs at the lights.
- Effecting safe/convenient passage across Winnersh Triangle Roundabout

Other cycle routes (year currently in programme) with implications for development

(ncd = no confirmed date; nip = not in programme)

To the north

Section 91	(2003) Loddon Bridge Road under A3290 – essential link to north
Section 92	(ncd) Quiet roads (Clive Road etc) north of A3290 – possible link from subway to Loddon Bridge Road
Section 106	(ncd) Nightingale Road – quiet route to South Lake School – essential link
Section 108	(ncd) Off-road route by South Lake to Reading University and playing fields – essental link
Section 109	(ncd) Kingfisher Drive - quiet road link to Reading – essential link
Route 78	(ncd) Bader Way – essential link to Winnersh Triangle Industrial Estate and Dinton Pastures (leisure and countryside access)

To the east

Route 1	See above – essential links to Earley Station, and Reading employment, leisure and shopping
Section 134	(2003) Henley Wood Road – quiet road link to subway – essential quiet link to the north.
-	(nip) It would be very advantageous if a more direct link could be created from within the development running along the railway to the subway
Section 143	(2003) Station Road to Earley Station – essential link to station and by pedestrian bridge to north

To the west/south

Route 1	See above – essential links to nearby superstore shopping, Winnersh Triangle Station and Wokingham employment, leisure and shopping.
Section 137	(ncd) Toseland Way – quiet route to Earley Residential area
Section 195	(ncd) Meadow Way – quiet route to Loddon junior and infants school – essential link
Section 143	(ncd) Kenton Road – quiet road to Maiden Erlegh Secondary School – essential link
-	(nip) Rushey Way – link to Lower Earley shopping.
Route 17	(2000) Lower Earley Way north– off-road route leading southwards to Shinfield and Sindlesham (no immediate attractors)
-	(nip) Major leisure route along Loddon River linking to Dinton Pastures in the north - desirable

Pedestrians

Major recommendations are:

- Safe crossings of A329 (e.g. to routes to schools and local shopping)
- Improved signage to local attractors
- Better priority over side roads (e.g. by narrowing corner radii or pavement extensions)
- Improvements to footpath leading north along Loddon River, linking to Dinton Pastures
- Improvements to footpath leading south to Loddon River footpath and Lower Earley estate.

Date: 15 May 2002

To: Rachel Cameron – Transportation Group

We have received Revised Plans for the following planning application:

Application Number: F/2001/5387

Location: Land At 415 - 445, Wokingham Road, Earley, Reading.

Proposal: Proposed demolition of 4 dwellings and erection of 48 dwellings.

Applicant: Bryant Homes & Bancroft Developments C/O The Edwards Irish Partneship.

Case Officer: Nicola Lake

The new plans show the following: Revised description. Revised plans showing amendments to frontage of block of flats and associated parking area (as shown on drawings 1408/05D, 1408/17, 1408/16B). Drawing nos: 1408/05D, 06A, 07A, 08A, 09A, 10B, 11D, 13A, 14A, 15A, 16B, & 17.

Comments are required by 05/06/2002.

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

Comments given through Patrick Leigwood to Keith Rogers this morning 17 May 02

Policy and Plans Consultation

Date: 16/05/02
Case Officer: Nicola Lake
Location: Land at 415-445 Wokingham Road
Proposal: Demolition of 4 dwellings and erection of 48 dwellings
Application Number: F/2001/5387(showing revised plans) & F/2002/6508
Applicant: Bancroft Developments/Bryant Homes C/O The Edwards Irish P/Ship

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The Policy and Plans comments on the previous application on this site (F/2001/4278) are relevant to these applications. Please find attached a copy for your information.

General:

On April 12th application 2001/4278 was dismissed by the Planning Inspector, due to harmful effect the unsympathetic design of the proposed flat block would have on the character and appearance of the surrounding area; and the harmful effect the location of the car parking between units 39-42 and 43-51 would have on the living conditions of adjacent residential occupiers. The principle of residential development on this site was considered acceptable by the Inspector. Therefore, the current application should be tested against the following policies, to ensure that it does not have an adverse effect on the character and appearance of the area, or a detrimental effect on the amenities of adjoining occupiers:

Effect on the character and appearance of the area: (Loddon Area Local Plan policies LBE1, LBE2 & LBE5; Wokingham District Local Plan (Deposit Draft) policies WOS3 and WBE1; Planning Policy Guidance Notes 3).

Effect on neighbouring properties: (Loddon Area Local Plan policies LBE1, LBE2 & LBE5; Wokingham District Local Plan (Deposit Draft) policies WOS3 and WBE1).

It should be noted that the Local Plan Inspector has emphasised the importance of achieving high standards of design in new residential developments. Examples of this are found in his recommendations regarding replacing Policy WBE1 with a one that more strongly conveys the message that poor designs will be rejected, as well as his recommendations regarding the inclusion of an additional Policy WH6(a) covering the design of new housing developments.

Affordable housing:

12 units are to be for affordable which equates to 25%. This is in compliance with WDLPDD Policy WH7.

Housing Mix:

No. of beds	% (para.5.17)	No. of proposed dwellings (F/2002/6508)	%
1&2 bed	Not less than 45%	30	63%
3 bed	25%	12	25%
4 bed	Not more than 30%	6	12%

The housing mix is in compliance with WDLPDD policy WH6.

Conclusions:

There are no policy objections to the principle of housing development on this site, subject to it meeting LALP and WDLPDD policies relating to impact on the character and appearance of the surrounding area and impact on the amenity of neighbouring occupiers.

Regards,
Debra Hammond
Policy and Plans

HIGHWAYS CONSULTATION SHEET

From: Nicola Lake **Date:** 09 May 2002

Application Number: F/2002/6508

Proposal: Proposed demolition of 4 dwellings and erection of 48 dwellings

Parish: EARLEY TOWN

Site Address:
Land At 415 - 445, Wokingham Road, Earley, Reading.

Applicant:
Bancroft Developments/Bryant Homes C/O The Edwards Irish P/Ship.

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).

Comments as per committee reports for application no. 4278 (14/11/01 & 30/01/02).
Including legal agreement.

Signed: _____ **Print name:** Adam 10/05/02

Application Number : F/2002/6508	Map No :
Case Officer : NL	Site Area : 1·42
Valid Date :	Received Date: 01/05/2002

Level : D C Sub-Committee

Description : Proposed demolition of 4 dwellings and erection of 48 dwellings

Location : Land At 415 - 445, Wokingham Road, Earley, Reading.

Parish : EA Ward : LIT 9·5·02 B

Applicant : Bancroft Developments/Bryant Homes C/O The Edwards Irish P/Ship.

Fee Required: £0 Fee Received: £0 resubmission

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

Enforcement Section to be notified ☐ (tick if required)

Additional information required for validation;

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

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

Is the site a Listed Building: ☐ Yes ☐ No

Is a Statutory Advertisement required: ☑ Yes ☐ No Major Dev.

INTERNAL CONSULTATIONS 9.5.02-B

Building Control

Heritage (Harold Sanders)

Landscape ✓

Trees TPOs

Environmental Health ✓

Housing ✓

Leisure & Cultural Services ✓

Public Rights of Way Officer

Property

Policy & Plans ✓

Joint Strategic Planning Unit

Archaeological Officer (BABTIE) ✓

Education ✓

Social Services

Highways ✓

D. Pastures re Newts & Demolition ✓

Royal Berks Fire & Rescue Service ✓

Transportation – Rachel Cameron ✓

Drainage – Roger Johnson ✓

NEIGHBOURS

.....

S/N + see map (for bon cons.)

.....

+ all names & addresses on attached lists.

+ sites inside red line.

EXTERNAL CONSULTATIONS

Adjacent DPA : _____

Adjacent Parish : Woodley ✓

SEB ✓

British Gas ✓

Oil pipeline

Transco – Gas Pipeline Cons. ✓

Environment Agency ✓

Railtrack S Region ✓

Police Arch Officer ✓

Thames Water ✓

HERITAGE BODIES

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

OTHERS

.....

.....

.....

.....

.....

.....

No pre-apps

01.APR.2002 C558

Applicationo	Name & Address
F/2001/5387	Shane Leather 624 Wokingham Road EARLEY RG6 7HN
F/2001/5387	R.P. Strudley 461 Wokingham Road EARLEY RG6 7EL
F/2001/5387	Miss Rosemary E Hill 447b Wokingham Road EARLEY RG6 7EL
F/2001/5387	Ron Boyce 447c Wokingham Road EARLEY RG6 7EL
F/2001/5387	Mark & Charlotte Boniface 447 Wokingham Road EARLEY RG6 7EL
F/2001/5387	Robin Salt & Petitioners 423 Wokingham Road EARLEY RG6 7EL
F/2001/5387	Mr & Mrs D R Sansum 622 Wokingham Road EARLEY RG6 7HN
F/2001/5387	Robert Bradshaw 3 Loddon Bridge Road EARLEY RG6 7EW
F/2001/5387	Mrs O Duncan 626 Wokingham Road EARLEY RG6 7HN
F/2001/5387	J.E. & D.P. Gane 630 Wokingham Road EARLEY RG6 7HN
F/2001/5387	Mrs M G Fancourt 592 Wokingham Road EARLEY RG6 7HN

01.APR.2002 C558

F/2001/4279

Miss Rosemary Hill
447B Wokingham Road
Earley
Reading
Berks
RG6 7EL

F/2001/4279

Mr and Mrs A C Bushnell
650 Wokingham Road
Earley
Berks
RG6 7HN

29.NOV.2001 5307

F/2001/4279

Ron Boyce
447c Wokingham Road
Earley
Reading
Berks
RG6 7EL

F/2001/4279

Mr and Mrs Farrant
628 Wokingham Road
Earley
Reading
Berks
RG6 7HN

F/2001/4279

D Roper
429 Wokingham Road
Earley
Berks
RG6 7EL

F/2001/4279

Mr Newman
52 Suttcliffe Avenue
Earley
Reading
Berks
RG6 7JN

9.5.

F/2001/4279

Robin Salt,
423 Wokingham Road
Earley
Reading
Berks
RG6 7EL

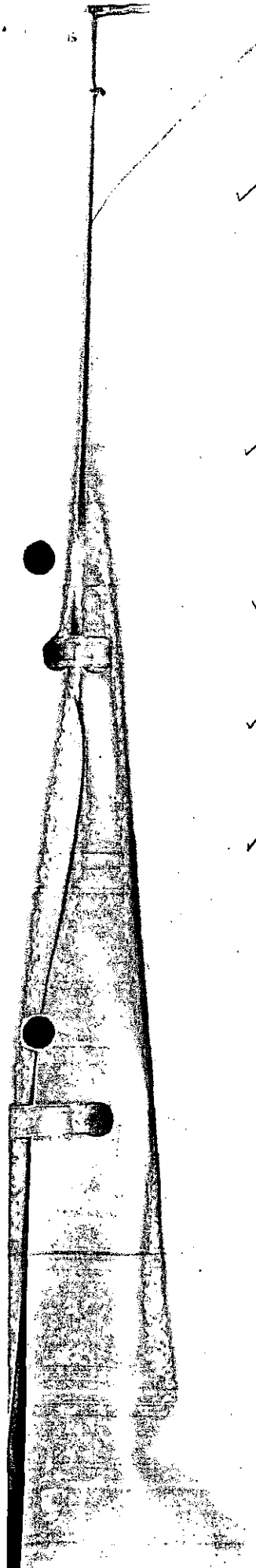
F/2001/4279

Owner / Occupier
Hill Cottage
8 Pond Head Lane
Earley
Reading
Berks
RG6 7ET

9.5

Applicationo	Name & Address
F/2001/4279	S A Dunn 606 Wokingham Road EARLEY Berks RG6 7HN
F/2001/4279	Jean and Norman Griffin 618 Wokingham Road, EARLEY Reading Berks RG6 7HN
F/2001/4279	Dilip Amin 435, Wokingham Road Earley Reading Berks RG6 7EL
F/2001/4279	R P Srudley 461 Wokingham Road Earley Reading Berks RG6 7EL
F/2001/4279	M A and C J Boniface 447 Wokingham Road Earley Reading Berks RG6 7EL
F/2001/4279	R T C Fancourt 592 Wokingham Road Earley Reading Berks RG6 7HN
F/2001/4279	Mr and Mrs Deacon 5 Meadow Road Earley Reading Berks RG6 7EU
F/2001/4279	Paul Kirkbride 17 Pond Head Lane Earley Reading Berks RG6 7ET

9-5-



F/2001/4279
Mr and Mrs Bradshaw
3 Loddon Bridge Road
Earley
Berks
RG6 7EW

F/2001/4279
Mr A Hill and Petitioners
8 Pond Head Lane
EARLEY
RG6 7ET

F/2001/4279
Mr & Mrs Gane
630 Wokingham Road
Earley
Berkshire
RG6 7HN

F/2001/4279
Helen Winter
447a Wokingham Road
EARLEY
RG6 7EL

F/2001/4279
Shane Leather
624 Wokingham Road
EARLEY
RG6 7HN

F/2001/4279
Mr D Sansum
622 Wokingham Road
EARLEY
RG6 7HN

F/2001/4279
Mr J. McTiernan
600 Wokingham Road
EARLEY
RG6 7HN

Committee letters
sent 08/11/01

Date: 15 May 2002

To: Highways

We have received Revised Plans for the following planning application:

Application Number: F/2001/5387

Location: Land At 415 - 445, Wokingham Road, Earley, Reading.

Proposal: Proposed demolition of 4 dwellings and erection of 48 dwellings.

Applicant: Bryant Homes & Bancroft Developments C/O The Edwards Irish Partneship.

Case Officer: Nicola Lake

The new plans show the following: Revised description. Revised plans showing amendments to frontage of block of flats and associated parking area (as shown on drawings 1408/05D, 1408/17, 1408/16B). Drawing nos: 1408/05D, 06A, 07A, 08A, 09A, 10B, 11D, 13A, 14A, 15A, 16B, & 17.

Comments are required by 05/06/2002.

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

NO OBJECTION.

15/5/02

Nicola Lake

From: Andy Glencross
Sent: 14 May 2002 11:16
To: Nicola Lake
Subject: PA F/2002/6508 415-445 Wokingham Rd Earley

Hi Nicola

Bats
All buildings have potential to act as roost sites for bats which are legally protected species. This building is to be demolished and consequently I would advise that the developer submits a survey of the buildings by a trained and licensed bat worker with their application. **As this application involves the demolition of one or more buildings to allow for the redevelopment of a larger site then surveys and mitigation strategies cannot be attached as conditions of any planning permission granted.**

Great Crested Newts
Although this site is within 500 metres of a known great crested newt breeding pond it is separated from it by dense residential development and a number of minor roads. It is unlikely that this application would have an adverse affect on the local great crested newt population. We will not require a newt mitigation scheme but should attach the following informative to any permission granted.

If great crested newts are encountered at any point during development then all works must stop immediately and local English Nature office and Wokingham District Council must be informed.

Trees and General
This application covers an area of well wooded gardens and there will be some loss of bird nesting habitat and bat roosting habitat(trees) it would be good if we could get something along the lines of below agreed as a condition of any permission granted.

(1) The erection of 6 Schwegler 2FN special Bat Boxes and 6 Schwegler 2F Bat Boxes these should be placed in groups of 3 on 4 suitable retained trees Maybe along the alongside railway land

(2) At least 6 of the new dwellings should include Marshall bat bricks and cavities.

(3) Erection of 12 Schwegler 1B bird boxes (6 with 32mm entrance and 6 with 26mm entrance)

(4) At least 6 of the dwellings have a n Aco nestbox built into the brick work.

Badgers
Due to the proximity of the railway line it is possible that badgers could be using this site, we should ask the applicant to have the site and the immediately adjacent railway land for the presence of a badger sett prior to this application being determined.

Cheers

Andy Glencross
Countryside Officer (Biodiversity)
Wokingham District Council Countryside Service
Dinton Pastures Country Park
Davis Street
Hurst
Berkshire RG10 0TH
Tel: 0118 9342016

TO: **DEVELOPMENT CONTROL**
Nicola Lake

FROM: Environmental Design

DATE: 16th May 2002

Location: Land at 415 – 445 Wokingham Road, Earley.

Proposal: Proposed erection of 48 dwellings.

Application Number: F/2002/6508

In response to your consultation dated 9th May 2002 for the above application, the arboricultural comments are as follows:

The trees on this site are included in Tree Preservation Order No. 462/1989. This is a 'blanket' Order that includes all the trees regardless of their merit. Many of the trees are fruit trees or of poor quality and have little significance in the surrounding landscape. These trees would not be suitable for including in a Tree Preservation Order as individual specimens or as groups.

The proposed site layout is acceptable in relation to the trees worthy of long-term retention. No significant trees will need to be removed either side of the access road to provide the visibility splays.

In view of the above the proposals are acceptable in relation to trees.

Neil Etherington
Senior Arboriculturist

Organisation_Name	Building_Name	address1	Postcode
	THE YARD	THE YARDPOND HEAD LANEREADING	RG6 7ET
DAVENPORT VERNON ROVER	658-660	658-660WOKINGHAM ROADREADING	RG6 7HW
	447A	447AWOKINGHAM ROADREADING	RG6 7EL
	447C	447CWOKINGHAM ROADREADING	RG6 7EL
	3A	3APOND HEAD LANEREADING	RG6 7ET
	403A	403AWOKINGHAM ROADREADING	RG6 7EJ
	403B	403BWOKINGHAM ROADREADING	RG6 7EJ
	403C	403CWOKINGHAM ROADREADING	RG6 7EJ
		11POND HEAD LANEREADING	RG6 7ET
		13POND HEAD LANEREADING	RG6 7ET
		15POND HEAD LANEREADING	RG6 7ET
		17POND HEAD LANEREADING	RG6 7ET
F/2002/6508		19POND HEAD LANEREADING	RG6 7ET
		2POND HEAD LANEREADING	RG6 7ET
		21POND HEAD LANEREADING	RG6 7ET
		23POND HEAD LANEREADING	RG6 7ET
		4POND HEAD LANEREADING	RG6 7ET
		9POND HEAD LANEREADING	RG6 7ET
01 MAY 2002 6508		1KIPLING CLOSEREADING	RG5 3RL
		1SHELLEY CLOSEREADING	RG5 3RN
		2SHELLEY CLOSEREADING	RG5 3RN
		3SHELLEY CLOSEREADING	RG5 3RN
		4SHELLEY CLOSEREADING	RG5 3RN
		1BURNS CLOSEREADING	RG5 3RP
		2BURNS CLOSEREADING	RG5 3RP
		3BURNS CLOSEREADING	RG5 3RP
		4BURNS CLOSEREADING	RG5 3RP
		5BURNS CLOSEREADING	RG5 3RP
		6BURNS CLOSEREADING	RG5 3RP
		7BURNS CLOSEREADING	RG5 3RP
		9BURNS CLOSEREADING	RG5 3RP
		11CLIVEDALE ROADREADING	RG5 3RR
		13CLIVEDALE ROADREADING	RG5 3RR
		15CLIVEDALE ROADREADING	RG5 3RR
		17CLIVEDALE ROADREADING	RG5 3RR
		19CLIVEDALE ROADREADING	RG5 3RR
		21CLIVEDALE ROADREADING	RG5 3RR
		23CLIVEDALE ROADREADING	RG5 3RR
		5CLIVEDALE ROADREADING	RG5 3RR
		7CLIVEDALE ROADREADING	RG5 3RR
		9CLIVEDALE ROADREADING	RG5 3RR
		2BOSWORTH GARDENSREADING	RG5 3RS
		3BOSWORTH GARDENSREADING	RG5 3RS
		4BOSWORTH GARDENSREADING	RG5 3RS
		5BOSWORTH GARDENSREADING	RG5 3RS
		6BOSWORTH GARDENSREADING	RG5 3RS
		14LISMORE CLOSEREADING	RG5 3RT
		15LISMORE CLOSEREADING	RG5 3RT
		16LISMORE CLOSEREADING	RG5 3RT
		17LISMORE CLOSEREADING	RG5 3RT
		18LISMORE CLOSEREADING	RG5 3RT
		32LISMORE CLOSEREADING	RG5 3RT
		33LISMORE CLOSEREADING	RG5 3RT
		34LISMORE CLOSEREADING	RG5 3RT
		35LISMORE CLOSEREADING	RG5 3RT
		36LISMORE CLOSEREADING	RG5 3RT
		37LISMORE CLOSEREADING	RG5 3RT
		3KIPLING CLOSEREADING	RG5 3RL
		8BURNS CLOSEREADING	RG5 3RP
		405WOKINGHAM ROADREADING	RG6 7EL
		407WOKINGHAM ROADREADING	RG6 7EL

Organisation_Name	Building_Name	address1	Postcode
		409WOKINGHAM ROADREADING	RG6 7EL
		411WOKINGHAM ROADREADING	RG6 7EL
		413WOKINGHAM ROADREADING	RG6 7EL
		415WOKINGHAM ROADREADING	RG6 7EL
		417WOKINGHAM ROADREADING	RG6 7EL
		419WOKINGHAM ROADREADING	RG6 7EL
		421WOKINGHAM ROADREADING	RG6 7EL
		423WOKINGHAM ROADREADING	RG6 7EL
		425WOKINGHAM ROADREADING	RG6 7EL
		427WOKINGHAM ROADREADING	RG6 7EL
		429WOKINGHAM ROADREADING	RG6 7EL
		431WOKINGHAM ROADREADING	RG6 7EL
		433WOKINGHAM ROADREADING	RG6 7EL
		435WOKINGHAM ROADREADING	RG6 7EL
		437WOKINGHAM ROADREADING	RG6 7EL
		439WOKINGHAM ROADREADING	RG6 7EL
		441WOKINGHAM ROADREADING	RG6 7EL
		443WOKINGHAM ROADREADING	RG6 7EL
		445WOKINGHAM ROADREADING	RG6 7EL
		447WOKINGHAM ROADREADING	RG6 7EL
		449WOKINGHAM ROADREADING	RG6 7EL
		451WOKINGHAM ROADREADING	RG6 7EL
		453WOKINGHAM ROADREADING	RG6 7EL
		455WOKINGHAM ROADREADING	RG6 7EL
		457WOKINGHAM ROADREADING	RG6 7EL
		459WOKINGHAM ROADREADING	RG6 7EL
		461WOKINGHAM ROADREADING	RG6 7EL
		463WOKINGHAM ROADREADING	RG6 7EL
		465WOKINGHAM ROADREADING	RG6 7EL
		467WOKINGHAM ROADREADING	RG6 7EL
		469WOKINGHAM ROADREADING	RG6 7EL
		471WOKINGHAM ROADREADING	RG6 7EL
		473WOKINGHAM ROADREADING	RG6 7EL
		475WOKINGHAM ROADREADING	RG6 7EL
		477WOKINGHAM ROADREADING	RG6 7EL
		588WOKINGHAM ROADREADING	RG6 7HN
		592WOKINGHAM ROADREADING	RG6 7HN
		594WOKINGHAM ROADREADING	RG6 7HN
		596WOKINGHAM ROADREADING	RG6 7HN
		598WOKINGHAM ROADREADING	RG6 7HN
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		602WOKINGHAM ROADREADING	RG6 7HN
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		632WOKINGHAM ROADREADING	RG6 7HN
		634WOKINGHAM ROADREADING	RG6 7HN
		636WOKINGHAM ROADREADING	RG6 7HN
		638WOKINGHAM ROADREADING	RG6 7HN
		640WOKINGHAM ROADREADING	RG6 7HN

Organisation_Name	Building_Name	address1	Postcode
		642WOKINGHAM ROADREADING	RG6 7HN
		644WOKINGHAM ROADREADING	RG6 7HN
		646WOKINGHAM ROADREADING	RG6 7HN
		648WOKINGHAM ROADREADING	RG6 7HN
		650WOKINGHAM ROADREADING	RG6 7HN
		654WOKINGHAM ROADREADING	RG6 7HN
		656WOKINGHAM ROADREADING	RG6 7HN
		1MILL LANEREADING	RG6 7JF
		11MILL LANEREADING	RG6 7JF
		17MILL LANEREADING	RG6 7JF
		19MILL LANEREADING	RG6 7JF
		21MILL LANEREADING	RG6 7JF
		3MILL LANEREADING	RG6 7JF
		5MILL LANEREADING	RG6 7JF
		7MILL LANEREADING	RG6 7JF
		9MILL LANEREADING	RG6 7JF
		42SKELMERDALE WAYREADING	RG6 7YB
		44SKELMERDALE WAYREADING	RG6 7YB
		45SKELMERDALE WAYREADING	RG6 7YB
		46SKELMERDALE WAYREADING	RG6 7YB
		47SKELMERDALE WAYREADING	RG6 7YB
		48SKELMERDALE WAYREADING	RG6 7YB
		49SKELMERDALE WAYREADING	RG6 7YB
		50SKELMERDALE WAYREADING	RG6 7YB
		51SKELMERDALE WAYREADING	RG6 7YB
		52SKELMERDALE WAYREADING	RG6 7YB
		53SKELMERDALE WAYREADING	RG6 7YB
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		55SKELMERDALE WAYREADING	RG6 7YB
		56SKELMERDALE WAYREADING	RG6 7YB
		57SKELMERDALE WAYREADING	RG6 7YB
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		80SKELMERDALE WAYREADING	RG6 7YB
		81SKELMERDALE WAYREADING	RG6 7YB
		82SKELMERDALE WAYREADING	RG6 7YB
		84SKELMERDALE WAYREADING	RG6 7YB
		86SKELMERDALE WAYREADING	RG6 7YB
		88SKELMERDALE WAYREADING	RG6 7YB
	447B	447BWOKINGHAM ROADREADING	RG6 7EL
		1POND HEAD LANEREADING	RG6 7ET

Organisation_Name	Building_Name	address1	Postcode
		3POND HEAD LANEREADING	RG6 7ET
		5POND HEAD LANEREADING	RG6 7ET
		7POND HEAD LANEREADING	RG6 7ET
		3LODDON BRIDGE ROADREADING	RG6 7EW
	1A	1APOND HEAD LANEREADING	RG6 7ET
FOOK SANG ACUPUNCTURE & CHINE		590WOKINGHAM ROADREADING	RG6 7HN
		652WOKINGHAM ROADREADING	RG6 7HN
LAND REAR OF 1-11			
LAND AT			

Received by Wokingham District Council

Application No: F/2002/6508

PROPOSAL:
Proposed demolition of 4 dwellings and erection of 48 dwellings

LOCATION:
Land At 415 - 445, Wokingham Road, 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 and 1.00pm - 4.00pm Sunday. (closed all day Wednesday). If you intend to view this application at Woodley Library please allow 4 days from the date of this letter for delivery of plans and remember to quote application number F/2002/6508 to enable the library staff to locate the correct information.
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 Nicola Lake P.O. Box 157 Council Offices, Shute End, Wokingham Berkshire, RG40 1WR to arrive on or before 02/06/2002. Written comments submitted will become available for public inspection.

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

Trevor Watson
Development Control Manager
09 May 2002

LENNON
planning ltd

4 King Street Lane
Winnersh
Berkshire
RG41 5AS

TOWN PLANNERS • DEVELOPMENT CONSULTANTS • LOCAL GOVERNMENT CONSULTANTS

Our ref RJH/1358

29 April, 2002

The Chief Planning Officer
Wokingham District Council
Shute End
Wokingham
Berkshire
RG40 1BN

01 MAY 2002 6508

Dear Sir,

Application on behalf of Bancroft Developments in respect of redevelopment of 415-445 Wokingham Road, Earley for Residential Purposes

This covering letter relates to the new planning application submitted by the Edwards Irish Partnership which addresses the concerns raised by the Inspector in respect of Application F/2001/4278, and which was considered at Inquiry from 26th to 28th February, 2002.

The application comprises the following plans and documents:

- 1408/05D, 06A, 07A, 08A, 09A, 10B, 11D, 13A, 14A, 15A, 16B & 17
- Application Forms
- Certificate B

No application fee is required as part of this application as it relates to the same site, and comprises largely the same form of development as the recently refused application F/2001/4278. The amendments to the earlier scheme set out within this application do, however, address the Inspector's reasons for upholding the earlier refusal of planning permission.

In his decision in respect of Application F/2001/4278, the Inspector considered that the general layout and design of the scheme was appropriate to the location (Paragraph 24). The Inspector also confirmed that there would be no adverse impact upon highway safety (Paragraphs 42-44), and that the amenity of adjoining properties would be respected (Paragraphs 34-36). He concluded that the western part of the development was satisfactory (Paragraph 24).

The Inspector dismissed the appeal for only two reasons;

- the perceived impact that the block of flats at the entrance to the site would have upon the prevailing character of the area (Paragraphs 26-28), and
- the impact that the car parking associated with these flats would have upon the amenity of 447 and 447b Wokingham Road (Paragraph 37).

The current application therefore addresses the concerns expressed by the Inspector. The plans enclosed amend the layout and configuration of both the flats proposed at the entrance to the site and also the car parking to their rear, and retain the layout of the rest of the site, which the Inspector found appropriate to this site. These plans have been amended in order to:

- reduce the width of the building, thereby drawing the building further away from the eastern boundary, even though the Inspector did not criticise this relationship
- reduce the building's depth by 2.2 metres,
- reduce its height to 2-storeys a reduction of 2.7 metres from the 3-storey scheme,
- simplify the configuration of the roof line,
- reduce the number of windows,
- replace the high wall previously proposed at the front of the building with a low wall and vegetation – considered by the Inspector at Paragraph 23 to be part of the character of the area,
- reduce the number of car parking spaces from 16 to 14, and therefore the area given over to car parking,
- pull the car parking area further away from the eastern boundary of the site, with intervening landscaping planting,
- cover the car parking spaces closest to the site's eastern boundary with a pitched roof, thereby preventing potential disturbance to the residents of 447 and 447b from noise and light.

These amendments have been made in direct response to the clear guidelines given by the Inspector in his decision. The scale and massing of the flat block have been significantly reduced. The changes have resulted in the reduction in the number of dwellings by two on the site as a whole, with a correspondent reduction in the number of parking spaces required.

The Inspector expressed some concern that the financial contributions secured in the planning obligation in respect of libraries and transport aspects were not justified (Paragraph 48). The Applicant proposes to retain these and other contributions (with a pro-rata reduction for the reduced number of dwellings) in a new planning obligation to be executed.

However, 12 units of affordable housing are proposed to meet Council standards (25%), and will be provided through the mechanism put to the Inspector, and which he found appropriate (Paragraph 50).

I therefore look forward to the positive recommendation of this application to Committee in due course.

Yours sincerely,

Rob Huntley

LENNON
planning ltd

01 MAY 2002 6508

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

Environmental Services
Wokingham District Council
Council Offices
Shute End
Wokingham
Berks
RG40 1WR

30 April 2002

Ref: PHE/FJ/1408

Dear Sirs,

RE: RESIDENTIAL DEVELOPMENT – *415-445* WOKINGHAM ROAD – EARLEY.

Following the recent decision on the appeal for the application for fifty-one units, I enclose a revised application for forty-eight units.

In preparing this scheme I have taken into account the Inspector's comments and with this application I enclose a covering letter from Lennon Planning detailing all the relevant points.

The application consists of the following documentation: -

1. Six copies of drawing Nos: -

- 1408/05D
- 1408/06A
- 1408/07A
- 1408/08A
- 1408/09A
- 1408/10B
- 1408/11D
- 1408/13A
- 1408/14A

Cont/.

Partners: Paul Edwards John Irish B.Sc. (Hons.), Dip.Arch.(UCL), RIBA
VAT No. 528 9749 86

./

- 1408/15A
- 1408/16B
- 1408/17

2. Application forms.

3. Certificate B.

I trust all the details are to your approval but should you require any further information or discussion please do not hesitate to contact me.

Yours faithfully

Paul Edwards.

Paul Edwards
Partner

. Encs.

6508

2002

CERTIFICATE B

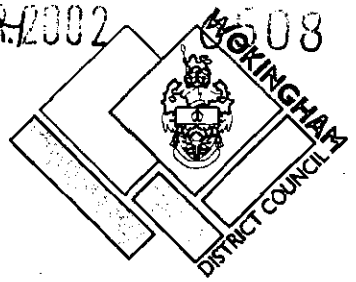
LIST OF OWNERS AT WOKINGHAM ROAD – EARLEY

Mr & Mrs L R Wilmott	415 Wokingham Road	Earley, Berkshire	RG6 7EL
Mr & Mrs Luckett	417 Wokingham Road	Earley, Berkshire	RG6 7EL
Mr & Mrs Chandler	419 Wokingham Road	Earley, Berkshire	RG6 7EL
Mr & Mrs E J Pond	421 Wokingham Road	Earley Berkshire	RG6 7EL
Mr J a Lee	425 Wokingham Road	Earley, Berkshire	RG6 7EL
Mr & Mrs N P Jones	427 Wokingham Road	Earley, Berkshire	RG6 7EL
Mr & Mrs D Roper	429 Wokingham Road	Earley, Berkshire	RG6 7EL
Mr & Mrs L R Webber	431 Wokingham Road	Earley, Berkshire	RG6 7EL
Mr & Mrs T J Creedon	433 Wokingham Road	Earley, Berkshire	RG6 7EL
Mr & Mrs J L Tigwell	437 Wokingham Road	Earley, Berkshire	RG6 7EL
Mrs J Head	439 Wokingham Road	Earley, Berkshire	RG6 7EL
Mr & Mrs J Saunders	441 Wokingham Road	Earley, Berkshire	RG6 7EL
Mr & Mrs C Mills (Owners of 443 Wokingham Road)	31 Duffield Road	Woodley, Berkshire	RG5 4RL
Mr P Seal (Owner of 445 Wokingham Road)	C/o Bradens Estate Office Laverstoke Grange	Laverstoke, Whitchurch, Hants	RG28 7PF

1769A

01. MAR. 2002 0508

PLANNING APPLICATION PART I



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

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

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

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

For office use only
Application No.

1.	YOUR NAME	BANCROFT DEVELOPMENTS / BRYANT HOMES.
	ADDRESS	C/O AGENTS.
	POST CODE	Tel. No.
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. 9894403
3. On the plans outline the whole site in RED. Any OTHER land in your ownership or control outline in BLUE.	SITE LOCATION	415 - 445 WOKINGHAM ROAD EARLEY
4. Give the area of the application site in hectares, if appropriate, or part of a hectare	SITE AREA	1.232 Ha.
5. Give brief details of the proposal.	ABOUT THE APPLICATION	DEMOLITION OF 4No° HOUSES AND CONSTRUCTION OF 48 No° DWELLINGS
6. What is your interest in the application site, e.g. owner, prospective purchaser, a tenant with a lease.	OWNERSHIP	OWNER / 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	✓	1:100 Floor Plan	✓
1:500 Block Plan	✓	Other	
1:100 Elevations	✓		

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		ALTERATION or EXTENSION	
CONSTRUCTION OF NEW BUILDING	✓	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		SITING	
MEANS OF ACCESS		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

CONCRETE TILES TO BE AGREED
FACE BRICK/DER 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	30
	3	12
	4	6
	5 or more	
	TOTAL	48
Nos. of residential units lost through demolition or conversion		4
	NET CHANGE	44.

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 £ N.A.
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 BRYANT HOMES. DATE 29:4:2002.

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.

1789/a

SECTION 66 CERTIFICATE

Application No. 01.MAR2002 6508

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

CERTIFICATE A

I certify that:

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

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

OR

CERTIFICATE B

I certify that:

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

Owner's(a) name	Address at which notice was served	Date on which notice was served
SEE ATTACHED SCHEDULE.		

+ See Note (a) to Certificate A

OR

CERTIFICATE C

I certify that

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

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

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

(b) Insert description of steps taken.

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

(b) .....

.....

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

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

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

on (d) .....

1789/b

CERTIFICATE D

I certify that

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

OR

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

(b) . . . . . .

. . . . . .

(b) Insert description of steps taken

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

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

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

on (d) . . . . . .

ALL APPLICANTS MUST COMPLETE THIS SECTION

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

Agricultural Holdings Certificate

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

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

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

OR

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

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

Signed . . . . . A Edwards . . . . . .

On behalf of . BANCROFT DEVELOPMENTS / BEYANT HOMES.

Date . . 29 : 4 : 2002. . . . . .

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

1764

LAND TO THE N. OF

ADDRESS 445-443 WOKINGHAM ROAD PARISH SAGE

PLOT No. ORD. SHEET No.

BUILDER

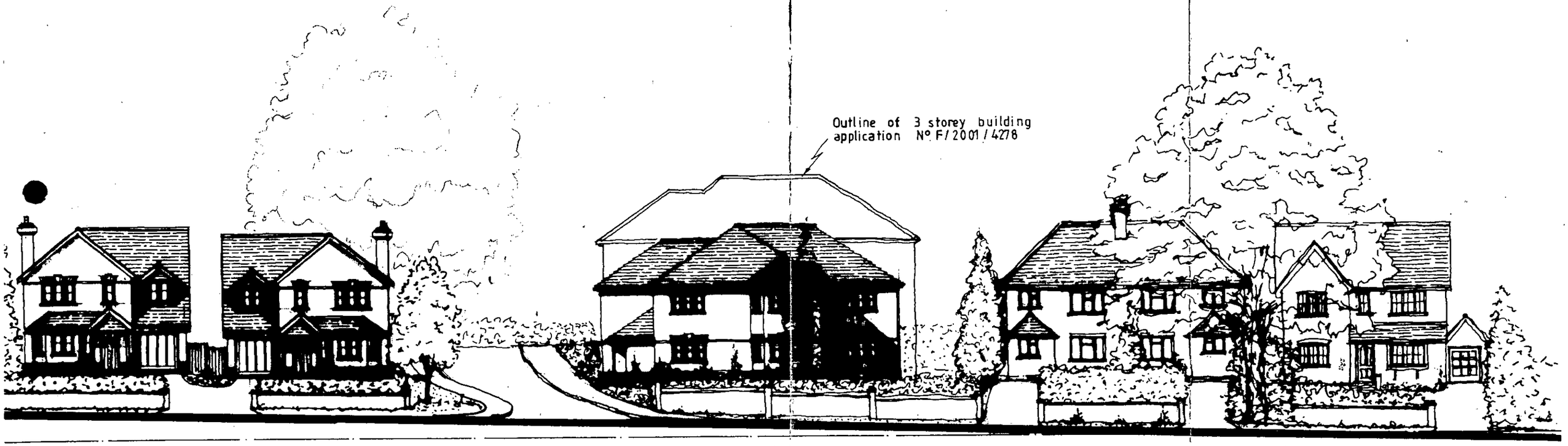
Plan No.	Applicant	Description of Development	Date of Decision	Decision
33144/5	ADRIAN BRYANT	REF OUT	7.89	Lee
F/2001/4278	Bryant Homes.	Erect 52 dwell		not det appeal.
F/2001/4279.	" "	Erect 52 dwellings + access road, parking & demo. of 4 dwellings	14.11.01	REF
F/2001/5387.				

DATE OF COMPLETION

MINISTRY DECISION 33.44 - APPEAL DISMISSED - 8.2.90 4278 - APPEAL DISMISSED - 12/4/02

SPECIAL ORDERS TPO 462/89

DRAINAGE



PLOT 1 PLOT 2 FLATS 43-48 447 and A 447 B and C 449

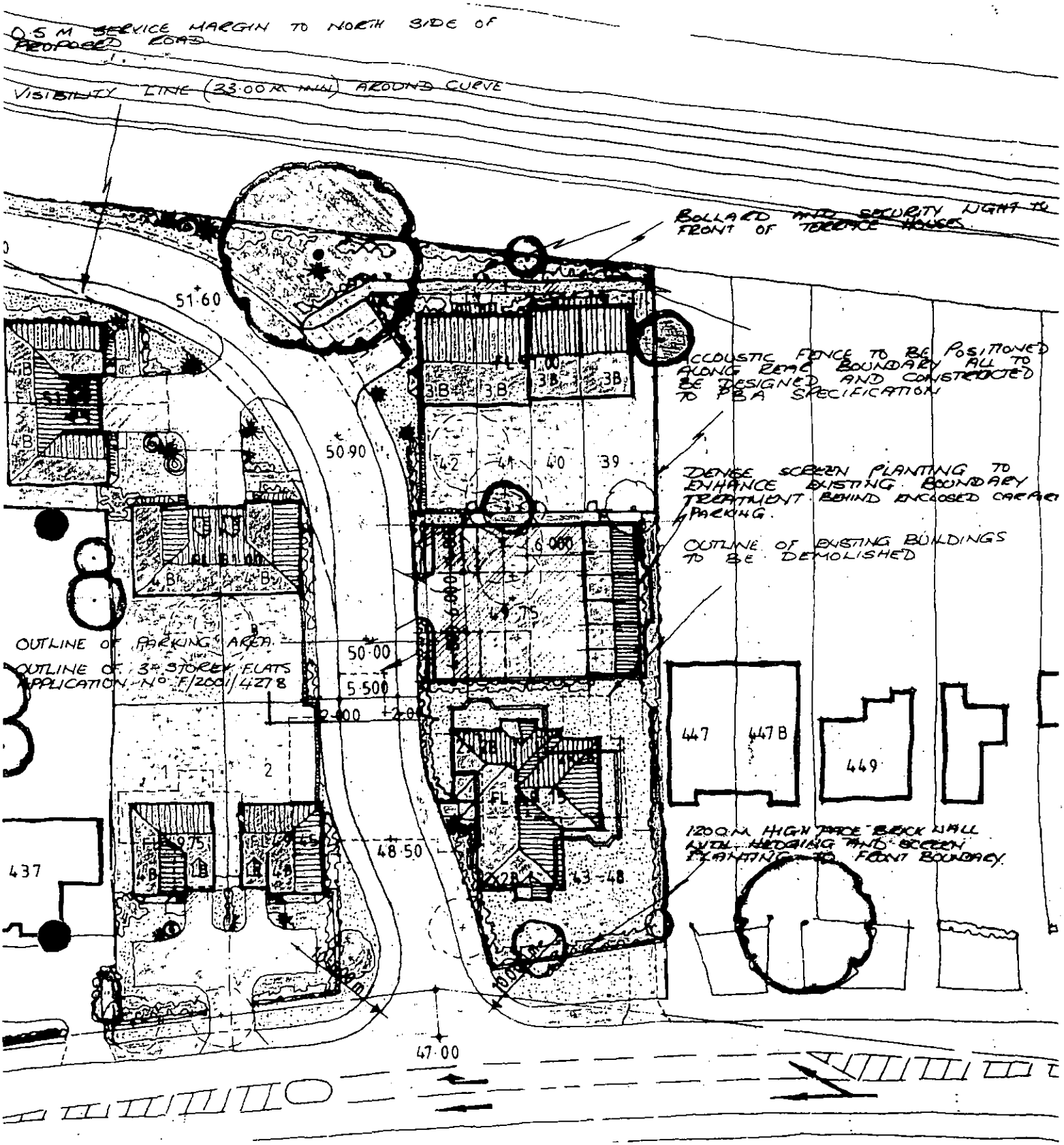
RESIDENTIAL DEVELOPMENT
415-445 WOKINGHAM ROAD
EARLEY
BERKS

BANCROFT DEVELOPMENTS LTD

STREET SCENE OVERLAY 1:200
MAY 2002

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

JOB 1408. DRWG 19



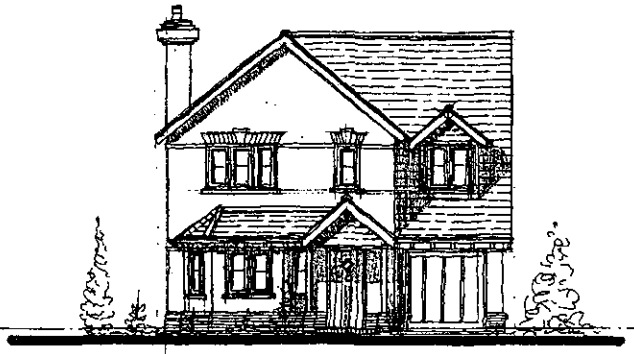
RESIDENTIAL DEVELOPMENT
415-445 WOKINGHAM ROAD
EARLEY
BERKS
BANCROFT DEVELOPMENTS LTD
PART SITE PLAN OVERLAY 1:500
JOB 1408 DRWG 18 MAY 2002

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

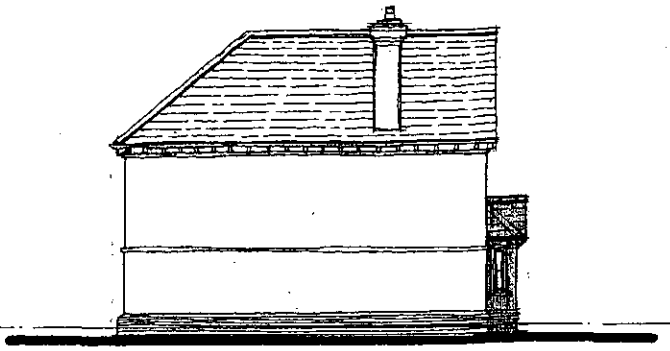
Notes

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

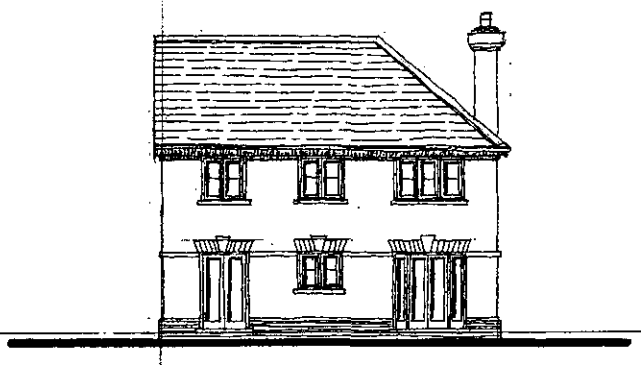
This drawing is the copyright of The Edwards Irish Partnership.



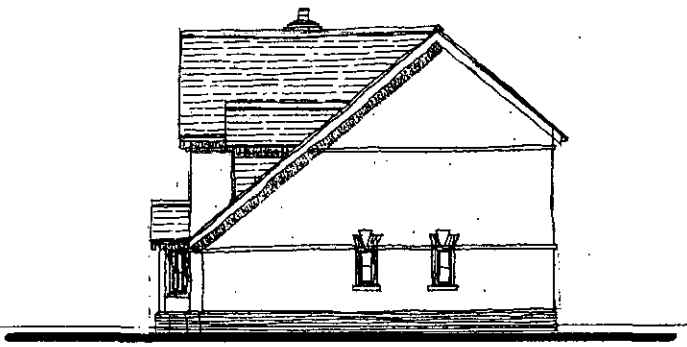
FRONT ELEVATION



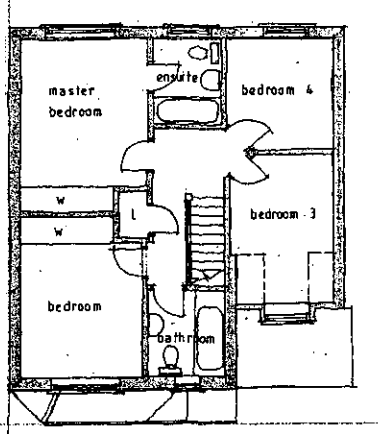
SIDE ELEVATION



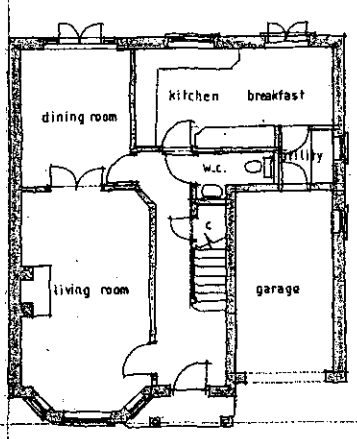
REAR ELEVATION



SIDE ELEVATION



FIRST FLOOR



GROUND FLOOR

MATERIALS

01.MAY2002 6508

ROOF : INTERLOCKING CONCRETE TILES ALL TO BE AGREED.

WALLS : FACE BRICKWORK WITH CONTRASTING BRICK PLINTH LINTOLS AND STRING COURSE.

WINDOWS : WHITE COTTAGE STYLE WINDOWS.

EAVES : OPEN PURT EAVES WITH STAINED RAFTUR

GROSS INTERNAL FLOOR AREA = 125.68 M² 1356 FT²

A : GROSS FLOOR AREA ADDED 25/10/2001

Project: Proposed residential development
415 - 445 Wokingham Road
EARLEY
Berks

Client: Bancroft Developments Ltd

Drawing: PLANS and ELEVATIONS
Plot 1.

Scale: 1:100 Date: May 2001

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

Job 1408 Dwg. 06 A

Notes

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

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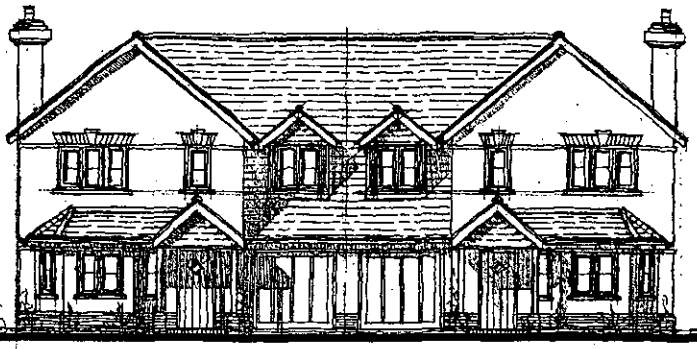
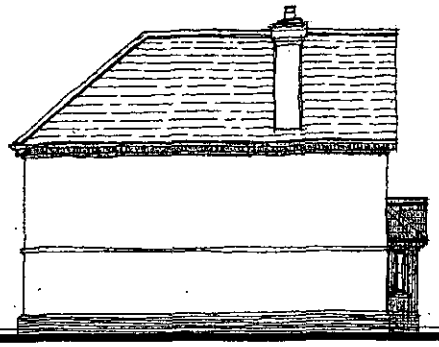
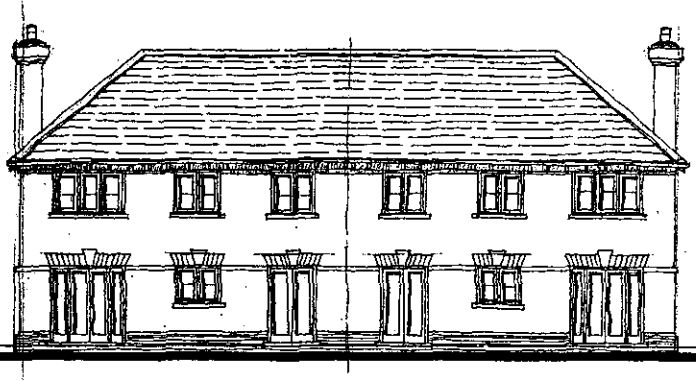


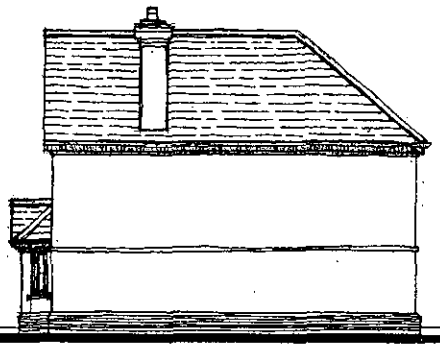
FRONT ELEVATION



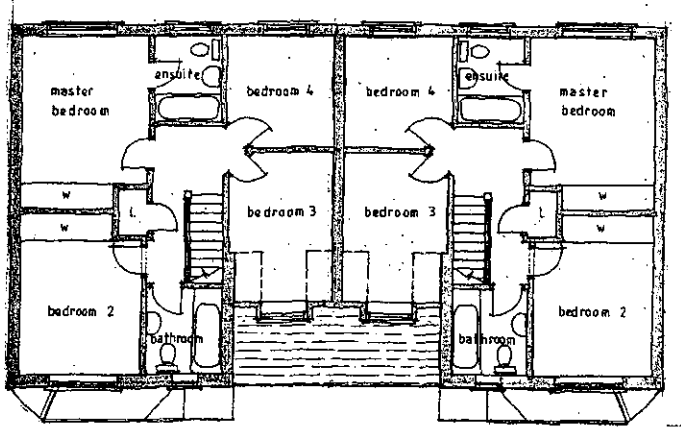
SIDE ELEVATION



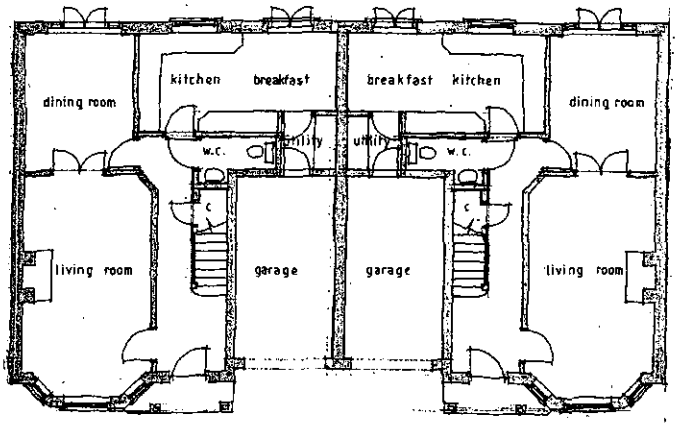
REAR ELEVATION



SIDE ELEVATION



FIRST FLOOR



GROUND FLOOR

MATERIALS

ROOF : INTERLOCKING CONCRETE TILES TO BE AGREED.

WALLS : FACE BRICKWORK WITH CONTRASTING BRICK PLINTH LINTOLS AND STRING COURSING.

WINDOWS : WHITE COTTAGE STYLE WINDOWS

DOORS : OAK STYLE DOORS TO FRONT WITH STAINED GLASS PANEL.

GROSS INTERNAL FLOOR AREA = 125.83 M² = 1355 FT²

A : GROSS FLOOR AREAS ADDED 29:10:2001

Project: Proposed residential development
415 - 445 Wokingham Road
EARLEY
Berks

Client: Bancroft Developments Ltd

Drawing: PLANS and ELEVATIONS
Plots 3 - 6

Scale: 1:100 Date: May 2001

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 1408 Dwg. 07 A

Notes

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

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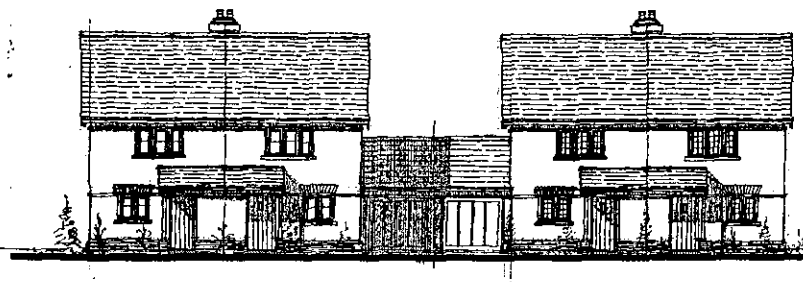
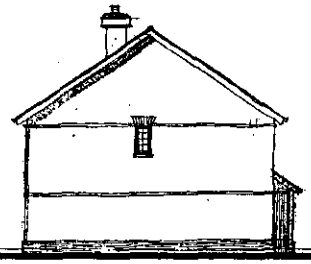
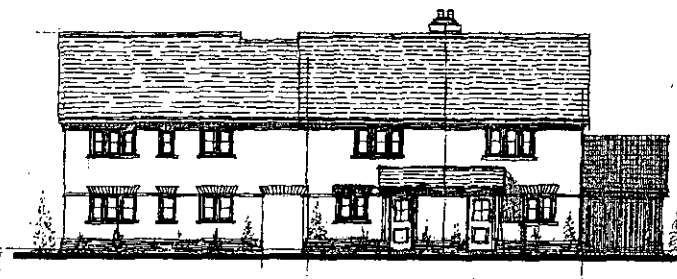


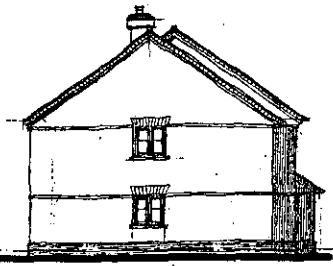
FRONT ELEVATION



SIDE ELEVATION



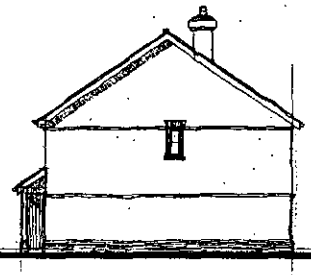
FRONT ELEVATION



SIDE ELEVATION



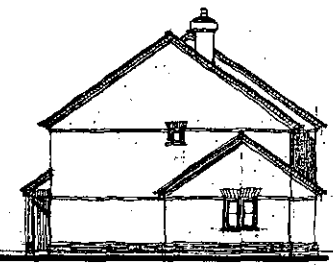
REAR ELEVATION



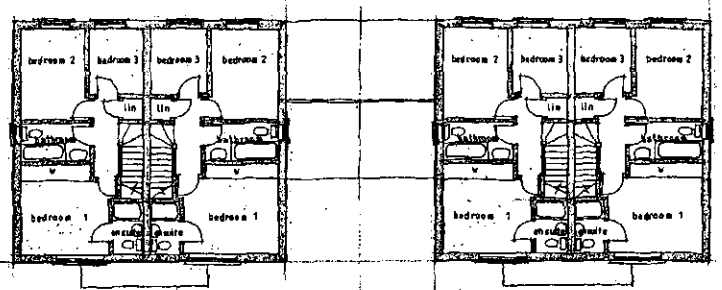
SIDE ELEVATION



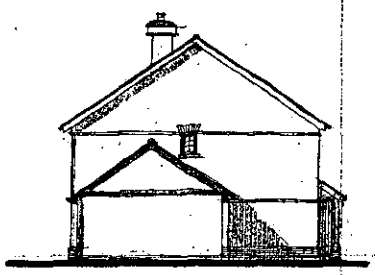
REAR ELEVATION



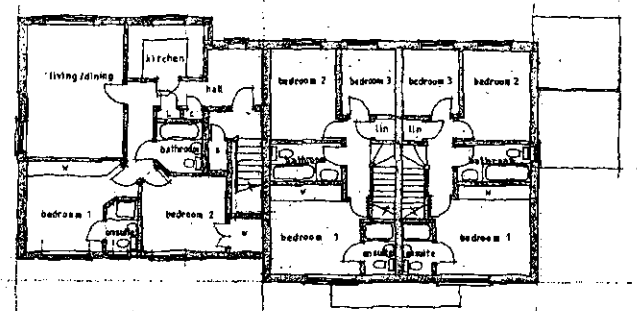
SIDE ELEVATION



FIRST FLOOR



SIDE ELEVATIONS



FIRST FLOOR

MATERIALS

ROOF : CONCRETE INTERLOCKING TILES ALL TO MATCH EXISTING.

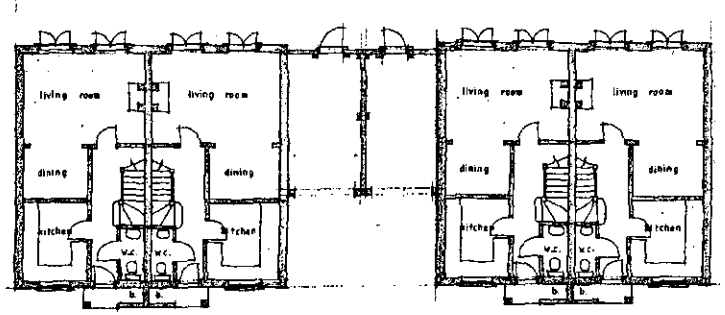
WALLS : FACE BRICKWORK WITH CONTRASTING BRICK PLINTH AND STRING AND PANEL COURSES.

WINDOWS : WHITE PAINTED TIMBER STYLE CASEMENTS WITH WHITE PVC BOX LINTOLS

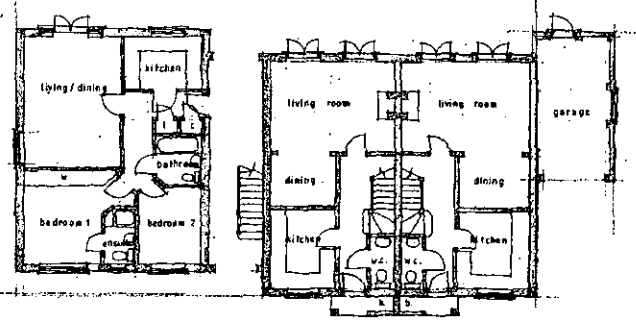
DOORS : OPEN PANEL TIMBER WITH STRIPPED FACE, PANELLING WITH GLAZING

GROSS INTERNAL FLOOR AREAS :

3BED HOUSE	83.86 M²	897 FT²
2 BED HOUSE	69.78 M²	746 FT²
	56.40 M²	604 FT²



GROUND FLOOR PLOTS 13 14 29-32



GROUND FLOOR PLOTS 19-22

A: GROUND FLOOR AREAS ADDED 28/6/01

Project: Proposed residential development
415-445 Wokingham Road
EARLEY
Berks

Client: Bancroft Developments Ltd

Drawing: PLANS and ELEVATIONS
Plots 13 14 19-22 and 29-32

Scale: 1:100 Date: May 2001

The Edwards Irish Partnership
Architects & Surveyors
30 Langborough Road, Wokingham, Berks. RG40 2BT
Tel: 0118 989 4400 Fax: 0118 989 4363 E-mail: [illegible]

Job 1408 Dwg. 09 A

Notes

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

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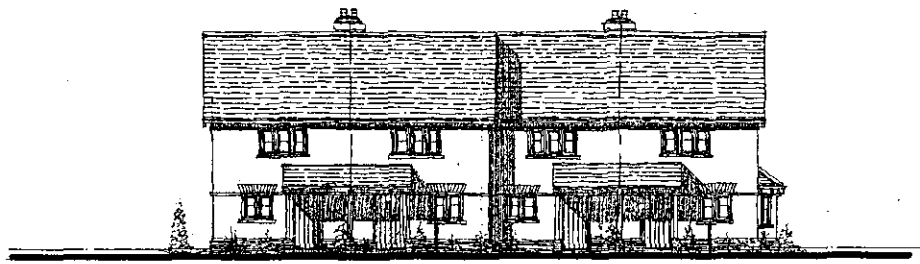
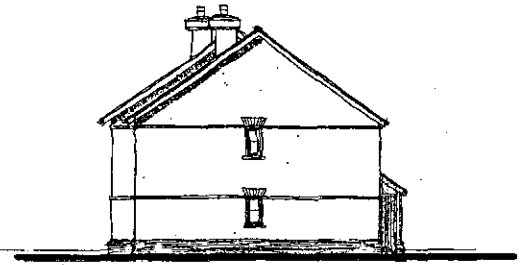


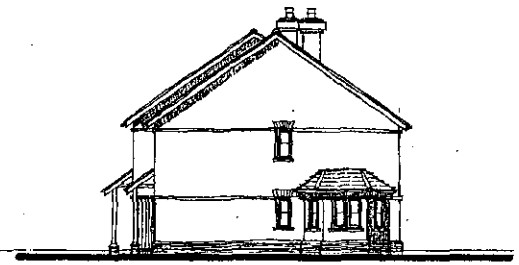
FRONT ELEVATION



SIDE ELEVATION



REAR ELEVATION



SIDE ELEVATION

MATERIALS

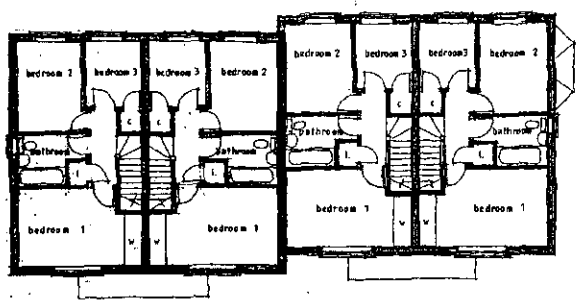
ROOF: CONCRETE INTERLOCKING TILES ALL TO BE AGREED.

WALLS: FACE BRICKWORK WITH CONTRASTING BRICK PLINTH UNDER AND STRING COURSES.

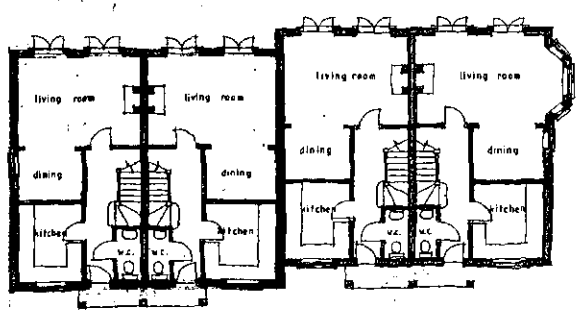
WINDOWS: WHITE CASEMENT STYLE WINDOWS.

ENTRY: OPEN PORCH DETAIL WITH STEPPED SOFFIT

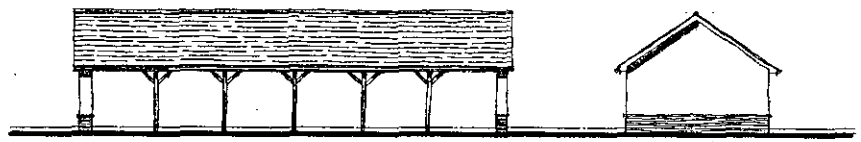
GROSS INTERNAL FLOOR AREA = 68.50 m² = 807 ft².



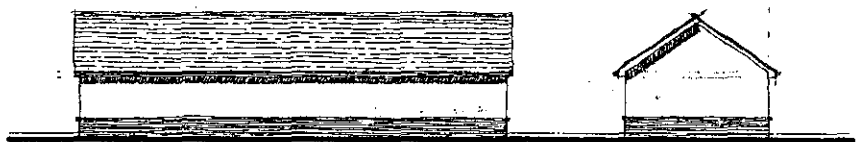
FIRST FLOOR



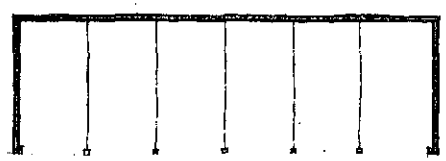
GROUND FLOOR



FRONT ELEVATION SIDE ELEVATION



REAR ELEVATION SIDE ELEVATION



CARPORT PLAN

D: ONE ROOF DETAILS ADDED 24.4.2001.

C: UNITS GARAGE RESCHEMED AND ONE UNIT REMOVED TO FORM 2 UNITS 16.8.2001

B: CARPORT ROOF HEIGHTS REDUCED 23.10.2001

A: TWO BEDROOM UNITS CHANGED TO THREE BY SIDE PORCH EXTENSIONS 6.12.2001

Project: Proposed residential development
415-445 Wokingham Road
EARLEY
Client: Berks
Bancroft Developments Ltd

Drawing: PLANS and ELEVATION
Plots 39-42

Scale: 1:100 Date: May 2001

The Edwards Irish Partnership
Architects & Surveyors
36 Longbarrough Road, Wokingham, Berks. RG40 2BT
Tel: 0118-989-4403 Fax: 0118-989-4883 E-mail: EW.epdesign.net

Job 1408 Dwg. 11.D

Notes

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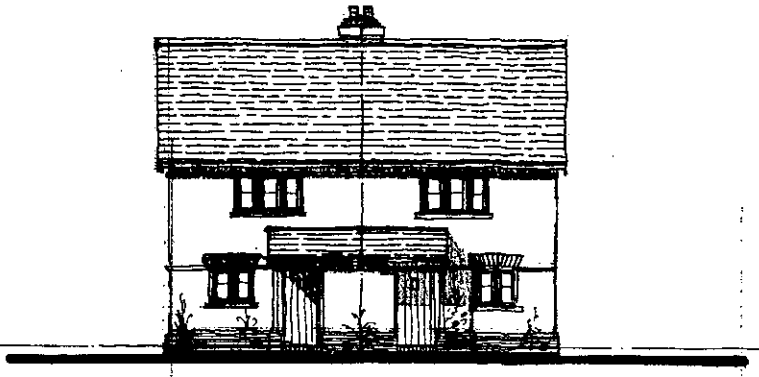
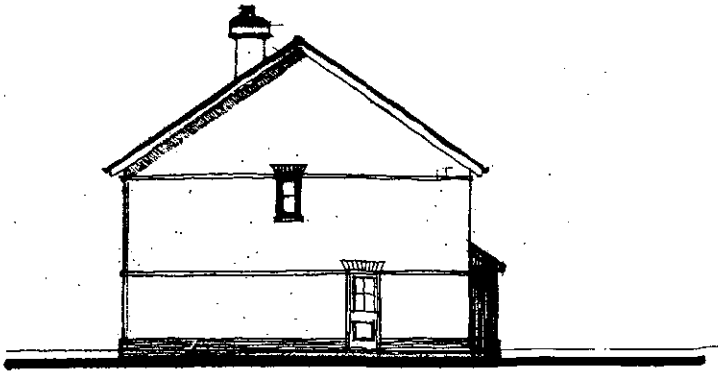
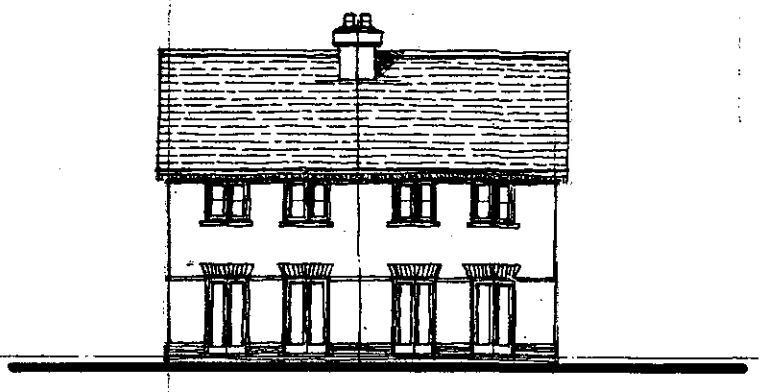


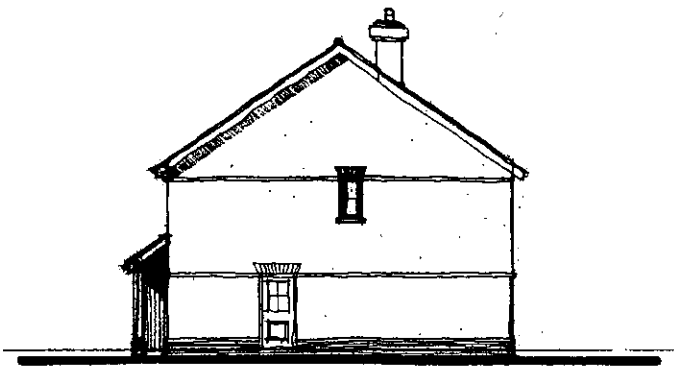
FRONT ELEVATION



SIDE ELEVATION



REAR ELEVATION



SIDE ELEVATION

MATERIALS

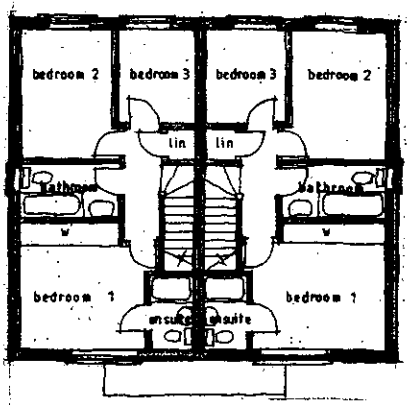
ROOF : INTERLOCKING CONCRETE TILES ALL TO BE AGREED.

WALLS : FACE BRICKWORK WITH CONTRASTING BRICK PLINTH, LINTOLS AND STRING COURSE.

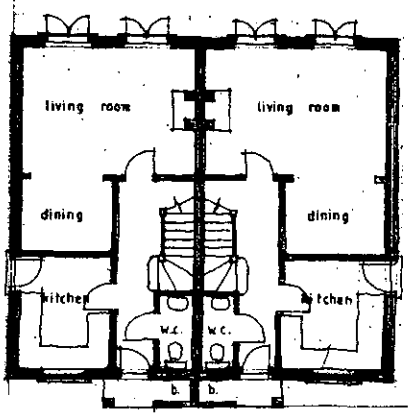
WINDOWS : WHITE COTTAGE STYLE WINDOWS.

EAVES : OPEN EAVES WITH PAINTED RAFTER FEET.

01 MAY 2002 6508



FIRST FLOOR



GROUND FLOOR

A: GROSS FLOOR AREAS ADDED 29:10:2001

Project: Proposed residential developments
415 - 445 Wokingham Road
EARLEY
Berks

Client: Bancroft Developments Ltd

Drawing: PLANS and ELEVATIONS
Plots 13 and 14

Scale: 1:100 Date: June 2001

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 1408 Dwg. 14 A

Replaces DB (UK) 9841

Notes

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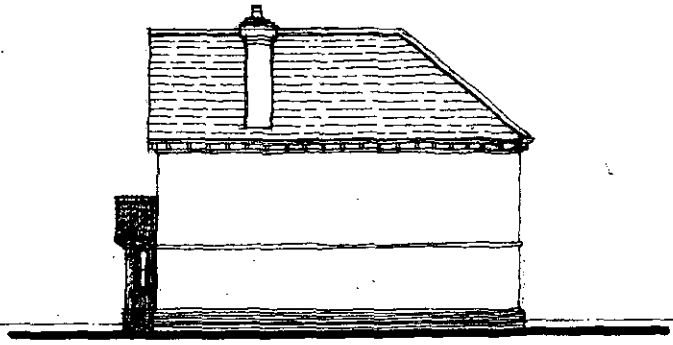
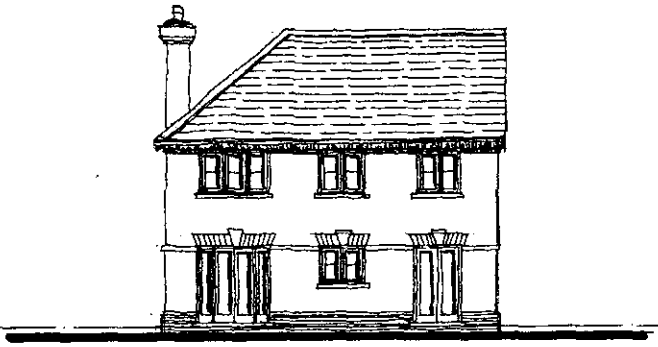
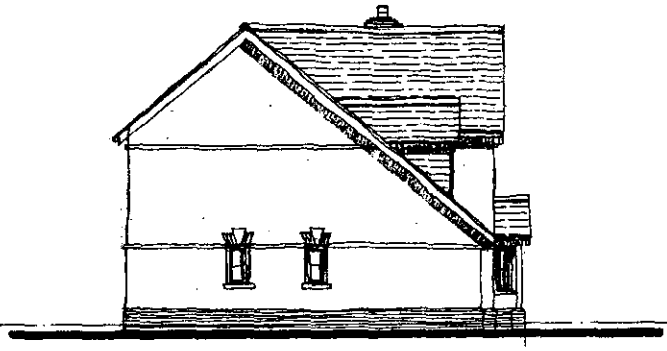
FRONT ELEVATION



SIDE ELEVATION



REAR ELEVATION



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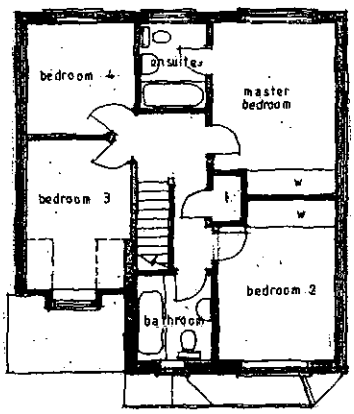
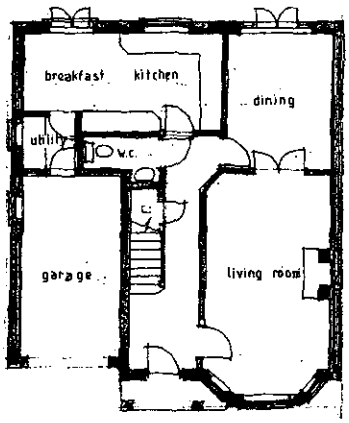


FIRST FLOOR



GROUND FLOOR

MATERIALS

01.MAY2002 6508

ROOF : INTERLOCKING CONCRETE TILES ALL TO BE AGREED.

WALLS : FACE BRICKWORK WITH CONTRASTING BRICK PLINTH LINTOLS AND STRING COURSE.

WINDOWS : WHITE COTTAGE STYLE WINDOWS.

EAVES : OPEN EAVES WITH STAINED RAFTER FEET.

GROSS INTERNAL FLOOR AREA : 125.35 M² : 1355 FT²

A : GROSS FLOOR AREA ADDED 25:10:2001

Project: Proposed residential development
415 - 445 Wokingham Road
EARLEY
Berks

Client: Bancroft Developments Ltd

Drawing: PLANS and ELEVATIONS
Plot 2

Scale: 1:100 Date: June 2001

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 1408 Dwg.13 A

Notes

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01.MAY2002 6508

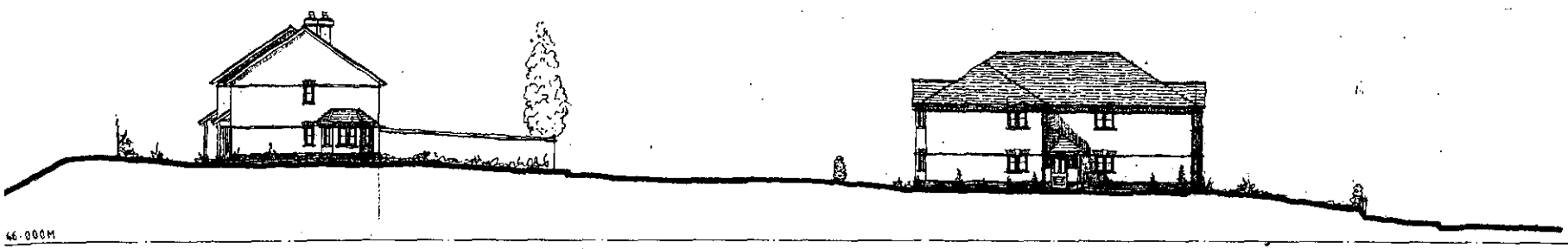
B. FLATS REDUCED IN SIZE AND NUMBERS RAISED 2.000 HIGH WALL ON INTER PLOT LOAD, WALL AND HEDGE SHOWN SECTION THROUGH SITE ADDED. 26.4.2002.

A: ROOF REDUCED TO FLATS 48-51 26.11.2001.

Project: Proposed residential development
415-445 Wokingham Road
EARLEY
Client: Berks
Bancroft Developments Ltd

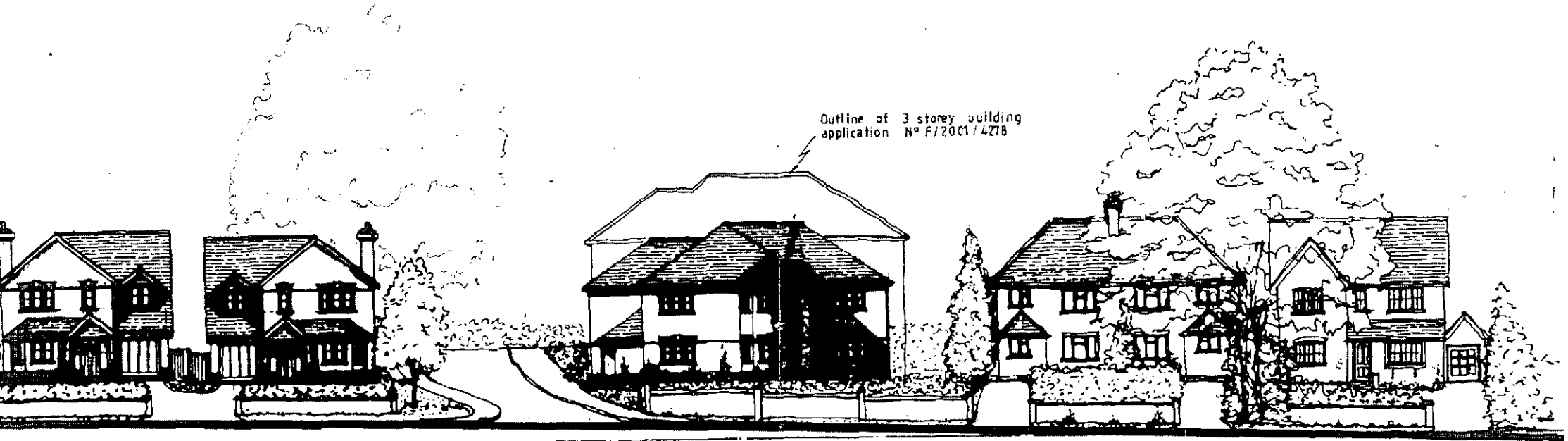
Drawing: STREET SCENE

Scale: 1:200 Date: October 2001



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

Job 1408 Dwg. 16 B



PLOT 1 PLOT 2 FLATS 43-48 447 and A 447 B and C 449

RESIDENTIAL DEVELOPMENT
415-445 WOKINGHAM ROAD
EARLEY
BERKS

BANCROFT DEVELOPMENTS LTD

STREET SCENE OVERLAY 1:200
MAY 2002

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

JOB / 1408 DRWG 19

Notes

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

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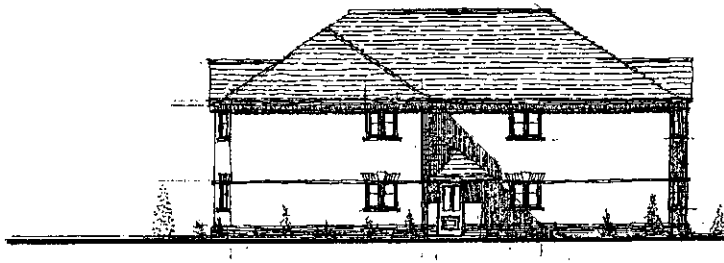
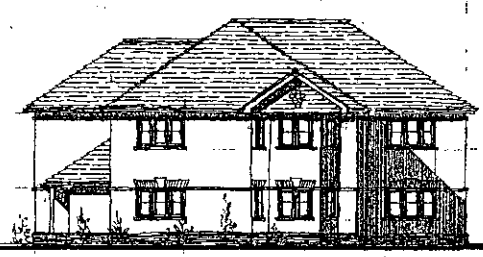
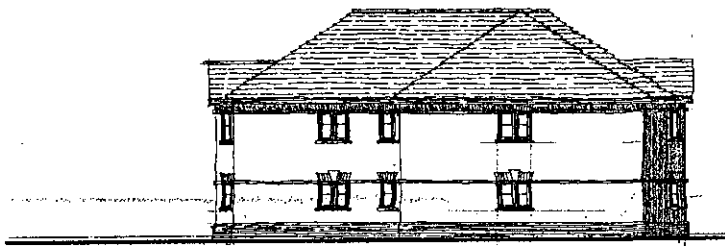


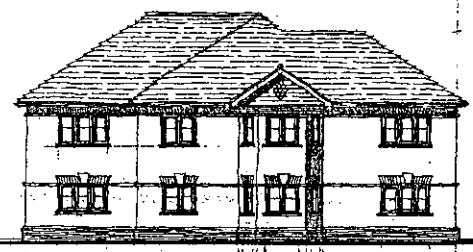
SIDE ELEVATION



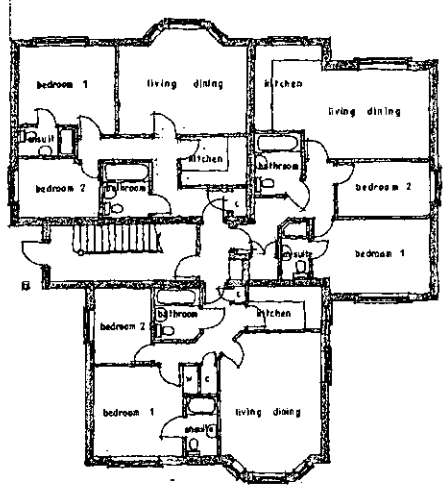
FRONT ELEVATION



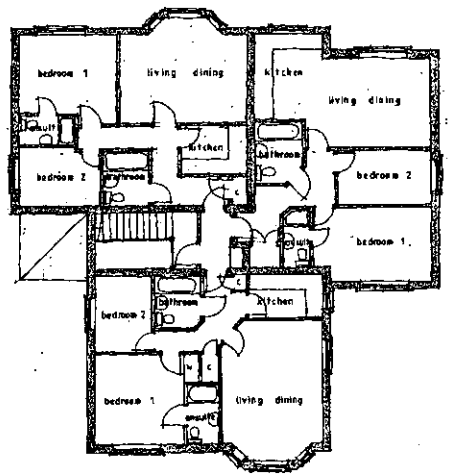
SIDE ELEVATION



REAR ELEVATION



GROUND FLOOR



FIRST FLOOR

MATERIALS

ROOF : PLAIN CONCRETE TILES WITH BONNET HIP TILES ALL TO BE AGREED.

WALLS : FACE BRICKWORK WITH CONTRASTING BRICK PLINTH LINTOLS AND BRICK QUOINS.

WINDOWS : WHITE COTTAGE STYLE WINDOWS.

EAVES : WHITE TIMBER FACIA AND SOFFIT

CHIMNEYS : BRICK FLUES FROM

4NO AT 56.67m²: 608 ft².
2NO AT 65.62m²: 600 ft².

6508

Proposed residential development
415-445 Wokingham Road
EARLEY.
Berks

Client: Bancroft Developments Ltd

Drawing: PLANS ELEVATIONS
Units 43-48

Scale: 1:100 Date: April 2002

The Edwards Irish Partnership
Architects & Surveyors
30 Loughborough Road, Wokingham, Berks. RG40 2EY
Tel: 0118-989-4403 Fax: 0118-989-4585 E-mail: the.eip@virgin.net

Job 1408 Dwg. 17

Notes

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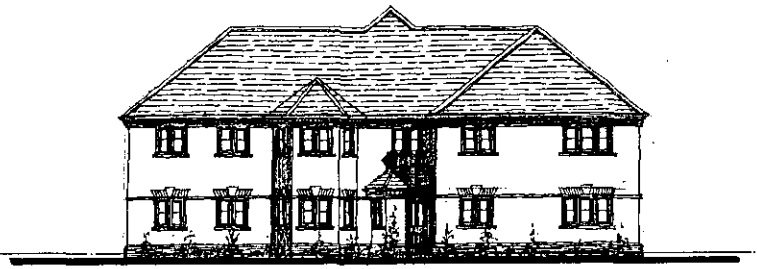
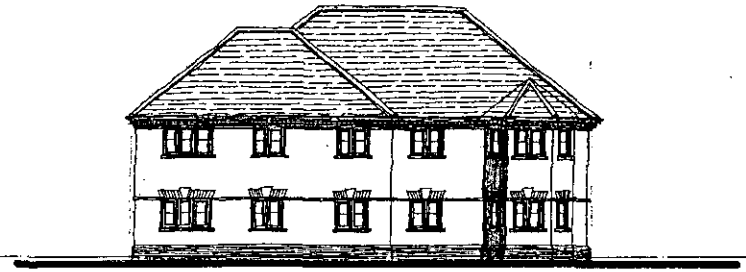
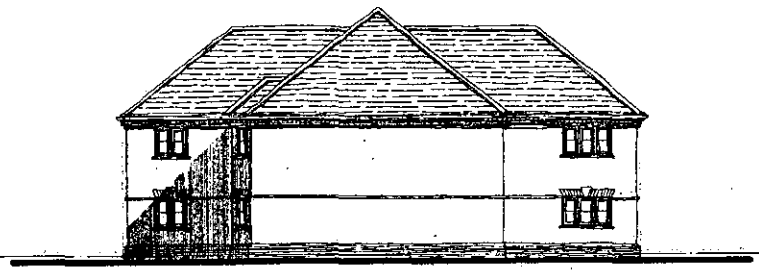


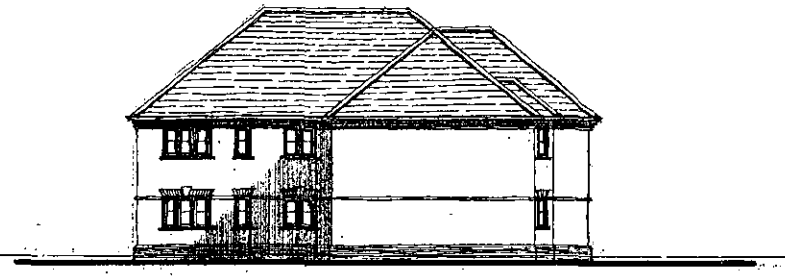
FRONT ELEVATION



SIDE ELEVATION



REAR ELEVATION



SIDE ELEVATION

MATERIALS

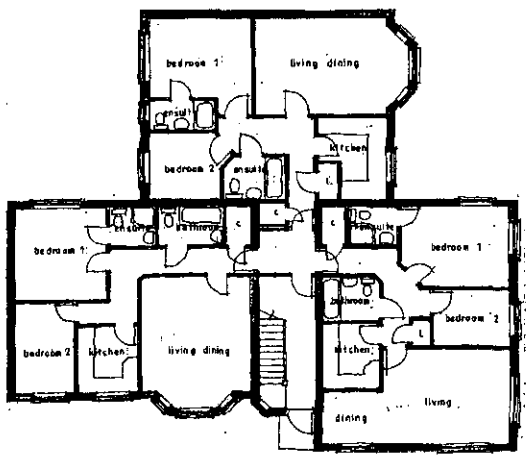
Roof : CONCRETE INTERLOCKING TILES ALL AS REQ'D

WALLS : FACE BRICKWORK WITH CONTRASTING BRICK BAND COURSE AND SPECIAL FEATURE BRICK COURSES.

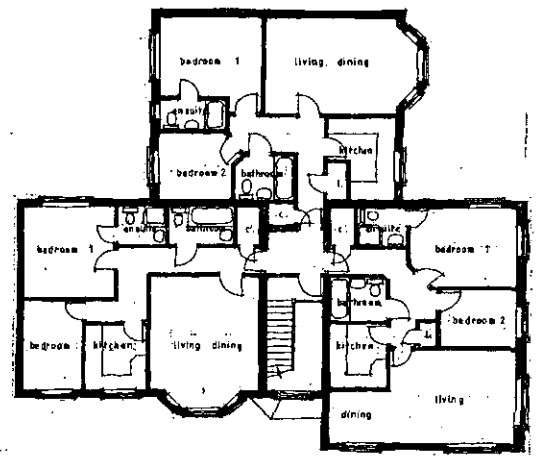
WINDOWS : WHITE CASTING STYLE WINDOWS.

EAVES : FACE BRICK DENTIL COURSES WITH GUTTER BRACKETS.

GROSS INTERNAL FLOOR AREAS :
4 No AT 61.75 m² = 665 ft²
2 No AT 61.41 m² = 661 ft²



GROUND FLOOR



FIRST FLOOR

01 NOV 2002 6508

A : GROSS FLOOR AREAS ADDED 30/10/2002

Project: Proposed residential development
415 - 445 Wokingham Road
EARLEY
Berks

Client: Bancroft Developments Ltd

Drawing: PLANS and ELEVATIONS
Plots 33-38

Scale: 1:100 Date: June 2001

The Edwards Irish Partnership
Architects & Surveyors
36 Loughborough Road, Wokingham, Berks RG40 2EF
Tel: 0118-989-4403 Fax: 0118-989-4503 E-mail: the.eip@virgin.net

Job 1408 Dwg. 15A

Notes

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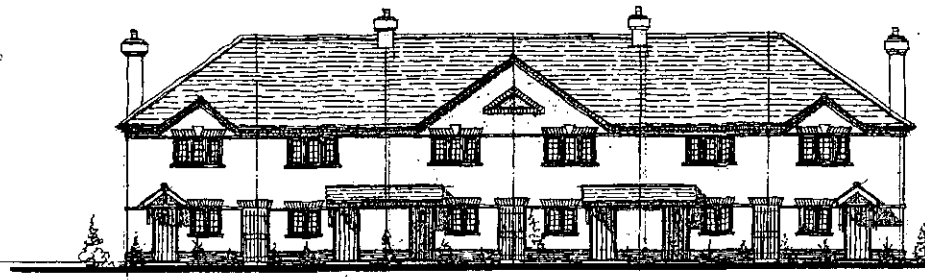
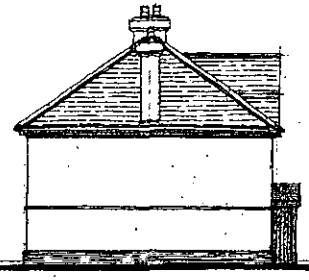
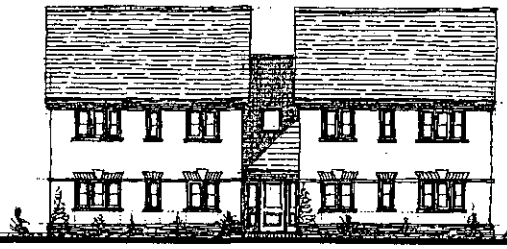


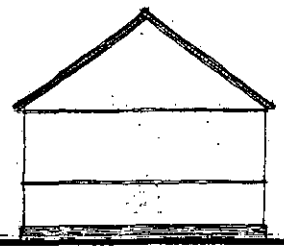
FRONT ELEVATION



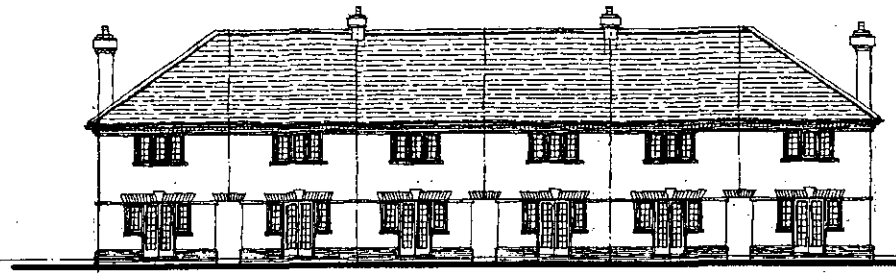
SIDE ELEVATION



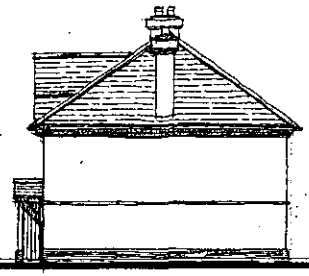
FRONT ELEVATION



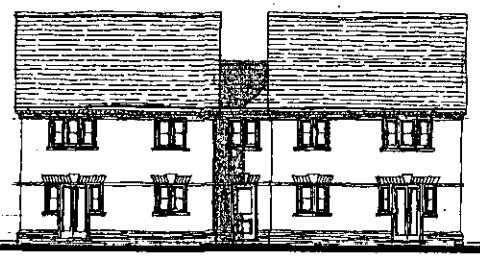
SIDE ELEVATION



REAR ELEVATION



SIDE ELEVATION



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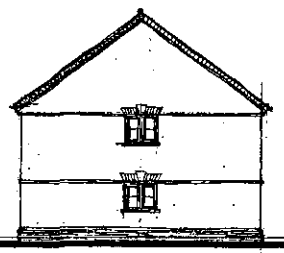
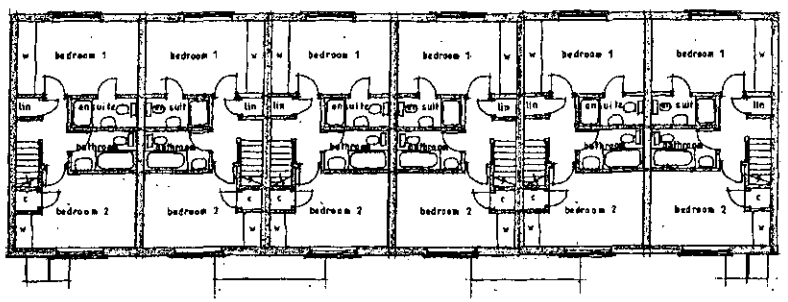
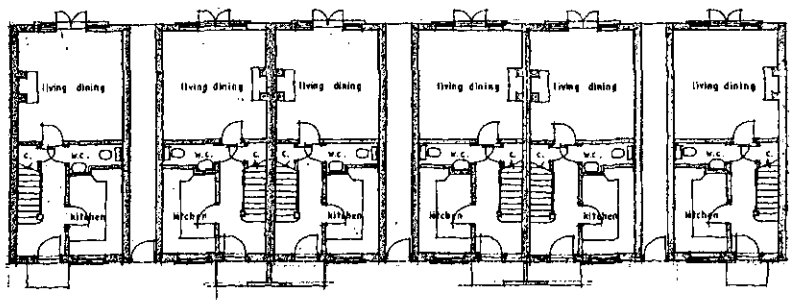


SIDE ELEVATION



FIRST FLOOR



GROUND FLOOR PLOTS 23 – 28

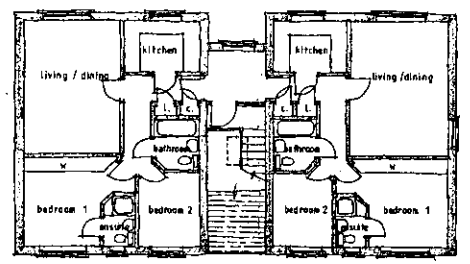
MATERIALS

Roof : CONCRETE INTERLOCKING TILES TO BE AGREED.

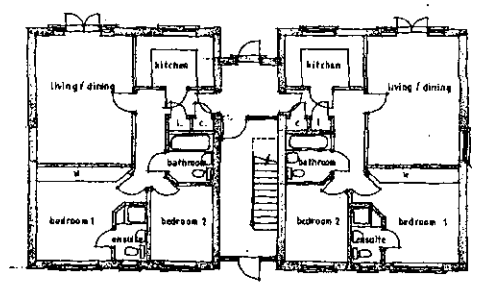
WALLS : RED BROCKMIXTURE WITH CONTRASTING BRICK PLINTH, LINTOLS BEING AS CHARTH. CAUSEWAY.

WINDOWS : WHITE CASEMENTS WITH WHITE ALL BRICK LINTOLS.

DOORS : RED PANEL SHEELING WITH CLOTHED BOROUGH.



FIRST FLOOR



GROUND FLOOR PLOTS 15-18

B : LOWERED SOFFIT OVER KITCHEN TO ALLOW FOR GLULAM BEAM ADDED TO PLANS AS AMENDED 10/01/02 OFFICE

A : SECONDARY TO LINTOLS IN BRICK COURSES AT FIRST FLOOR LEVEL ADDED TO PLANS AS AMENDED ON 15 MAR 12 07/3/01

Proposed residential development
415-445 Wokingham Road
EARLEY
Berks

Client: Bancroft Developments Ltd

Drawing: PLANS and ELEVATIONS
Plots 15-18 23-28

Scale: 1:100 Date: May 2001

The Edwards Irish Partnership
Architects & Surveyors
30 Loughborough Road, Wokingham, Berks RG40 2EF
Tel: 0118-989-4455 Fax: 0118-989-4355 E-mail: the.ep@virgin.net

Job 1408 Dwg. 10B

Notes

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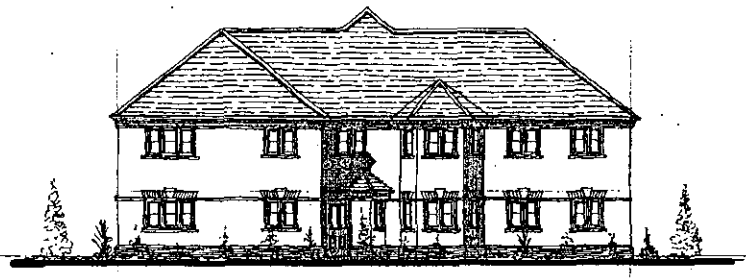
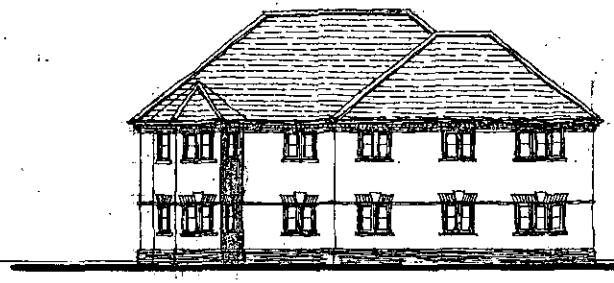
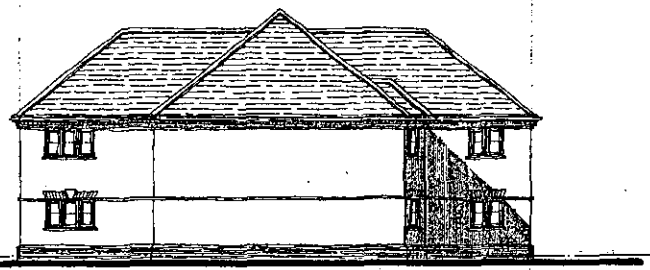


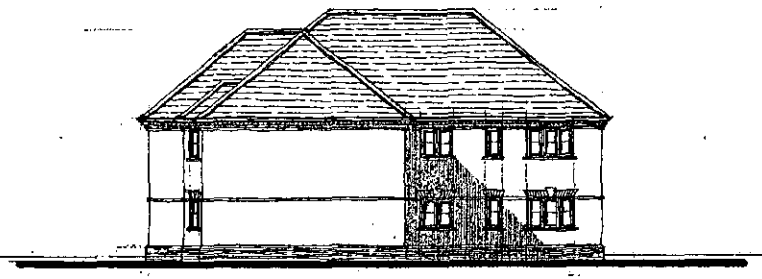
FRONT ELEVATION



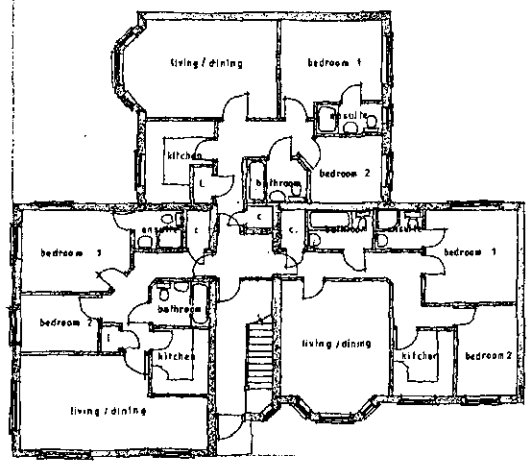
SIDE ELEVATION



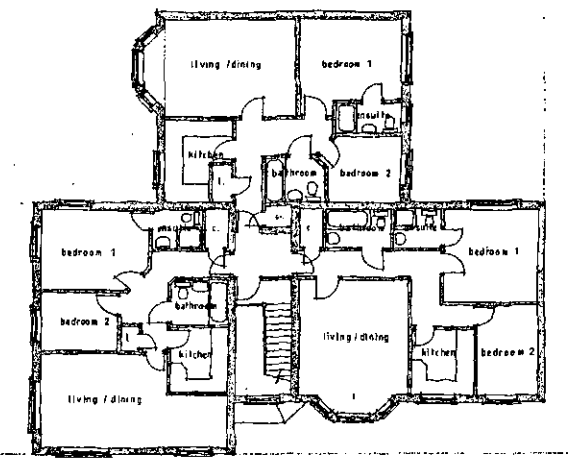
REAR ELEVATION



SIDE ELEVATION



GROUND FLOOR



FIRST FLOOR

MATERIALS

ROOF : CONCRETE INTERLOCKING TILES TO BE AGREED

WALLS : FACE BRICKWORK WITH CONTRASTING BRICK PLINTH, LINTELS AND WHERE SHOWN ON DETAIL COURSES

WINDOWS : WHITE COTTAGE STYLE WINDOWS.

EAVES : FACE BRICK SOFFITS, COURSES WITH BRICK BARGES.

GROSS INTERNAL FLOOR AREA :
4 No @ 61.75 m² : 665 ft²
2 No @ 61.41 m² : 661 ft²

[illegible] 0508

A : GROSS FLOOR AREAS ADDED 26.10.01

Project: Proposed residential development
415 - 445 Wokingham Road
EARLEY
Berks

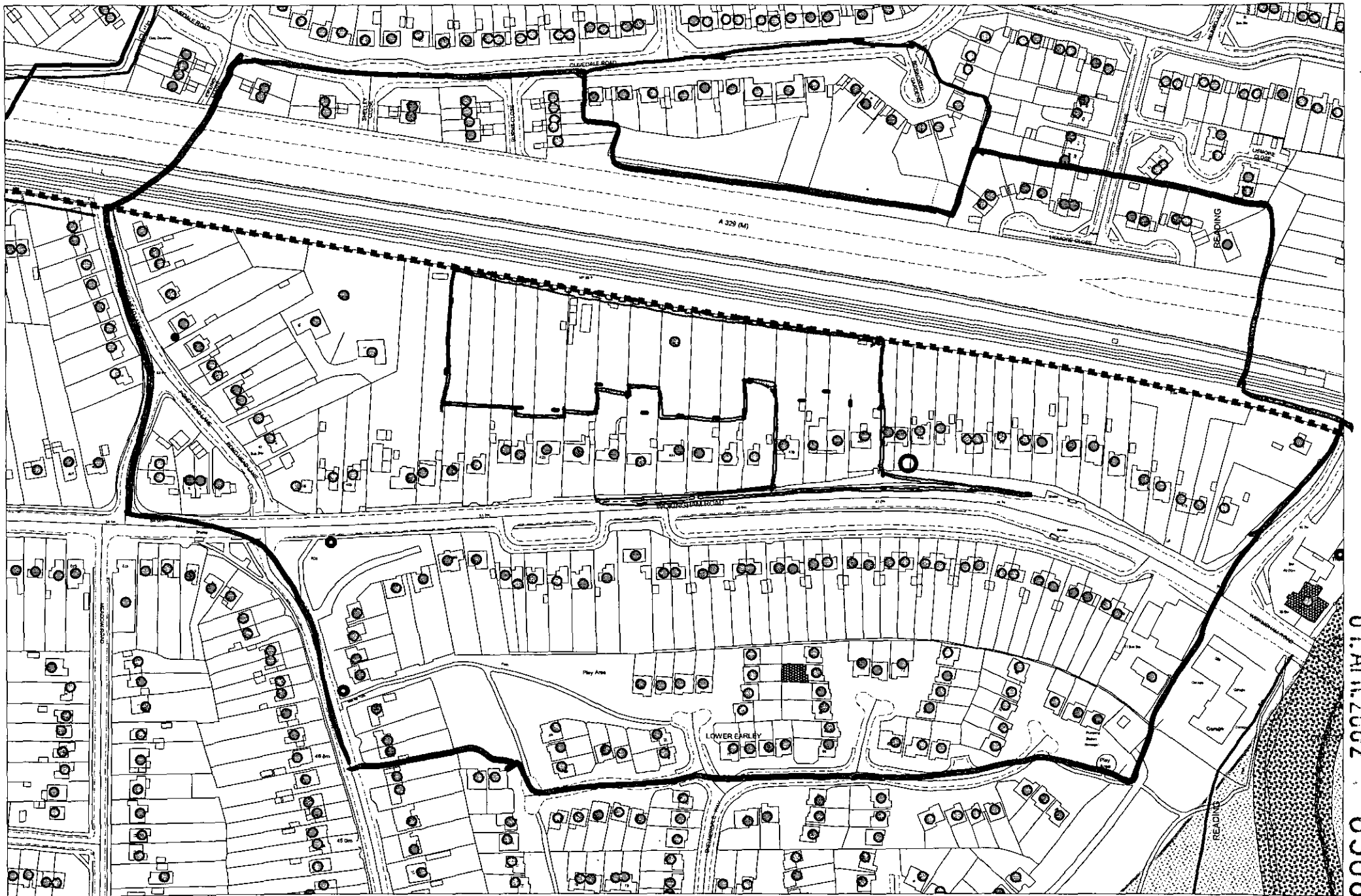
Client: Bancroft Developments Ltd

Drawing: PLANS and ELEVATIONS
Plots 7–12

Scale: 1:100 Date: May 2001

The Edwards Irish Partnership
Architects & Surveyors
36 Loughborough Road, Wokingham, Berks. RG40 2EY
Tel: 0118-980-4403 Fax: 0118-989-4383 E-mail: the_eip@virgin.net

Job 1408 Dwg. 08 A



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Development Control Section, Environmental Services, Wokingham District Council.

8 May 2002

Green line as for /4278 & /5387

Scale: 1 : 2500

N W E S

01 APR 2002 6508



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Development Control Section, Environmental Services, Wokingham District Council.

8 May 2002

Scale: 1 : 2500

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Notes

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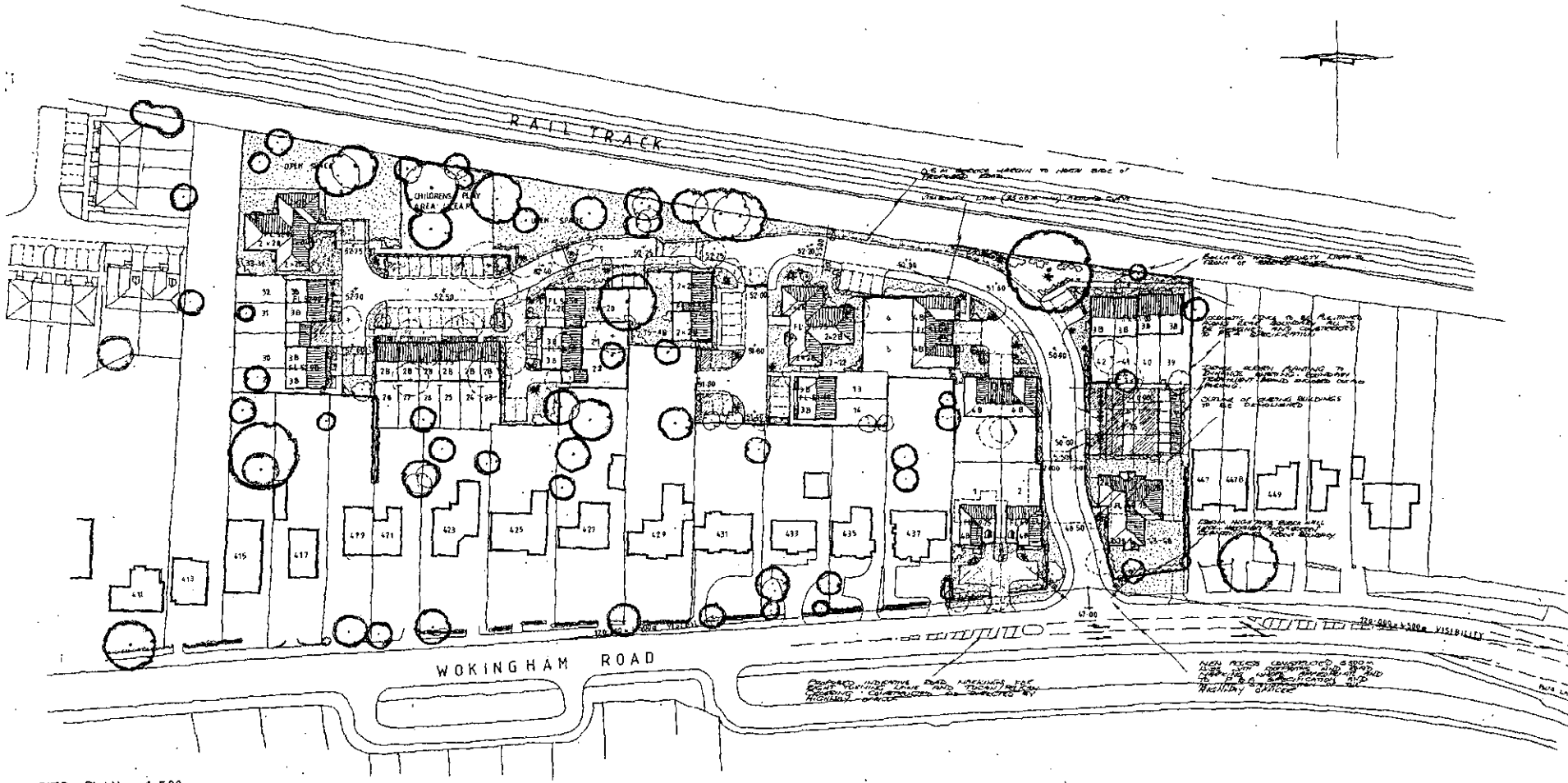
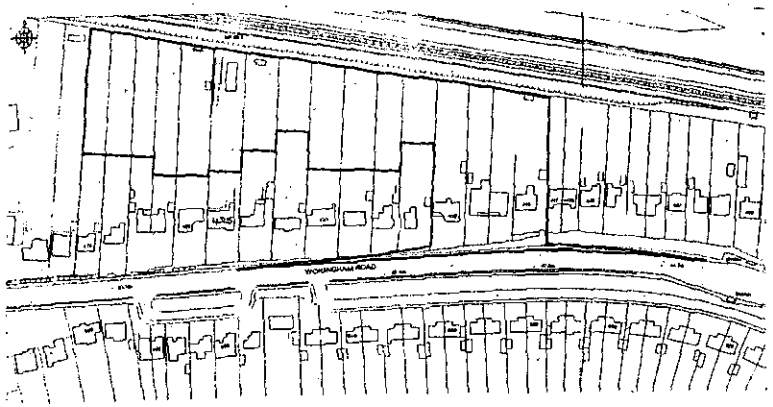


SITE PLAN 1:500



LOCATION PLAN 1:1250

Site area = 1·232 ha = 3·045 acres

ACCOMMODATION – PRIVATE HOUSING	PARKING
6 Nº 4 BEDROOM DETACHED / LINK DETACHED HOUSES	GARAGES AND PARKING SPACE
6 Nº 3 BEDROOM SEMI-DETACHED HOUSES	3Nº GARAGES AND PARKING SPACE
4 Nº 3 BEDROOM TERRACE HOUSES	46Nº UNASSIGNED PARKING SPACES
6 Nº 2 BEDROOM TERRACE HOUSES	
14 Nº 2 BEDROOM FLATS	
36 Nº TOTAL	
ACCOMMODATION – SOCIAL HOUSING	
2 Nº 3 BEDROOM TERRACE HOUSES	19 NºUNASSIGNED PARKING SPACES
10 Nº 2 BEDROOM FLATS	
12Nº TOTAL UNITS 7-18	

48 Nº GRAND TOTAL

AREA OF OPEN SPACE = 0·1801 ha = 0·446 acres

Proposed residential development
415–445 Wokingham Road
EARLEY
Berks

Client: Bancroft Developments Ltd

Drawing: SITE PLAN

Scale: 1:500 Date: May 2001

The Edwards Irish Partnership
Architects & Surveyors
36 Loughborough Road, Woodhouse, Leics LE12 8HT
Tel: 0116-286 4458 Fax: 0116-287 6383 E-mail: tep.ep@virgin.net

Job 1408 Dwg. 05 D



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Development Control Section, Environmental Services, Wokingham District Council.

3 July 2002

Scale: 1 : 2500

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LONDON OFFICE T&I 0171-377-1777 Fax 0171-247-6181

EX SYSTEMS LTD

APPLICATION NO.6508

Name of appellant:
Bancroft Developments / Bryant Homes

Site address:
415 - 445 Wokingham Road

Proposal:Proposed demolition of 4 dwellings & erection of 48 dwellings

Case Officer:NL

WITHDRAWN
22/08/02

450

450

Tel. (0118) 974 6448 (Direct Line)
Fax. (0118) 974 6484
Date. August 28, 2002
My ref. F/2002/6508
Your ref:

WOKINGHAM UNITARY
Aiming for Excellence

Transport Planning
fao Patrick Lingwood

Environmental Services Department
Planning Services
PO Box 157
Shute End, Wokingham
Berkshire RG40 1WR
Tel: 0118 974 6000
Fax::0118 9746484
Minicom No: 0118 974 6991
DX: 33506-Wokingham

NOTICE OF WITHDRAWAL OF APPEAL BY: Bancroft Developments/ Bryant Homes

SITE: 415 – 445 Wokingham Rd, Earley

This is to inform you that the file on this appeal has been closed by The Planning Inspectorate, following its withdrawal by the appellant.

Den Gumbrell

Appeals Assistant

The Planning Inspectorate

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

Direct Line 0117-3728708
Switchboard 0117-3728000
Fax No 0117-3728624
GTN 1371-8708

60202
DC SG
15 AUG 2002

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

Your Ref: 2002/6508

Our Ref: APP/X0360/A/02/1094507

Date: 22 August 2002

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY BANCROFT DEVELOPMENTS/BRYANT HOMES
SITE AT LAND AT 415-445 WOKINGHAM ROAD, EARLEY, READING, BERKSHIRE

The hearing arranged for 5 February 2003 has been cancelled because the appeal has been withdrawn. Please inform anyone who was told of the arrangements. I recommend that a notice of the cancellation is displayed at the venue.

The Inspectorate will take no further action on this appeal.

Yours faithfully

Mrs M Pocock

H12(BPR)

LENNON
planning ltd

4 King Street Lane
Winnersh
Berkshire
RG41 5AS

TOWN PLANNERS • DEVELOPMENT CONSULTANTS • LOCAL GOVERNMENT CONSULTANTS

Our ref. MGRP/1358/jmm

PLANNING SERVICES | HPT
POL | OLS
DC DG | ENF
APP
CS 60154
21 AUG 2002
COPIES TO

Trevor Watson Esq.
Head of Planning
Wokingham District Council
P O Box 157
Shute End
Wokingham
Berkshire RG40 1WR

20 August 2002

BY FAX & POST

Dear Mr. Watson,

Appeal by Bryant Homes and Bancroft Develolpments in respect of 415-445 Wokingham Road, Earley – Your ref. F/2002/6508

Following our Clients' letter of 14th August 2002, I write to confirm that the appeal relating to the site referred to above has been withdrawn in light of your Council's prompt action in respect of the Section 106 Agreement relating to application.

I can confirm that I have written to the Planning Inspectorate to this effect and enclose a copy of my letter for your records.

Yours sincerely,

Matthew Pardoe

Matthew Pardoe
Direct dial no. 0118 936 6673

Enc

cc: Ms. Nicola Lake, Wokingham District Council

10 Park Street, Bristol, BS1 5HX Tel: 0117 915 4590 Fax: 0117 915 4595
4 King Street Lane, Winnersh, Berkshire, RG41 5AS Tel: 0118 936 6666 Fax: 0118 936 6667
35 The Avenue, Southampton, S017 1XN Tel: 023 80 820111 Fax: 023 80 820119
email: consultancy@lennon-planning.co.uk www.lennon-planning.co.uk

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Mr T Watson
Head of Development Control
Wokingham District Council
P O Box 157
Shute End
Wokingham
Berkshire
RG40 1WR

14 August 2002

Dear Sir

415-445 WOKINGHAM ROAD, EARLEY

I have now had an opportunity to talk to the Managing Director of Bryant Homes and we are both pleased to confirm that, in the event of our Planning Application for 44 units being approved by the Planning Committee and subject to the Section 106 Agreement being promptly agreed between both parties, we intend to withdraw the Appeal recently lodged with the Planning Inspectorate.

Following discussions between Matthew Pardoe of Lennon Planning and Nicola Lake, I gather that the words 'and its future maintenance' on page 17, paragraph 2 of the Committee Report, should be deleted in reference to the sound barrier along the A3290.

Yours faithfully

PATRICK BANCROFT

cc Ms N Lake - Development Control Officer
Mr A Ross - Chairman of Planning Committee

The Planning Inspectorate

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

Direct Line 0117-3728775
Switchboard 0117-3728000
Fax No 0117-3728804
GTN 1371-8775

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PLANNING SERVICES | HPT
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19 AUG 2002
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Ms D Gumbrell (Planning Department)
Wokingham District Council
Po Box 157
Wokingham
Berkshire
RG41 1BN

Your Ref: 2002/6508
Our Ref: APP/X0360/A/02/1094507
Date: 15 August 2002

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY BANCROFT DEVELOPMENTS/BRYANT HOMES
SITE AT LAND AT 415-445 WOKINGHAM ROAD, EARLEY, READING, BERKSHIRE

I am writing to advise you that the hearing into this appeal will start at 10:00 on Wednesday 5 February 2003 at the Council Offices, Shute End, Wokingham. Please arrange a car-parking space for the Inspector. Could you send the details, together with a location plan of the venue, to the case officer quoting our appeal reference number.

The name of the Inspector will be confirmed to you at a later date.

Please write to all those other than the appellant, with an interest in the land, and all those who made representations at the planning application stage i.e. including any interested third parties, telling them about the hearing details at least 2 weeks before the hearing date. Your letter should cover:

- An Inspector has been appointed by the Secretary of State to determine this appeal;
- The location of the site and a description of the development;
- Where your, and the appellant's, statements and future comments can be inspected;
- that they may attend the hearing, and at the Inspector's discretion, give their views;
- that we will send a copy of the decision letter only to those who ask for one in writing;
- what facilities are available for people with disabilities e.g. parking spaces, access and seating arrangements etc.

If you have not already done so, please send 2 copies of your written statement to the case officer and one copy to any statutory party. We must receive it within 6 weeks of the starting date.

If you consider it appropriate, please notify the press of the hearing. Please also note that people with disabilities who may be concerned about facilities at the hearing venue have been advised to write to, or contact your Council to confirm that proper provisions are in place.

We aim to issue decisions within 7 weeks of the close of the hearing. If there is likely to be significant delay, we will let you know.

Yours faithfully

Miss Kate Hallett

206J(BPR)

The Planning Inspectorate

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

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

60201
DG
23 AUG 2002

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

Your Ref: TL/2002/6326

Our Ref: APP/X0360/A/02/1092266

Date: 22 August 2002

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY ORANGE PCS LTD
SITE AT WASTE LAND ADJ. TO MAYS LANE BURIAL GROUND, MAYS LANE, EARLEY, BERKSHIRE, RG6 1JX

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

Yours faithfully

Mrs M Pocock

217L(BPR)

HERITAGE PLANNING

TOWN PLANNING AND DEVELOPMENT CONSULTANCY

Heritage House, Old Coach Road, Colchester, Essex CO1 2TH
Tel: 01206 792444 • 792445 • 792448 • Fax: 01206 860116
E-mail: heritage.planning@aspects.net

Direct Dial to David Lewis: 01206 792448

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

9 August 2002

Dear Mrs. Pocock

Town & Country Planning Act 1990 - Appeal by Orange PCS Ltd
Site at Mays Lane Cemetery, Mays Lane, Earley, Reading
APP/X0360/A/02/1092266

Thank you for forwarding the LPA Statement and third party representations in respect of the above appeal. On behalf of the appellants, I wish to make the following comments. For ease of reference, the paragraph numbers relate to those used by the LPA (albeit that in section 4 some numbering is duplicated).

1.1 In describing the site, the LPA acknowledge it to be "within reasonable dense trees and bushes in between the A329M and railway lines". This is important as the landscape and its isolated position limit the impact of the development on residential properties in the area.

2.1 The LPA state there is no planning history, whereas there was an earlier application that is relevant to this appeal, as detailed in the appellant's statement of case.

3.1-3.7 The Council make reference to the polices of their Authority and the County Council, but do not indicate in any way the degree of conformity or conflict with the policies. No subsequent mention is made other than at 5.2 where the conclusion is somehow reached that the proposal is in conflict.

Policy and Guidance given in PPGs is avoided altogether by the LPA, which appears not to have been a consideration by the Council in their assessment of the proposal.

4.3 The Council state the mast to be 3.1m in width on each side. This is factually incorrect. At its base the longest dimension is approximately 1.9m. Furthermore, the mast tapers to a point where it is 0.9m, directly below the antennae. This information was clearly stated in the letter accompanying the application (dated 10 May 2002). It was also stated that, although four dishes were shown, this number would be unlikely to be deployed, with probably only one being required in the first instance.

It is acknowledged that the dimensions of the mast exceed those of the Authority's stated preferred option for a monopole, but in this instance, the nature of the foliage and remoteness from public view is such that the mast will have limited impact.

4.4 Although the trees are deciduous, the branches would still provide screening to act as a foil/backdrop to the mast. The framework would be more readily assimilated than a monopole column.

Whilst the LPA assert detriment to amenity of residential properties, they do not attempt to specify the properties concerned, or the fact that they are separated from the appeal site by considerable distances, motorway, railway lines, dense landscaping etc. The statement is made as a platitude with little attempt to provide any reasoned justification.

4.4-4.5 The reference to the impact on the street scene is an unusual term given its location within dense foliage in a remote location. Views of it will generally be distant and not in the context of a conventional street, group of buildings or urban form usually connected with the term 'street scene'. Thus, it is difficult to understand the LPA's argument in this respect.

4.6 The LPA assert the mast to be located close to a sensitive area, a cemetery, from which the mast will be viewed. Policy W1C14 lists those areas that are considered to be environmentally sensitive, and this does not include cemeteries. Notwithstanding this, they still conclude the proposal to be in conflict with that policy. Nevertheless, in this situation the impact of the mast will give rise to little difference to the views of pylons and other items that already exist in the locality. Although the pylons are further away from the cemetery, they are considerably taller and bulkier, yet they are not regarded as detracting from the character of the area. The Council do not clarify how they consider a second mast, (an addition to the Vodafone mast) would result in a detrimental effect, as it would be difficult to see both from the same viewpoint.

5.1-5.3 The conclusions arrived at by the LPA are not based on sound planning principles or reasoned argument.

The third party representations raise no new issues which have not already been covered.

As requested, I enclose two copies of this letter and look forward to an early outcome to this appeal.

Yours sincerely,

D. G. Lewis, Dip.E.P., Dip.T.P., M.R.T.P.I.

Telephone Number: (0118) 9746448

Date: 28 August, 2002

APPLICATION NUMBER: F/2002/6508

Shane Leather
shane.leather@lineone.net

WOKINGHAM UNITARY
Aiming for Excellence

Environmental Services Department
Planning Services
P.O. Box 157
Shute End, Wokingham
Berkshire RG40 1WR
Tel: (0118) 974 6000
Fax: (0118) 974 6484
Minicom No: (0118) 977 8909

NOTICE OF WITHDRAWAL OF APPEAL

Dear Sir/Madam

Application No: F/2002/6508

APPEAL BY: Bancroft Developments/Bryant Homes

Location: Land At 415 - 445, Wokingham Road, Earley Reading

Proposal: Proposed demolition of 4 dwellings and erection of 48 dwellings

The appellant has decided to withdraw this appeal prior to The Planning Inspectorate making a decision and the file has now been closed.

Yours faithfully,

Denise Gumbrell

Appeals Assistant

E-Mailed 28/08/02 DG

Telephone Number: (0118) 9746448

Date: 28 August, 2002

APPLICATION NUMBER: F/2002/6508

WOKINGHAM UNITARY
Aiming for Excellence

The Owner / Occupier
79
SKELMERDALE WAY
EARLEY
READING
RG6 7YB

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) 977 8909

NOTICE OF WITHDRAWAL OF APPEAL

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Yours faithfully,

Denise Gumbrell

Appeals Assistant

WOKINGHAM DISTRICT COUNCIL

TOWN AND COUNTRY PLANNING ACT 1990

APPEAL BY: Bancroft Developments / Bryant Homes
SITE: 415 - 445 Wokingham Road, Earley
APPLICATION NO.: 6508
PROPOSAL: Proposed demolition of 4 dwellings & erection of 48 dwellings

LIST OF PERSONS CIRCULATED WITH NOTICE OF APPEAL

District Councillor(s) for Little Hungerford

Mr D Swindells

Mrs D F Buckley - Carpenter

Mr C Edmunds

Clerk(s) of Parish / Town Council of Earley

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

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

Operations Support Officer, Royal Berkshire Fire & Rescue Service, The Fire Station, Caversham Rd, Reading RG1 8AA. fao Peter Banks

Highways, Drainage, WDC. fao Roger Johnson

Environment Agency, Swift House, Frimley Business Park, Camberley GU16 7SQ - fao Paul Busing Ref: SU77SE/7126

Environmental Health, WDC. fao Tom Payne

Transco South LDZ, Greaseborough Rd, Rotherham, South Yorks S61 4QQ Ref: R3163647

Countryside Officer, Dinton Pastures, WDC. fao Andy Glencross

Railtrack Southern, Engineering Manager, Mercury House, 1st Floor South, 109-119 Waterloo Rd, London SE1 8UL. fao M. Manley

Transport Planning, WDC. fao Patrick Lingwood

Policy & Plans, WDC. fao Debra Hammond

Organisation_Name	Building_Name	address1	Postcode
	THE YARD	THE YARDPOND HEAD LANEREADING	RG6 7ET
DAVENPORT VERNON ROVER	658-660	658-660WOKINGHAM ROADREADING	RG6 7HW
	447A	447AWOKINGHAM ROADREADING	RG6 7EL
	447C	447CWOKINGHAM ROADREADING	RG6 7EL
	3A	3APOND HEAD LANEREADING	RG6 7ET
	403A	403AWOKINGHAM ROADREADING	RG6 7EJ
	403B	403BWOKINGHAM ROADREADING	RG6 7EJ
	403C	403CWOKINGHAM ROADREADING	RG6 7EJ
		11POND HEAD LANEREADING	RG6 7ET
		13POND HEAD LANEREADING	RG6 7ET
		15POND HEAD LANEREADING	RG6 7ET
		17POND HEAD LANEREADING	RG6 7ET
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		23POND HEAD LANEREADING	RG6 7ET
		4POND HEAD LANEREADING	RG6 7ET
		9POND HEAD LANEREADING	RG6 7ET
01 MAY 2002 6508		1KIPLING CLOSEREADING	RG5 3RL
		1SHELLEY CLOSEREADING	RG5 3RN
		2SHELLEY CLOSEREADING	RG5 3RN
		3SHELLEY CLOSEREADING	RG5 3RN
		4SHELLEY CLOSEREADING	RG5 3RN
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		8BURNS CLOSEREADING	RG5 3RP
		405WOKINGHAM ROADREADING	RG6 7EL
		407WOKINGHAM ROADREADING	RG6 7EL

[redacted]	Building_Name	address1	Postcode
		409WOKINGHAM ROADREADING	RG6 7EL
		411WOKINGHAM ROADREADING	RG6 7EL
		413WOKINGHAM ROADREADING	RG6 7EL
		415WOKINGHAM ROADREADING	RG6 7EL
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		419WOKINGHAM ROADREADING	RG6 7EL
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		636WOKINGHAM ROADREADING	RG6 7HN
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		640WOKINGHAM ROADREADING	RG6 7HN

me	Building_Name	address1	Postcode
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		11MILL LANEREADING	RG6 7JF
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		19MILL LANEREADING	RG6 7JF
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		3MILL LANEREADING	RG6 7JF
		5MILL LANEREADING	RG6 7JF
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		88SKELMERDALE WAYREADING	RG6 7YB
	447B	447BWOKINGHAM ROADREADING	RG6 7EL
		1POND HEAD LANEREADING	RG6 7ET

[redacted]ame	Building_Name	address1	Postcode
		3POND HEAD LANEREADING	RG6 7ET
		5POND HEAD LANEREADING	RG6 7ET
		7POND HEAD LANEREADING	RG6 7ET
		3LODDON BRIDGE ROADREADING	RG6 7EW
	1A	1APOND HEAD LANEREADING	RG6 7ET
FOOK SANG ACUPUNCTURE & CHINE		590WOKINGHAM ROADREADING	RG6 7HN
		652WOKINGHAM ROADREADING	RG6 7HN
LAND REAR OF 1-11			
LAND AT			

The Planning Inspectorate

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

For official use only
Date received

PLANNING APPEAL FORM

If you need this document in large print, on audio tape, in Braille or in another language, please contact our helpline on 0117 372 8939.

Please use a separate form for each appeal

Your appeal and essential supporting documents must reach the Inspectorate within 6 months of the date shown on the Local Planning Authority's decision notice (or, for 'failure' appeals, within 6 months of the date by which they should have decided the application).

Before completing this form, please read our booklet 'Making your planning appeal' which was sent to you with this form.

WARNING: If any of the 'Essential supporting documents' listed in Section J are not received by us within the 6 month period, the appeal will not be accepted.

A. APPELLANT DETAILS

The name of the person(s) making the appeal must be the same as on the planning application form.

Name BRYANT HOMES and BANCROFT DEVELOPMENTS

Address c/o THE EDWARDS IRISH PARTNERSHIP
36 LANGBOROUGH ROAD, WOKINGHAM

Postcode RG40 2BT

Daytime phone no

Fax no

E-mail address

B. AGENT DETAILS (if any)

Name LENNON PLANNING LIMITED

Address 4 KING STREET LANE
WINNERSH
BERKSHIRE

Postcode RG41 5AS

Your reference 1358

Daytime phone no 0118 936 6666

Fax no 0118 936 6667

E-mail address consultancy@lennon-planning.co.uk

C. LOCAL PLANNING AUTHORITY (LPA) DETAILS

Name of the LPA WOKINGHAM D.C.

Date of the planning application 29/4/2002

LPA's application reference no 2002/6508

Date of LPA's decision notice (if issued)

D. APPEAL SITE ADDRESS

Address LAND AT 415 - 445 WOKINGHAM ROAD

EARLEY, READING, BERKSHIRE

Postcode

If the whole site can be seen from a road or other public land and there is no need for the Inspector to enter the site e.g. to take measurements or to enter a building, please tick the box. ☐

E. DESCRIPTION OF THE DEVELOPMENT

(This must be the same as on the application sent to the LPA, unless minor amendments were agreed with the LPA)

DEMOLITION OF 4 No: HOUSES AND CONSTRUCTION OF 48 No. DWELLINGS

F. REASON FOR THE APPEAL

This appeal is against the decision of the LPA to:

*Please tick **one** box only* ✔

1. Refuse planning permission for the development described in Section E. ☐
2. Grant planning permission for the development subject to conditions to which you object. ☐
3. Refuse approval of details required by a previous outline planning permission. ☐
4. Grant approval of details required by a previous outline planning permission subject to conditions to which you object. ☐
5. Refuse to approve any matter required by a condition on a previous planning permission (other than those in 3 or 4 above). ☐

or

6. The failure of the LPA to give notice of its decision within the appropriate period (usually 8 weeks) of an application for permission or approval. ☑

G. CHOICE OF PROCEDURE

CHOOSE ONE PROCEDURE ONLY

Appeals dealt with by written representations are usually decided more quickly than by the hearing or inquiry methods. It is important that you read our booklet 'Making your planning appeal' about the various procedures used to determine planning appeals.

Please note that when we decide how the appeal will proceed, we take into account the LPA's views

*Please tick **one** box only* ✔

1. WRITTEN REPRESENTATIONS ☐

The written procedure involves an exchange of written statements followed by a site visit by the Inspector. The grounds of appeal should make up your full case.

2. HEARING ☑

A hearing is a discussion of the appeal proposals. The Inspector leads the discussion. Hearings give everyone concerned the chance to give their views in a more relaxed and informal atmosphere than at a public inquiry. Hearings have many advantages, but they are not suitable for appeals that:

- are complicated or controversial;
- have caused a lot of local interest;
- involve cross-examination (questioning) of witnesses.

Although you may prefer a hearing, the Inspectorate must consider your appeal suitable for this procedure. Hearings are open to the public.

3. INQUIRY ☐

This is the most formal of the procedures, because it usually involves larger or more complicated appeals. These are often cases where expert evidence is presented, and witnesses are cross-examined. An inquiry may last for several days, or even weeks. It is not a court of law, but the proceedings will often seem to be quite similar and the appellant and LPA usually have legal representatives. Inquiries are open to members of the public.

An inquiry is held if you or the LPA decide that you cannot rely on the written procedure and a site visit, and we have decided that a hearing is unsuitable. Sometimes we decide that an inquiry is necessary. If we do, you will be given reasons for our decision.

Please turn over

H. GROUNDS OF APPEAL

If you have requested the written procedure, your **FULL** grounds of appeal must be made, otherwise we will return the appeal form.

If you have requested a hearing or an inquiry, please provide a brief outline of your grounds.

Refer to our booklet 'Making your planning appeal' for help.

Please continue on a separate sheet if necessary.

PLEASE SEE ATTACHED SHEET

H. GROUNDS OF APPEAL (continued)

Please turn over

I. APPEAL SITE OWNERSHIP DETAILS

We need to know who owns the appeal site. If you do not own the appeal site or if you own only a part of it, we need to know the name(s) of the owner(s) or part owner(s). We also need to be sure that any other owner knows that you have made an appeal. YOU MUST TICK WHICH OF THE CERTIFICATES APPLIES. Please read the enclosed *Guidance Notes* if in doubt.

If you are the sole owner of the whole appeal site, Certificate A will apply: *Please tick **one** box only* ☐

CERTIFICATE A ☐

I certify that, on the day 21 days before the date of this appeal, nobody, except the appellant, was the owner (see Note (i) of the *Guidance Notes* for a definition) of any part of the land to which the appeal relates;

OR

CERTIFICATE B ☑

I certify that the appellant (or the agent) has given the requisite notice to everyone else who, on the day 21 days before the date of this appeal, was the owner (see Note (i) of the *Guidance Notes* for a definition) of any part of the land to which the appeal relates, as listed below:

Owner's name	Address at which the notice was served	Date the notice was served
PLEASE SEE ATTACHED SCHEDULE		

CERTIFICATES C and D ☐

If you do not know who owns all or part of the appeal site, complete either Certificate C or Certificate D enclosed with the accompanying *Guidance Notes* and attach it to the appeal form.

AGRICULTURAL HOLDINGS CERTIFICATE (This has to be completed for all appeals)

We also need to know whether the appeal site forms part of an agricultural holding. Please tick either (a) or (b) **If the appellant is the sole agricultural tenant, (b) should be ticked and 'not applicable' should be written under 'Tenant's name'.** ✔

(a) None of the land to which the appeal relates is, or is part of, an agricultural holding; ☑

OR

(b) The appeal site is, or is part of, an agricultural holding and the appellant (or the agent) has given the requisite notice to every person (other than the appellant) who, on the day 21 days before the date of the appeal, was a tenant of an agricultural holding on all or part of the land to which the appeal relates, as listed below: ☐

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

J. ESSENTIAL SUPPORTING DOCUMENTS

The documents listed in 1–6 below, must be sent with your appeal form; 7–10 must also be sent if appropriate. If we do not receive all your appeal documents by the end of the 6 month appeal period, we will not deal with it. Please tick the boxes to show which documents you are enclosing.

1. A copy of the original **planning application** sent to the LPA. ✔
2. A copy of the **site ownership certificate and ownership details** submitted to the LPA at application stage (this is usually part of the LPA's planning application form). ☑
3. A copy of the **LPA's decision notice** (if issued). ☑
4. A **plan showing the site outlined in red**, including two roads clearly named (preferably on a copy of a 1:10,000 Ordnance Survey map). N/A ☐
5. Copies of all **plans, drawings and documents** sent to the LPA as part of the application. ☑
6. Any **additional plans, drawings and documents** sent to the LPA but which did not form part of the original application (eg drawings for illustrative purposes). ☑

Copies of the following must also be sent, if appropriate:

7. **Additional plans or drawings** relating to the application but not previously seen by the LPA. Please number them clearly and list the numbers here: ☐

8. Any relevant **correspondence** with the LPA. ☐
9. If the appeal is against the LPA's refusal or failure to grant permission for 'details' imposed on a grant of outline permission, please enclose:
   (a) the relevant outline application; ☐
   (b) all plans sent at outline application stage; ☐
   (c) the original outline planning permission; ☐
10. A copy of any Environmental Statement plus certificates and notices relating to publicity (if one was sent with the application, or required by the LPA). ☐
11. If you have sent other appeals for this or nearby sites to us and these have not been decided, please give details and our reference numbers. ☐

PLEASE TURN OVER AND SIGN THE FORM – UNSIGNED FORMS WILL BE RETURNED

K. PLEASE SIGN BELOW

(Signed forms together with all supporting documents must be received by us within the 6 month time limit)

1. I confirm that I have sent a copy of this appeal form and relevant documents to the LPA *(if you do not, your appeal will not normally be accepted).*
2. I confirm that all sections have been fully completed and that the details of the ownership (section I) are correct to the best of my knowledge.

Signature Lennon Planning Ltd (on behalf of) BRYANT HOMES and BANCROFT DEVELOPMENS

Name (in capitals) LENNON PLANNING LIMITED Date 05-07-02

The Planning Inspectorate is registered under the Data Protection Act to hold personal data supplied by you.

NOW SEND:

- **1 COPY to us at:**
  The Planning Inspectorate
  Customer Support Section
  Temple Quay House
  2 The Square
  Temple Quay
  BRISTOL
  BS1 6PN

  We do not currently accept appeals by e-mail or fax.

- **1 COPY to the LPA**
  Send a copy of the appeal form to the address from which the decision notice was sent (or to the address shown on any letters received from the LPA). There is no need to send them all the documents again, send them any supporting documents not previously sent as part of the application. If you do not send them a copy of this form and documents, we may not accept your appeal.

- **1 COPY for you to keep**

When we receive your appeal form, we will:

1) Tell you if it is valid and who is dealing with it.
2) Tell you and the LPA the procedure for your appeal.
3) Tell you the timetable for us receiving further information or representations.

   YOU MUST KEEP TO THE TIMETABLE
   If information or representations are received late we may disregard them. They will not be seen by the Inspector but will be sent back to you.
4) Tell you about the arrangements for the site visit, hearing or inquiry.

At the end of the appeal process, the Inspector will give the decision, and the reasons for it, in writing.

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Appeal by Bryant Homes & Bancroft Developments
against
Wokingham District Council's
failure to give notice of its decision within the statutory period
for Application Reference F/2002/6508

415 – 445 Wokingham Road, Earley, Berkshire

G. GROUNDS OF APPEAL

1. The site lies within the urban area of Earley, which is an Identified Settlement. The site is also allocated as a proposed housing site by the adopted Local Plan, for which Government Guidance specifies that the optimum use should be made especially where such sites are located close to a range of services/facilities and/or good public transport links.

2. The site is already developed, but not at an optimum level. The proposed development would make more effective use of this already developed site in accordance with Government guidance, Structure and Local Plan policy.

3. The proposed development would integrate well with the scale, form and character of adjoining properties, and in a manner that has been permitted elsewhere within the immediate area, especially the adjoining site to the west.

4. The proposed residential scheme incorporates a mix of dwelling types and sizes in line with Local Plan policies that will help meet an acknowledged housing requirement within the District.

5. The density of the development proposal accords with guidance in PPG3 which encourages development of between 30 and 50 dwellings per hectare on previously developed land.

6. The proposed development would not have an adverse impact upon the amenity of adjoining properties.

7. The site is located near to a choice of bus and rail services connecting it with Reading town centre and other local opportunities for employment, retail, entertainment etc. The rail service also accesses the wider network including Bracknell, Wokingham and London Waterloo to the east, and Reading town centre to the west. The development of this site for residential purposes would therefore accord with Government guidance and Local Plan policies seeking to restrain the use of the private car.

8. The site is located close to local shops and leisure facilities and has access to other opportunities via the local transport network.

9. The access and scale of parking are provided in accordance with Local Plan policy and recent Government guidance, and have been confirmed as being acceptable.

10. The site the subject of this appeal has also been the subject of an earlier appeal. Whilst the Inspector ultimately refused planning permission for that appeal he found that the design and layout of most of the scheme was appropriate to the site, Paragraph 24, and that there was no reason to refuse the scheme on highway grounds, Paragraphs 30 and 45.

11. The Inspector, however, dismissed the appeal for two reasons, namely:
- the design of the flats proposed at the front of the site, and
- the perceived affect of the carpark to its immediate rear upon the occupiers of 447 and 447b Wokingham Road.

11.1 With respect to the flats proposed at the front of the site, the Inspector was specifically concerned about;
- the height of the proposed building,
- the size and configuration of its roof,
- the number of windows within its front elevation, and
- the height of the wall proposed adjacent to the road.

11.2 With respect to the carpark area the Inspector was concerned about the likely impact of noise associated with it upon the occupiers of the adjoining maisonettes.

11.3 As a result of the earlier appeal the scheme before the Council was amended by:-
- reducing the building's depth by 2.2 metres,
- reducing the height of the building to two storeys, a reduction of 2.7 metres from the earlier three storey scheme,
- simplifying the configuration of the roof line,
- reducing the number of windows,
- replacing the high wall previously proposed adjacent to the road with a low wall and planting,
- reducing the number of car parking spaces from 16 to 14, and therefore the area given over to car parking,
- pulling the car parking area further away from the eastern boundary of the site, with intervening landscaping and closeboarded fence, and
- covering the car parking spaces closest to the site's eastern boundary with a pitched roof, and enclosing it on three sides, thereby preventing potential disturbance to residents of 447 and 447B by noise and light.

11.4 As the noise report submitted as part of the application demonstrates, the environment of the occupiers of 447 and 447B Wokingham Road will be improved through the introduction of the carports, which would shield residents from some of the noise associated with existing sources as well as that likely to be generated on site. Indeed those people who the Inspector identified as being

at risk from the earlier scheme wrote to the Council in support of the application the subject of this appeal.

12. In light of the fact that the appeal scheme makes the best use of this site and addresses the specific concerns expressed by the earlier Inspector the appeal should be allowed and the proposed residential development granted planning permission.

ATTENDANCE LIST AT INFORMAL HEARING

Appellant: Bancroft Developments / Bryant Homes **Application number:** 6508

Site: 415 - 445 Wokingham Road, EARLEY, Earley

Proposal: Proposed demolition of 4 dwellings & erection of 48 dwellings

Name	Address

The Planning Inspectorate

For offical use only
Date received

QUESTIONNAIRE

PLANNING, LISTED BUILDING CONSENT OR CONSERVATION AREA CONSENT

APPEAL REF: APP /X0360/A/02/1094507 **GRID REF:** _____

APPEAL BY: Bancroft Developments / Bryant Homes.

SITE: 415 - 445 Wokingham Rd, Earley

You must ensure that a copy of a completed questionnaire, together with any enclosures, is received by us and the appellant, within 2 weeks from the 'starting date' given in our letter. **You must include details of the statutory development plan, even if you intend to rely more heavily on some other emerging plan.** Please send our copy to the case officer. Their address is shown on our letter.

If notification or consultation under an Act, Order or Departmental Circular would have been necessary before granting permission and has not yet taken place, please inform the appropriate bodies of the appeal now and ask for any comments to be sent direct to us within 6 weeks of the 'starting date'.

1.	Do you agree to the written representations procedure?			~~YES~~ / NO
OR	Do you wish to be heard by an Inspector at:	a.	a local inquiry?	~~YES~~ / NO
		or b.	a hearing?	YES / ~~NO~~
2.	If the written procedure is agreed, could the Inspector make an unaccompanied site visit?			YES / NO
	(It is our policy that Inspectors make an unaccompanied site visit whenever practicable e.g. the site can be seen clearly from a road or other public land. You must only indicate the need for an accompanied visit when it is necessary to enter the site e.g. to view or measure dimensions from within it.)			
3.	Does the appeal relate to an application for approval of reserved matters?			~~YES~~ / NO
4.	Was an Article 7 (Regulation 6 for listed building or conservation area consent) certificate submitted with the application?			~~YES~~ / NO / ~~N/A~~
5.	Was it necessary to advertise the proposals under Article 8 of the GDPO 1995 and/or Section 73 of the Planning (Listed Buildings and Conservation Areas) Act 1990?			YES / ~~NO~~

6.	Is the appeal site within an approved Green Belt or AONB? Please specify which	~~YES~~ / NO
7.	Is there a known surface or underground mineral interest at or within 400 metres of the appeal site which is likely to be a material consideration in determining the appeal? (If YES, please attach details.)	~~YES~~ / NO
8. a.	Are there any other appeals or matters relating to the same site or area still being considered by us or the Secretary of State? If YES, please attach details and, where necessary, give our reference numbers.	~~YES~~ / NO
b.	Would the development require the stopping up or diverting of a public right of way? If YES, please provide an extract from the Definitive Map and Statement for the area, and any other details.	~~YES~~ / NO
9.	Is the site within a Conservation Area? If YES, please attach a plan of the Conservation Area. (If NO, go to Q11.)	~~YES~~ / NO
10.	Does the appeal relate to an application for conservation area consent?	~~YES~~ / NO
11.a.	Does the proposed development involve the demolition, alteration or extension of a Grade I / II* / II listed building?	~~YES~~ / NO Grade I / II* / II
b.	Would the proposed development affect the setting of a listed building?	~~YES~~ / NO
	If the answer to question 11a or b is YES, please attach a copy of the relevant listing description from the List of Buildings of Special Architectural or Historic Interest. (If NO, go to Q13.)	
12.	Has a grant been made under Sections 3A or 4 of the Historic Buildings and Ancient Monuments Act 1953?	YES / NO
13.a.	Would the proposals affect an Ancient Monument (whether scheduled or not)?	~~YES~~ / NO
b.	If YES, was English Heritage consulted? Please attach a copy of any comments.	YES / NO
14.a.	Is the appeal site in or adjacent to or likely to affect an SSSI? If YES, please attach the comments of English Nature.	~~YES~~ / NO
b.	Are any protected species likely to be affected by the proposals? If YES, please give details.	~~YES~~ / NO

BUT See Biodiversity Countryside officer's comments (ANDY GLOVER ROSS)

15. Copies of the following documents must, if appropriate, be enclosed with this questionnaire:

a	Is the development in Schedule 1 or column one of Schedule 2 of the Town & Country Planning (Environmental Impact Assessment)(England & Wales) Regulations 1999? If YES, please indicate which Schedule.	~~YES~~ / NO Sch1 Sch 2 col 1
b.	Is the development within a 'sensitive area' as defined by regulation 2 of the Town & Country Planning (Environmental Impact Assessment)(England & Wales) Regulations 1999?	~~YES~~ / NO
c.	Has a screening opinion been placed on Part 1 of the planning register? If YES, please send a copy to us.	YES / ~~NO~~

	Number of Documents Enclosed	N/A
d. Any comments or directions received from the Secretary of State, other Government Departments or statutory agencies / undertakers whether or not as a result of consultations under the GDPO;	4	
e. Any representations received as a result of an Article 7 (or Regulation 6) notice;		✓
f. A copy of any notice published under Article 8 of the GDPO 1995; and/or Section 73 of the Planning (Listed Buildings and Conservation Areas) Act 1990; and/or Regulation 5 of the Planning (Listed Buildings and Conservation Areas) Regulations 1990;	1	
g. Any representations received as a result of a notice published under Article 8 and/or Section 73 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (or Regulation 5);		✓
h. Details of any other applications or matters you are currently considering relating to the same site; OUR Ref: F/2001/5387 FOR 44 DWELLINGS		✓
i. **For all appeals, including those against non determination, you must provide details of all relevant development plan policies. *Each extract must include the front page, the title and date of approval or adoption. Where plans & policies have not been approved or adopted, please give the stage or status of the plan.***	3	
j. Any supplementary planning guidance, together with its status, that you consider necessary.		✓
k. Any other relevant information or correspondence you consider we should be aware of.		✓

16. a. What is the date you told those you notified about the appeal that we must receive any further comments by?	22/08/02	
b. Copies of the following documents must, if appropriate, be enclosed with this questionnaire.	Number of Documents Enclosed	N/A
i) representations received from interested parties about the original application	25	
ii) the planning officer's report to committee		✓
iii) any relevant committee minute		✓
17. FOR APPEALS DEALT WITH BY WRITTEN REPRESENTATIONS ONLY		
Do you intend to send another statement about this appeal? If NO, please send the following information:-	YES / NO	
a. In non-determination cases:		
i) what the decision notice would have said;		
ii) how the relevant development plan policies relate to the issues of this appeal.		
b. In all cases:		
i) the relevant planning history;		
ii) any supplementary reasons for the decision on the application;		
iii) matters which you want our Inspector to note at the site visit.		
18. THE MAYOR OF LONDON CASES ONLY		
a. Was it necessary to notify the Mayor of London about the application? If YES, please attach a copy of that notification.	YES / NO	
b. Did the Mayor of London issue a direction to refuse planning permission If YES, please attach a copy of that direction.	YES / NO	

I confirm that a copy of this appeal questionnaire and any enclosures have been sent today to the appellant or agent.

Signature: _____ on behalf of WOKINGHAM UNITARY ~~Council~~

Date sent to us and the appellant 24/07/02 OUR Ref: F1200265088

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

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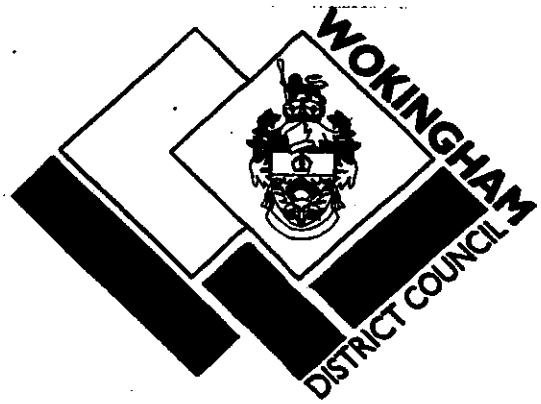

Wokingham District Local Plan
Deposit Draft

With Proposed Amendments Highlighted

February 2000

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

POLICY AS IN THE SAME CIRCUMSTANCES GIVEN UNDER POLICY WH3. FOR ANY SUCH EXCEPTION TO THE POLICY TO BE ACCEPTABLE, THE PROPOSED DEVELOPMENT SHOULD HAVE NO ADVERSE IMPACT UPON THE CHARACTER OF THE ENVIRONMENT OR ON LOCAL AMENITY, AND COMPLY WITH ALL OTHER RELEVANT POLICIES AND PROVISIONS OF THIS PLAN.

Implementation: Planning permissions, and encouragement to owners of property to reinstate use.

Monitoring: Planning applications, and monitoring of numbers of new flats over shops and losses of residential accommodation.

5.17 The provision of a variety of types and sizes of accommodation is desirable so that the housing needs of as many households as possible can be met. The District Local Plan seeks to secure the mix of accommodation that will provide appropriate housing in line with the identified needs. *THE HOUSING NEEDS SURVEY 1997, CARRIED OUT BY CONSULTANTS ON BEHALF OF THE COUNCIL, IS ESPECIALLY USEFUL IN IDENTIFYING THE TYPES OF DWELLING THAT THE AREA REQUIRES. THE SURVEY, BASED ON A SAMPLE OF THE TOTAL POPULATION OF THE DISTRICT, IDENTIFIED PROPORTIONATE DEMAND BY DWELLING SIZE AS BEING: ONE/TWO BEDROOMED UNITS - 45%; THREE BEDROOMED UNITS - 25%; FOUR + BEDROOMED UNITS - 30%.* **(PA 5/10)**

5.18 The Council will also encourage a mix of dwellings as appropriate on individual sites, including for those with particular needs. This approach helps in the achievement of balanced communities, and has the added benefit of assisting in the development of greater townscape variety. (More detailed information on housing mix and densities can be found in the Council's Housing Design Guidelines.)

5.19 The plan also aims to ensure that existing residential accommodation is not lost to other uses, to maintain as wide a variety of dwellings as possible.

POLICY WH6: VARIETY OF HOUSING

ON SITES WHERE RESIDENTIAL DEVELOPMENT IS CONSIDERED ACCEPTABLE BY THE COUNCIL, PROPOSALS WILL BE EXPECTED TO INCORPORATE A MIX AND BALANCE OF DENSITIES, DWELLING TYPES AND SIZES. THE COUNCIL WILL ASSIST DEVELOPERS BY PROVIDING THEM WITH INFORMATION ON THE HOUSING NEEDS OF THE PLAN AREA, INCLUDING THOSE OF PARTICULAR GROUPS IN THE COMMUNITY, SO THAT THEY ARE AWARE OF THE REQUIREMENTS WHEN FORMULATING PROPOSALS. PARTICULAR EMPHASIS WILL BE GIVEN TO THE NEED FOR SMALL (ONE, TWO AND SMALLER THREE BEDROOMED) DWELLINGS.

Implementation: Planning permissions. Supply of information to public and private sector housebuilders.

Monitoring: Planning applications and permissions.

5.20 In terms of this policy, the term 'affordable housing' is taken to mean accommodation that is accessible to people whose incomes or resources are insufficient to enable them to buy or rent housing on the open market. Contributions to meeting housing need can be made by the provision of:

~~a) 'affordable' housing for first time buyers~~
~~b) accommodation at below market price~~
~~c) housing in partnership with a registered housing association~~
~~d) dwellings at affordable rents~~
e) ~~shared ownership schemes.~~ **(PA 5/11)**

POLICY WOS3: DEVELOPMENT CONTROL PRINCIPLES

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

A) BE APPROPRIATE IN SCALE OF ACTIVITY AND CHARACTER TO THE AREA IN WHIC THEY ARE LOCATED AND BE INTEGRATED INTO THEIR LOCAL CONTEXT WITHOU DETRIMENT TO THE AMENITIES OF ADJOINING LAND USES AND OCCUPIERS

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

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

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

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

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

Implementation: Through the development control process.

Monitoring: Planning applications determined.

Services, Amenities and Infrastructure

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

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

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

Cont.

POLICY WOS7: NOISE

THE COUNCIL WILL HAVE REGARD TO THE ADVICE SET OUT IN PPG 24 (AND ANY SUBSEQUENT ADVICE) WHEN CONSIDERING DEVELOPMENT PROPOSALS. WHERE APPROPRIATE THE COUNCIL WILL REQUIRE APPROPRIATE MEASURES TO BE TAKEN IN THE LOCATION, DESIGN, LAYOUT AND OPERATION OF DEVELOPMENT PROPOSALS IN ORDER TO MINIMISE ANY ADVERSE IMPACT AS A RESULT OF NOISE GENERATED. IN ADDITION, PROPOSALS FOR NOISE SENSITIVE DEVELOPMENTS SHOULD HAVE REGARD TO THE FOLLOWING:

A) EXISTING SOURCES OF NOISE E.G. FROM ROADS, RAILWAYS AND OTHER FORMS OF TRANSPORT, INDUSTRIAL AND COMMERCIAL DEVELOPMENTS, SPORTING, RECREATION AND LEISURE FACILITIES

B) THE NEED FOR APPROPRIATE SOUND INSULATION MEASURES

C) THE NEED TO NOT EXACERBATE THE NOISE LEVELS EXPERIENCED BY EXISTING RESIDENTS AS A RESULT OF THE PROVISION OF NOISE ABATEMENT MEASURES TO PROTECT OTHERS.

IN THE CONTEXT OF THIS POLICY NOISE SENSITIVE USES INCLUDE RESIDENTIAL, EDUCATIONAL AND HOSPITAL USES.

Implementation: Through the development control process.

Monitoring: Planning applications determined.

Renewable Energy and Energy Efficiency

1.17 Renewable energy relates to those energy flows that occur naturally and repeatedly in the environment, such as energy from the sun, the wind and the fall of water. Plant material is also an important source of renewable energy as is combustible or digestible industrial, agricultural and domestic waste materials. Renewable energy sources can help to alleviate the problems associated with waste treatment and disposal, help to reduce harmful emissions into the environment and reduce reliance on non-renewable sources of energy. PPG 22 *Renewable Energy* supports the principle of encouraging renewable energy proposals but advises that development relating to it should be weighed carefully against any potential impact on the environment. Within the plan area there may be only limited potential for developing some renewable energy schemes because of the environmental constraints of the District. However, it is important to encourage schemes where they are considered to be acceptable in the context of other policies of this plan.

POLICY WOS8: RENEWABLE ENERGY

THE COUNCIL WILL PERMIT PROPOSALS FOR RENEWABLE ENERGY SCHEMES IN ACCORDANCE WITH POLICY WOS3 AND OTHER POLICIES OF THIS PLAN.

Implementation: Through the development control process.

Monitoring: Planning applications determined.

4.0 BUILT ENVIRONMENT, DESIGN AND HERITAGE

4.1 The plan's built environment policies cover a wide variety of design and conservation issues. The policies are divided into two main sections in the chapter, covering new development and design, and the District's heritage, respectively. The new development policies are prefixed by 'WBE' and the heritage policies by 'WHE'.

INTRODUCTION

Trends and Issues affecting the Built Environment

4.2 In 1993 a full survey of settlements and an investigation of traditional character areas was carried out to inform the policies and proposals in this plan. It revealed several trends:

a) the District's environment is adversely affected by the volume of road traffic
b) many parts of settlements are dominated by a single land use
c) the District has suffered an 'internationalisation' of style, and local distinctiveness has been diluted
d) some play spaces have little natural surveillance and have therefore suffered misuse
e) the historic environment is generally well-conserved, and most recent development in historic areas respects the local historic context
f) the rural north of the District contains a number of examples of unspoilt historic villages and groupings of buildings, some of which merit conservation area status, and others special character status.

4.3 The quality of the built environment is increasingly being recognised as an important issue in the development process. The strength of public interest and opinion with regard to development proposals demonstrates this. The Department of the Environment (DoE) document, *Quality in Town Planning: A Discussion Document*, July 1994, raised the level of discussion with regard to this issue, and further practical guidance has been promised. The revised Planning Policy Guidance Note 1 (PPG 1) *General Policy and Principles* updates the guidance on the role of design considerations in planning, particularly in the light of the Government's Quality in Town and Country Initiative.

4.4 **Key Objectives**

a) to secure development that is environmentally responsible, by the use of sustainable built forms, layout and materials
b) to preserve and enhance those special parts of the built environment of the District including conservation areas, listed buildings, special character areas, historic parks and gardens, and archaeological sites
c) to improve any poor/degraded environment in the District, by the control of new development and the implementation of improvement schemes
d) to ensure that development contributes to the safety, accessibility, attractiveness and vitality of the environment
e) to secure a high standard of design and management for all new development, including the landscape/planting element
f) to identify local character types within the District and raise public awareness of these local characters, to influence the quality of new development.

POLICY FRAMEWORK

National Policy

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

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

Strategic Policy

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

Supplementary Planning Guidance

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

THE BUILT ENVIRONMENT

DESIGN PRINCIPLES

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

POLICY WBE1: DEVELOPMENT IN ITS LOCAL CONTEXT

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

a) ITS ENVIRONMENTAL IMPACT

b) ITS VISUAL IMPACT

c) ACCESSIBILITY

Cont.

SINGLE PHASE. APPLICATIONS FOR SUBSEQUENT STAGES AND/OR REVISIONS TO STAGES THAT HAVE ALREADY RECEIVED PLANNING PERMISSION WILL ONLY BE CONSIDERED FAVOURABLY IF THEY ARE CONSISTENT WITH THE OVERALL PRINCIPLES OF THE DEVELOPMENT AND ANY DEVELOPMENT BRIEF.

Implementation: Through the development control process.

Monitoring: Check quality of development on the ground.

4.12 Wherever development is acceptable in principle, sustainable forms of development will be encouraged. Preference will be given to robust building designs, which are capable of being put to different uses if the original use is no longer viable.

4.13 The demolition of buildings during redevelopment schemes can produce large amounts of waste that contain useful raw materials for the construction process. The majority of this builders' waste is rubble which is disposed of in landfill sites. It is expensive to transport and wasteful of energy. Any policy to encourage the re-use of such waste is strongly supported in Minerals Planning Guidance Note (MPG6) *Guidelines for Aggregates Provision in England*, which specifically refers to inert waste. There is also strong support in the adopted *Waste Management Plan for Berkshire*; the recycling target for this type of waste for Berkshire is 40% by the year 2005/06. Where mobile plant and equipment is being used, demolition and excavated material can be processed for re-use in the construction of a project, without leaving the site. Financial benefits can accrue from this environmentally sensitive approach, particularly on larger developments.

POLICY WBE4: ENVIRONMENTALLY RESPONSIBLE DEVELOPMENT

THE COUNCIL WILL ENCOURAGE DEVELOPMENT WHICH IS ENVIRONMENTALLY RESPONSIBLE HAVING REGARD TO THE FOLLOWING:

a) ENERGY EFFICIENT *LAYOUT AND* (PA 4/1) BUILDING FORMS

b) THE USE OF RECYCLED MATERIALS OR MATERIALS FROM SUSTAINABLE SOURCES.

Implementation: Through the development control process, including use of design guidance, including Sustainability ~~Guideline A5 (expected to be completed by the end of 1997).~~ *GUIDELINES A3, A4 AND A5.* (PA 4/1)

Monitoring: ~~Check~~ quality of development on the ground. Assess % of development using recycled materials, % of development using sustainable forms (use Eco-audit). Assess % of dwellings with good energy efficiency rating.

THE PUBLIC REALM

4.14 The layout of new development and the design of single buildings often has an influence on safety and security in the urban environment. Natural surveillance is an important factor in this; where possible, development should front onto public spaces.

POLICY WBE5: NATURAL SURVEILLANCE OF THE PUBLIC REALM

NEW DEVELOPMENTS SHOULD PROMOTE SAFE AND SECURE ENVIRONMENTS, INCLUDING MAXIMISING OPPORTUNITIES FOR ALL AREAS OF THE PUBLIC REALM TO BE SUBJECT TO NATURAL SURVEILLANCE.

Implementation: Through the development control process, including use of Planning Guideline A6.

Monitoring: Use police crime figures, check quality of development on the ground and liaise with the Community Safety Officer.

4.15 In order to ensure that the public realm is attractive, it needs to be well maintained. This policy is intended to encourage good 'urban housekeeping'. This policy applies to all open space areas that are not within enclosed private curtilages. Public and private areas should be clearly defined.

POLICY WBE6: MAINTENANCE OF THE PUBLIC REALM

TO ENSURE AN ATTRACTIVE PUBLIC REALM THE COUNCIL WILL SEEK TO ENSURE THAT THE MAINTENANCE OF ANY OPEN SPACE IS PROVIDED FOR BY THE DEVELOPMENT ASSOCIATED WITH IT. THE COUNCIL WILL RESIST APPLICATIONS THAT RESULT IN POORLY ACCESSIBLE, OR UNMANAGEABLE AREAS OF OPEN SPACE (DUE TO THEIR SIZE OR FRAGMENTATION), EXCEPT WHERE THE OPEN SPACE IS PRIMARILY FOR NATURE CONSERVATION INTEREST. WHERE APPROPRIATE, THE COUNCIL WILL SEEK A CONTRACTUAL ARRANGEMENT OR COMMUTED PAYMENT AND LEGAL AGREEMENT, PRIOR TO THE GRANT OF AN ASSOCIATED PLANNING PERMISSION.

Implementation: Through the development control process, including use of design guidance.

Monitoring: Maintenance expenditure.

4.16 'Public Art' is artwork, including sculpture, water features, mosaics, murals and brick sculpture, in the public realm for general enjoyment. The encouragement of public art will help to make the public realm more attractive and distinctive.

POLICY WBE7: PUBLIC ART

IN ORDER TO IMPROVE THE PHYSICAL ENVIRONMENT OF THE PUBLIC REALM THE COUNCIL WILL ENCOURAGE THE PROMOTION OF PUBLIC ART, SUBJECT TO APPROPRIATE CONSULTATIVE AND PLANNING CONSIDERATIONS. WHERE NEW DEVELOPMENT CHANGES OR CREATES NEW PUBLIC PLACES, THE COUNCIL WILL EXPECT THE PROVISION OF PUBLIC ART, WHERE IT IS REASONABLY RELATED IN SCALE TO THE PROPOSED DEVELOPMENT, TO BE INCLUDED.

Implementation: Through contributions from the development process.

Monitoring: Projects achieved on the ground.

A) PROTECTION OF NATURAL FEATURES

B) THE LAYOUT SHOULD BE APPROPRIATE IN SCALE, FORM, AND CONTINUITY WITH THE LOCAL CONTEXT

C) THE APPROPRIATE USE OF SPECIES OF, *PREDOMINANTLY NATIVE*, **(PA 4/5)** TREES AND SHRUBS TO CREATE CLEARLY IDENTIFIED 'THEMES'

D) THE PROTECTION, ENHANCEMENT AND CREATION OF WILDLIFE CORRIDORS IN ACCORDANCE WITH POLICY WNC6. **(PA 4/6)**

Implementation: Assess the quality of landscape schemes through the development control process, including use of section E of the Planning Guidelines.

Monitoring: Check quality of landscape works and planting on the ground.

4.20 The Council considers it important to protect trees and hedges in the plan area, as they make a fundamental contribution to its character and appearance, and may also have ecological value. Tree preservation orders have already been applied to many individual and groups of trees and areas of woodland, and this approach will be continued as appropriate.

POLICY WBE11: PROTECTION OF TREES AND WOODLAND

THE COUNCIL WILL PROTECT TREES AND AREAS OF WOODLAND BY:

A) RESISTING DEVELOPMENT PROPOSALS THAT WOULD CAUSE THE LOSS OF, OR DAMAGE TO, TREES OR GROUPS OF TREES RECOGNISED AS HAVING AMENITY OR CONSERVATION VALUE.

b) ~~APPLYING TREE PRESERVATION ORDERS AS APPROPRIATE, INCLUDING ON IMPORTANT AREAS OF STRUCTURAL TREE PLANTING ASSOCIATED WITH NEW DEVELOPMENT, AND ON IMPORTANT INDIVIDUAL TREES, PARTICULARLY ON SMALL SITES~~ **[A6]**

B) APPLYING TREE PRESERVATION ORDERS AS APPROPRIATE. **[A6]**

c) ~~REQUIRING TREES THAT ARE TO BE RETAINED ON DEVELOPMENT SITES ARE ADEQUATELY PROTECTED DURING ASSOCIATED WORKS~~ **[A6]**

C) *SEEKING MAINTENANCE OF AREAS OF STRUCTURAL TREE PLANTING AND IMPORTANT TREES.* **[A6]**

d) ~~REQUIRING REPLACEMENT PLANTING OF TREES AS RESULT OF ANY LOST DURING DEVELOPMENT WORKS.~~ **[A6]**

D) *REQUIRING TREES THAT ARE TO BE RETAINED ON DEVELOPMENT SITES ARE ADEQUATELY PROTECTED DURING ASSOCIATED WORKS. DETAILS WILL BE EXPECTED TO ACCOMPANY ANY PROPOSED DEVELOPMENT SUBMISSION THAT INVOLVES TREES AND WOODLANDS* **[A6]**

Implementation: Through the development control process, including use of section E of the Planning Guidelines.

Monitoring: Check quality of tree cover on the ground.

POLICY WT5: ACCESS TO TOWN CENTRES

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

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

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

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

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

Parking

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

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

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

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

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

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

POLICY WT6: PARKING PROVISION

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

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

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

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

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

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

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

Safety

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

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

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

POLICY WT7: ROAD SAFETY

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

a) MONITORING OF ACCIDENT STATISTICS TO IDENTIFY BLACKSPOTS

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

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

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

e) THE IMPLEMENTATION OF TRAFFIC CALMING SCHEMES WHERE JUSTIFIED.

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

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

Street Lighting

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

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

POLICY WT8: STREET LIGHTING

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

a) THE VOLUME OF PEDESTRIAN AND VEHICULAR FLOWS

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

Cont.

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: 2002/6508

Proposal:
Proposed demolition of 4 dwellings and erection of 48 dwellings

Location:
Land At 415 - 445 Wokingham Road Earley Reading

This application is being advertised in the Reading Chronicle newspaper on the 24/05/2002 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)

Comments should be sent in writing QUOTING THE APPLICATION NUMBER to the Case Officer Nicola Lake P.O. Box 157 Council Offices, Shute End, Wokingham, Berkshire, RG40 1WR to arrive before **14/06/2002**. Written comments submitted will become available for public inspection.

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

Date: 24/05/2002

LENNON
planning ltd

TOWN PLANNERS • DEVELOPMENT CONSULTANTS • LOCAL GOVERNMENT CONSULTANTS

Our Ref: MGRP/1358/rac

5 July 2002

The Planning Inspectorate
Appeals Registry
Temple Quay House
2 The Square
Temple Quay
Bristol BS1 6PN

Dear Sir/Madam

Appeal by Bryant Homes and Bancroft Developments in respect of Land at 415 – 445 Wokingham Road, Earley, Berkshire

Please find enclosed an appeal in respect of Wokingham District Council's failure to give notice of its decision for one of duplicate applications (LPA Ref: F/2002/6508) relating to the above site. As well as a copy of the appeal forms and Grounds of Appeal, please find enclosed one set of the following documents:

- Covering letters which accompanied the application
- The application form
- Ownership certificate, with list of owners attached
- Drawing No. 1408 05D – site plan
- Drawing No. 1408 06A – plans and elevations (plot 1)
- Drawing No. 1408 07A – plans and elevations (plots 3-6)
- Drawing No. 1408 08A – plans and elevations (plots 7-12)
- Drawing No. 1408 09A – plans and elevations (plots 13, 14, 19-22 & 29-32)
- Drawing No. 1408 10B – plans and elevations (plots 15-18 & 23-28)
- Drawing No. 1408 11D – plans and elevations (plots 39-42)
- Drawing No. 1408 13A – plans and elevations (plot 2)
- Drawing No. 1408 14A – plans and elevations (plots 13 & 14)
- Drawing No. 1408 15A – plans and elevations (plots 33 - 38)
- Drawing No. 1408 16B – streetscene
- Drawing No. 1408 17 – plans and elevations (plots 43 - 48)
- Drawing No. 1408 18 – plan overlay
- Drawing No. 1408 19 – streetscene overlay
- Noise Survey undertaken by Peter Brett Associates

The site has also recently been the subject of an appeal. A copy of the decision notice is also attached for your records.

4 King Street Lane, Winnersh, Berkshire, RG41 5AS Tel: 0118 936 6666 Fax: 0118 936 6667
35 The Avenue, Southampton, S017 1XN Tel: 023 80 820111 Fax: 023 80 820119
email: consultancy@lennon-planning.co.uk www.lennon-planning.co.uk

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Registered in England No. 3943349 • Registered Office: 4 King Street Lane, Winnersh, Berkshire, RG41 5AS • VAT No: 757 2161 27

I can confirm that I have sent a copy of the appeal form and grounds to the Council.

Yours faithfully

Matthew Pardoe

Matthew Pardoe

Enc.

LENNON
planning ltd

Recvd at desk 4.25pm 9.7.02

LENNON
planning ltd

10 JUL 2002
58467

4 King Street Lane
Winnersh
Berkshire
RG41 5AS

TOWN PLANNERS • DEVELOPMENT CONSULTANTS • LOCAL GOVERNMENT CONSULTANTS

Our ref: RJH/1358/jmm

9 July 2002

Trevor Watson Esq
Head of Planning
Wokingham District Council
PO Box 157
Shute End
Wokingham
Berks. RG40 1WR

Dear Mr Watson,

Appeal by Bryant Homes & Bancroft Developments in respect of 415 – 445 Wokingham Road, Earley – Your Reference F/2002/6508

I write with reference to the duplicate applications relating to the site referred to above, which were reported to Committee on 3rd July with a recommendation of approval.

The revised scheme addressed all of the matters raised by the previous appeal Inspector, who gave clear and specific guidance on what matters he found acceptable. Despite this your Committee failed to grant planning permission for the scheme before them. Indeed, Members seemed to wish to revisit highway, density and other issues which the Inspector had already given specific guidance on and found acceptable.

Without prejudice to our Clients' case that the amended scheme before you addresses the appeal Inspector's concerns, I understand that you have discussed with our Client a number of ways to address those expressed by Members at the last Committee. I have been informed that the architects acting on behalf of the Applicants should have the amendments with you shortly. However, I understand that you are not prepared to report the alterations which Members requested to the next committee, despite the only alterations being to reduce the number of units on site.

Therefore, and in light of the matters referred to above, an appeal has been submitted in respect of the latest application relating to this site, your reference F/2002/6508. Please find enclosed a copy of the appeal forms and grounds of appeal for your records.

As you can see, and in light of the matters which need to be considered, we have specifically requested that the appeal be considered by way of a hearing.

Yours sincerely

Rob Huntley

Enc

4 King Street Lane, Winnersh, Berkshire, RG41 5AS Tel: 0118 936 6666 Fax: 0118 936 6667
35 The Avenue, Southampton, S017 1XN Tel: 023 80 820111 Fax: 023 80 820119
email: consultancy@lennon-planning.co.uk www.lennon-planning.co.uk

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CERTIFICATE B

LIST OF OWNERS AT WOKINGHAM ROAD – EARLEY

Mr & Mrs L R Wilmott	415 Wokingham Road	Earley, Berkshire	RG6 7EL
Mr & Mrs Luckett	417 Wokingham Road	Earley, Berkshire	RG6 7EL
Mr & Mrs Chandler	419 Wokingham Road	Earley, Berkshire	RG6 7EL
Mr & Mrs E J Pond	421 Wokingham Road	Earley Berkshire	RG6 7EL
Mr J a Lee	425 Wokingham Road	Earley, Berkshire	RG6 7EL
Mr & Mrs N P Jones	427 Wokingham Road	Earley, Berkshire	RG6 7EL
Mr & Mrs D Roper	429 Wokingham Road	Earley, Berkshire	RG6 7EL
Mr & Mrs L R Webber	431 Wokingham Road	Earley, Berkshire	RG6 7EL
Mr & Mrs T J Creedon	433 Wokingham Road	Earley, Berkshire	RG6 7EL
Mr & Mrs J L Tigwell	437 Wokingham Road	Earley, Berkshire	RG6 7EL
Mrs J Head	439 Wokingham Road	Earley, Berkshire	RG6 7EL
Mr & Mrs J Saunders	441 Wokingham Road	Earley, Berkshire	RG6 7EL
Mr & Mrs C Mills (Owners of 443 Wokingham Road)	31 Duffield Road	Woodley, Berkshire	RG5 4RL
Mr P Seal (Owner of 445 Wokingham Road)	C/o Bradens Estate Office Laverstoke Grange	Laverstoke, Whitchurch, Hants	RG28 7PF

Transco Reference : R3163647
Your Reference : F/2001/5387

Transco
SOUTH LDZ
TRANSCO
GREASBROUGH ROAD
ROTHERHAM
SOUTH YORKSHIRE
S61 4QQ

FAO: MS NICOLA LAKE
WOKINGHAM UNITARY
PO BOX 157
WOKINGHAM DISTRICT COUNCIL
WOKINGHAM
BERKSHIRE
RG40 1WR

Date: 31/05/2002
Contact: MELINDA STERCKX
Tel: 01709 845538
Fax: 01709 845297

Dear MS LAKE,

Re : NEW CONNECTIONS AT,415 TO 445,WOKINGHAM ROAD,EARLEY,READING,BERKSHIRE,RG6 7EL

Classification of Quotation Request . Transco lay pipe - multiple infrastructure

Thank you for your Quotation Request dated 15-May-2002 which we received on 28-May-2002. Unfortunately we are unable to progress it until such time as we receive all minimum information as detailed below.

Please send us a scaled site plan indicating meter postions, the first gas date, the annual and hourly load details per premise, who will do the excavation on site and are there any site anomalies.

Please use the Transco reference, which is printed at the top of this letter when providing the necessary information

If you are able to provide the minimum information within 1 working day of receipt of this letter, Transco will continue to progress this request based on the receipt date above for standards of service purposes.

If you are not able to provide the minimum information within 1 working day of receipt of this letter, Transco will maintain your request on file for a period of 28 days, following which time a full new request will be required. Where the minimum information is provided within 28 days from the date of this letter, Transco will acknowledge receipt of the information, issue a revised Transco Reference and commence standards of service monitoring from the date of receipt of the information.

It may be possible to obtain competitive quotations from other Public Gas Transporters for the provision of this work. Please contact the Office for Gas and Electricity Markets for further details.

You should be aware that Transco is a Public Gas Transporter and not a licensed gas Supplier/Shipper. As such we are able to undertake physical works on the gas infrastructure but are not able to supply you with gas. To organise a gas meter installation and make use of the supply, arrangements should be made with a licensed gas Supplier/Shipper.

If required a list of authorised Suppliers/Shippers can be obtained from this office or by contacting the Office for Gas and Electricity Markets.

If you have any queries, please contact MELINDA STERCKX on the number above.

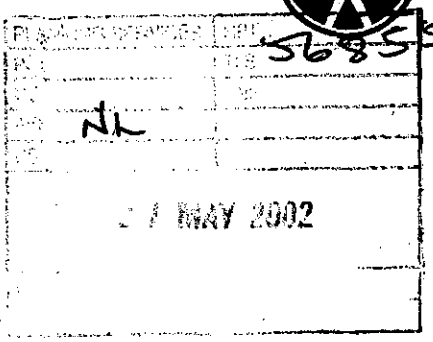
Yours sincerely.

MELINDA STERCKX
(ADMIN ASSISTANT)

ENVIRONMENT AGENCY

Our Ref : SP/2001/005012-2/1
Your Ref : F/2002/6508

Date : 24 May 2002



District Planning Officer
Wokingham District Council
Council Offices
PO Box 157 Shute End
Wokingham
Berkshire
RG40 1WR

Dear Sir/Madam

ERECTION OF 48 DWELLINGS INCLUDING NEW ACCESS ROAD AND PARKING.

LAND AT 415 - 445, WOKINGHAM ROAD, EARLEY, READING

Thank you for your letter dated 9 May 2002, received on 13 May 2002. Please quote the following reference in any correspondence: SU77SE/7/26. The Environment Agency has the following comments:

The Environment Agency has no objection, in principle, to the proposed development provided that the following conditions are imposed on any planning permission granted:

PLANNING CONDITIONS:

CONDITION: Surface water source control measures shall be carried out in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority before development commences.
REASON: To prevent the increased risk of flooding and to improve water quality.

PLANNING INFORMATIVES

The following planning informatives should be attached to any planning permission granted:

Under the terms of the Water Resources Act 1991, the prior written consent of the Environment Agency is currently required for any discharge of sewage or trade effluent onto or into ground and for surface runoff into groundwater. Such consent may be withheld. If there is an existing discharge consent the applicant should ensure that any increase in volume is permitted under the present conditions.
Contact David Walters on 01276454365 for further details.

ADVICE TO PLANNING AUTHORITY

Environment Agency
Swift House, Frimley Business Park, Camberley, Surrey, GU16 7SQ, Tel no:01276 454300, Fax no:01276 454301

Land Drainage

In order to manage the disposal of surface water in a more sustainable manner, taking into account flood risk and other environmental factors, the Environment Agency will recommend that restrictions are imposed on the discharge of surface water from the site. Particular care must be exercised where there is an increase in the impermeable area. The developer will be required to accommodate excess water and control its release into local watercourses, whether directly or by means of the local surface water sewerage system.

Our general criteria are:
· The discharge from the developed site should mimic that from the existing greenfield site as far as practical. Thus in a 1 year event the discharge should be the same as for the greenfield site, and in a 10 year event, and similarly in a 100 year event. So across the range of return periods the natural greenfield runoff is simulated; and
· Storage should be provided to protect from a 1 in 100 year storm.

Landfill Gas Risk

According to our records, there are no landfill sites, operational or closed, within 250 metres of the site.

Presence of a Watercourse

We are not aware of any watercourses on the site, but should there be any, we advise that:
(1) they should not be culverted; and
(2) a buffer zone is left on either side of any watercourse, and
(3) culverted watercourses should not be built over, but should ideally be opened up and made a feature of the site.

In any case, you should note that culverting of a watercourse requires the prior written approval of the local authority under the terms of the Public Health Act 1936, and the prior written consent of the Environment Agency under the terms of the Land Drainage Act 1991/Water Resources Act 1991. The Agency seeks to avoid culverting, and its consent for such works will normally be withheld.

ADVICE TO APPLICANT

Surface Water Drainage

The Environment Agency would also encourage the developer to be aware of the advice set out in paragraphs 40 to 42 inclusive, and Appendix E of PPG 25; Sustainable Drainage Systems. This paragraph explains that sites are not just at risk from fluvial and tidal flooding alone. Surface water flooding and drainage problems due to the increase in impermeable area, also occur on site, and can have significant impacts downstream of a development site. PPG 25 then goes on to explain the use of sustainable drainage systems to control surface water run-off as close to the source as possible. The Environment Agency would be keen to provide further information on these drainage systems, and be happy to discuss the use of these

techniques at the application site.

The Environment Agency takes a proactive approach towards its involvement in the planning system and we see this as an integral part of our work to protect and enhance the environment. The enclosed case studies (No. 3 & 14), illustrates how protection measures were installed at a supermarket petrol station to ensure that any leakage could not pass into surrounding groundwater and potentially affect the public water supply. Additionally Case Study No. 14 shows how best management practice techniques for the control of surface water runoff can be incorporated into a retail site, such as the proposed. We encourage you to look at these examples as an illustration of the range of possibilities for environmental enhancements and as an opportunity for securing better standards of development at this site.

Pollution Control

Clean Roof and Surface Water

The site is not situated within a currently designated public water supply groundwater source protection zone. In this case, shallow soakaways would be acceptable for the disposal of clean surface and roof water provided they are not constructed so that they penetrate the water table, or in any event exceed 3 metres in depth below existing ground level.

Surface water from hard standing areas, walkways and access roads should discharge via deep seal trapped gullies incorporating a minimum water seal of 85 mm or similar. Roof water downpipes should be connected to the drainage system directly. or by means of back inlet gullies provided with sealing plates instead of open gratings.

Car Parking Areas

Surface water from areas intended for the parking of 30 or more cars should be passed through a suitable oil/grit separator, the design of which shall be to the satisfaction of the Environment Agency. The outlet from the oil separator should be provided with a cut-off valve to prevent flow in the event of the discharge being significantly polluted. Clean roof water should not pass through the oil separator. Where soakaways are used it should preferably not discharge to soakaways used to drain road and vehicle parking areas.

Refuse Storage Areas.

Any open chemical or refuse storage areas should be surrounded by suitable liquid tight bunded compounds to prevent drainage from these areas discharging into the surface water system. Such areas should be connected to the foul sewer subject to the approval of Thames Water Utilities or its sewerage agent.

Pollution Prevention

Further guidance and advice on the prevention of pollution to water courses and groundwater can be found on our website, in particular the 'Pollution Prevention Guidelines' web pages. These can be found in the Business section of The Agency's web site. Alternatively, you can type the following location in your browser's address bar:
www.environment-agency.gov.uk/business/ppg/

Environment Agency
South Hollow, Frimley Business Park, Camberley, Surrey, GU16 7SQ, Tel no:01276 454300, Fax no:01276 454301

Pollution Prevention Guideline No. 3; is intended to assist on the design, installation, use and maintenance of oil separators in a site's drainage system
Pollution Prevention Guideline No. 6; provides advice to assist those in the construction and demolition industry with responsibility for managing the environmental impact of their activities.

If you are unable to access this information, please contact us so that a paper copy can be forwarded to you.

Wildlife Conservation

Wildlife Protection
Essential tree felling, branch lopping or scrub clearance should avoid the bird nesting season (generally March to August inclusive). This avoids disturbing wild birds during a critical period and will help to prevent possible contravention of the Wildlife and Countryside Act 1981 which protects nesting wild birds and their nests.

Trees to be felled should be inspected for bats prior to felling. All species of bat in Britain and their roosts are afforded special protection under the Wildlife and Countryside Act 1981. If bats are found, English Nature must be contacted for advice.

The developer should avoid gaining access, storing materials and spoil spreading on adjacent areas of important wildlife habitat.

Landscaping
Tree and shrub removal from the site should be minimised if works proceed. Professional tree surgery should be carried out in preference to felling wherever possible so that trees can be made safe and retained on site. Any retained trees must be protected during construction. Appropriate replacement planting should be provided for any vegetation lost, disturbed or degraded during works.

Planting should comprise of native species only. Use of locally native species in landscaping plans is essential in order to benefit local wildlife and to help maintain the region's natural balance of flora. It will also help to prevent the spread of invasive, alien species within the region.

Wildlife Enhancement
Opportunities should be provided for wildlife habitat enhancement through enlargement and/ or appropriate management of existing habitats and through creation of new habitats.

Bird nesting and roosting sites should be built into the development through the incorporation of ledges, crevices and boxes, where possible. The incorporation of bat roosts into the design of buildings should also be considered.

Natural Drainage
The development should incorporate Sustainable Drainage Systems (SuDS) utilising surface water for landscape irrigation and water features. This should include making use of permeable surfaces and other similar measures to reduce the risk of non-point source pollution or excessive surface water run-off. This might include the use of gravel surfaces in

paths, parking spaces and driveways.

Water Conservation

Household Use
Water is one of our most precious natural resources, and the Environment Agency is keen to ensure it is used wisely:
* Water use for WC flushing can represent 35% of all household use. The applicant should consider installing low (6 litres or less) or dual flush toilets.
* 10% of household water use comes through wash hand basin taps. The installation of water-efficient taps such as spray taps can reduce consumption from this source by up to a half.
* A shower uses less than half the water used for a bath. Power showers on the other hand can use as much water as a bath in just 5 minutes. Shower units using a maximum of 9 litres of water a minute should be fitted.

Domestic Appliances
If domestic appliances are to be provided in the new property, the applicant is asked to consider installing water and energy efficient models. Most products such as washing machines and dishwashers are now advertised with energy and water use information.

Gardens
As much as 30% of domestic water consumption in the summer can be used on the garden. To encourage sensible use of water in the garden, the Agency recommends installation of the following in all new property(ies):
* a water butt linked to a downpipe
* provision of a thick layer of good quality top soil
* if the garden is to be planted, use of drought-tolerant turf and plants.
* if a hose-pipe is to be provided in the new property(ies), a trigger nozzle should be fitted to prevent wastage of water.
* Low-water irrigation systems may also be appropriate provided that information on their sensible use is provided to the home-owner.

Maintaining lawns, gardens and other planted areas need not require vast amounts of watering. A few simple measures can be taken to reduce the amount of water required. On this site the Environment Agency would encourage the applicant to consider the following:
* grass should not be mown too often or too short this only encourages shallow roots, which are more likely to dry out
* use of mulches or ground cover plants to retain soil moisture
* provision of shade for those plants that require more water
* watering, when necessary, in the early morning or evening to reduce evaporation losses.

Grey & Rain Water Recycling
Rainwater and grey water recycling is becoming increasingly popular. It can reduce household water use by up to 30%. A number of systems are available which collect, treat and store rain- or grey water for WC flushing or garden/outside watering.

The Environment Agency would be happy to provide further information on these ideas, and be happy to discuss the use of these techniques at the application site. Please contact us.

Environment Agency
Swift House, Frimley Business Park, Camberley, Surrey, GU16 7SQ, Tel no:01276 454300, Fax no:01276 454301

Sustainable Construction

The design of the built environment will be a major influence on the extent to which new development is sustainable. The enclosed leaflet sets out ideas for achieving more sustainable forms of development. The Environment Agency encourages both developers and local authorities to promote new technologies to reduce the consumption of both water and energy.

DECISION NOTICE

Please forward a copy of the decision notice to this office quoting our reference. A copy of this letter has been sent to the agent. If you have any further queries, please contact me, quoting the reference at the beginning of this letter.

Yours faithfully

PAUL BUSING
Planning Liaison Officer
Direct dial: 01276 454492
Direct fax: 01276 454352
Email: paul.busing@environment-agency.gov.uk

CC: . . The Edwards Irish Partnership

Babtie Environmental

School Green
Shinfield
Reading
Berkshire RG2 9HL
Tel 0118 988 1555
Fax 0118 988 1666

Our ref Kgb02

Your ref As below

17th May 02

PLANNING SERVICES	HPT 36558
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20 MAY 2002	
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	FILE

Nicola Lake
Planning Services
Wokingham District Services
PO Box 157
Shute End
Wokingham
RG40 1WR

Babtie

A member of Babtie Grou

Dear Nicola,

APPLICATION F/2001/5387 & F/2002/6508
Land at 415-445 Wokingham Rd, Earley

After careful consideration I would advise that the above planning application does not carry any archaeological implications.

If you wish to discuss this matter, please contact me on 0118 988 1611.

Yours sincerely,

Kev Beachus
Senior Archaeologist

Group Offices:
Aberdeen
Aylesbury
Bedford
Belfast
Birmingham
Brighton
Bristol
Cambridge
Cardiff
Chelmsford
Coventry
Croydon
Derby
Dublin
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Telford
Wakefield
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Prague
Singapore

Babtie Group Ltd
Registered Office:
95 Bothwell Street
Glasgow G2 7HX
Registered in Scotland
No: 141100

INSTITUTE OF ENVIRONMENTAL ASSESSMENT
Registered Environmental Impact Assessor

Recycled Paper

Nicola Lake

From: Keith Rogers
Sent: 17 May 2002 12:42
To: Marc Sartorio
Cc: Angela Odell; Nicola Lake
Subject: SAI Officer Group Meeting held on 13 May 2002

Importance: High

Message Flag: Follow up
Due By: 20 May 2002 10:00
Flag Status: Flagged

Marc
As promised I outline below the access & movement requirements in respect of developer contributions for the following sites:
F/2002/6270 Ardwell House, Finchampstead
The developer of this site has already agreed to provide a footway from the access point along the northernside of Ardwell Close to the junction with Ravenswood Avenue (a private street) and also improve the lighting at this junction. The cost of this work (which we would expect the developer to fully fund and carry out) is estimated at approximately £6000.

Sustainability was also discussed at the meeting and accordingly I went on site yesterday to specifically look at this aspect. I find that the site is within a reasonable walking distance of shops, amenities, crossing facilities and bus stops (400m) and the rail station (500m). The bus stops do not have any shelters and there may be scope for the developer to contribute towards the provision of bus shelters (usually cost about £5,000 each). HOWEVER as Dukes Ride is in Bracknell Forest Borough Council area this is something they require from the development (Angi & I have discussed).

F/2001/5387 415-445 Wokingham Road, Earley.
Having read the whole of Inspector's decision letter (in respect of F/2001/6508) it seems to me that the Inspector is asking to be convinced about the payment for off-site works (this being the original basis for the contribution and not the A329 MMS). He hasn't dismissed the principle of this obligation out of hand. Transport Planning have a shortfall in funding for cycle route works along and adjacent to this corridor and there is a recognised need for a toucan crossing in this vicinity. The A329 MMS when progressed would look at the whole of the corridor between Reading and Wokingham including rail travel and this would identify further infrastructure improvements. I have also spoken with the developer's consulting engineer who believes the contribution to be a little high for this level of development. Against this background my advice is we stick to the £100k initially although this could be reduced a little once we have precise costings from Transport Planning and have concluded further negotiations with the developer.

Keith.

PLANNING SERVICES | REF 56517
COPIES TO | ACK
17 MAY 2002

RAILTRACK

Southern

Railtrack PLC (in Railway Administration)

Alan Bloom, Chris Hill, Scott Martin and Mike Rollings were appointed Joint Special Railway Administrators of Railtrack PLC on 7th October 2001.

The Joint Special Railway Administrators act as agents of the company and without personal liability

15th May 2002

F.A.O Nicola Lake
Wokingham District Council
Environmental Services Department
Planning Services
P.O. Box 157 Shute End, Wokingham
Berkshire RG40 1WR

Y/r F/2002/6508
O/R EARLEY/W/MM

Dear Ms Lake
TOWN & COUNTRY PLANNING ACT.
Proposed demolition of 4 dwellings and erection of 48 dwellings
415 – 445 WOKINGHAM ROAD, EARLEY, READING

I acknowledge receipt of your letter dated 9th May 2002, in respect of the above application. Crash barriers may be required if the railway is in cutting here to prevent accidental incursion.

You will appreciate that I need to be satisfied that Railtrack's infrastructure will not be adversely affected by the proposal, both during the period of construction but after completion. I therefore attach 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 and the Appendix to the Applicant's Agent. I look forward to receiving any details requested at the earliest opportunity, reserving the right to make any additional comments and conditions 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 sincerely

M. Manley
Outside Parties Manager

PLEASE SEE OUR NEW ADDRESS BELOW AND UPDATE YOUR DATABASE ACCORDINGLY
Engineering Manager. Mercury House, Ist Floor South. 109-119 Waterloo Road, London, SE1 8UL
Tel; 0207 902 3290. Fax; 0207 902 3632

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.

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 radius. 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 miss-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

HIGHWAYS CONSULTATION SHEET

From: Nicola Lake **Date:** 09 May 2002

Application Number: F/2002/6508

Proposal: Proposed demolition of 4 dwellings and erection of 48 dwellings

Parish: EARLEY TOWN

Site Address:
Land At 415 - 445, Wokingham Road, Earley, Reading.

Applicant:
Bancroft Developments/Bryant Homes C/O The Edwards Irish P/Ship.

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).

Comments as per committee reports for application no. 4278 (14/11/01 & 30/01/02).
Including legal agreement.

Signed: _____ **Print name:** Adam 10/05/02

Date: 15 May 2002

To: Highways

We have received Revised Plans for the following planning application:

Application Number: F/2001/5387

Location: Land At 415 - 445, Wokingham Road, Earley, Reading.

Proposal: Proposed demolition of 4 dwellings and erection of 48 dwellings.

Applicant: Bryant Homes & Bancroft Developments C/O The Edwards Irish Partneship.

Case Officer: Nicola Lake

The new plans show the following: Revised description. Revised plans showing amendments to frontage of block of flats and associated parking area (as shown on drawings 1408/05D, 1408/17, 1408/16B). Drawing nos: 1408/05D, 06A, 07A, 08A, 09A, 10B, 11D, 13A, 14A, 15A, 16B, & 17.

Comments are required by 05/06/2002.

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

NO OBJECTION.

15/5/02

Nicola Lake

From: Andy Glencross
Sent: 17 May 2002 17:08
To: Nicola Lake
Subject: PA F2001/5387 415-445 Wokingham Rd Earley

Hi Nicola

Bats
All buildings have potential to act as roost sites for bats which are legally protected species. This building is to be demolished and consequently I would advise that the developer submits a survey of the buildings by a trained and licensed bat worker with their application. **As this application involves the demolition of one or more buildings to allow for the redevelopment of a larger site then surveys and mitigation strategies cannot be attached as conditions of any planning permission granted.**

Great Crested Newts
Although this site is within 500 metres of a known great crested newt breeding pond it is separated from it by dense residential development and a number of minor roads. It is unlikely that this application would have an adverse affect on the local great crested newt population. We will not require a newt mitigation scheme but should attach the following informative to any permission granted.

If great crested newts are encountered at any point during development then all works must stop immediately and local English Nature office and Wokingham District Council must be informed.

Trees and General
This application covers an area of well wooded gardens and there will be some loss of bird nesting habitat and bat roosting habitat(trees) it would be good if we could get something along the lines of below agreed as a condition of any permission granted.

(1) The erection of 6 Schwegler 2FN special Bat Boxes and 6 Schwegler 2F Bat Boxes these should be placed in groups of 3 on 4 suitable retained trees Maybe along the alongside railway land

(2) At least 6 of the new dwellings should include Marshall bat bricks and cavities.

(3) Erection of 12 Schwegler 1B bird boxes (6 with 32mm entrance and 6 with 26mm entrance)

(4) At least 6 of the dwellings have a n Aco nestbox built into the brick work.

Badgers
Due to the proximity of the railway line it is possible that badgers could be using this site, we should ask the applicant to have the site and the immediately adjacent railway land for the presence of a badger sett prior to this application being determined.

Cheers

Andy Glencross
Countryside Officer (Biodiversity)
Wokingham District Council Countryside Service
Dinton Pastures Country Park
Davis Street
Hurst
Berkshire RG10 0TH
Tel: 0118 9342016

MEMORANDUM

From:	Patrick Lingwood Senior Transport Planner	**My Ref:** **Ext:**	 6460
To:	John Inman	**Your Ref:** **Date:**	 16/05/02
Topic	**Planning obligations from 415-445 Wokingham Road, Earley Development** **Examination of pedestrian/cycle issues from Earley Station to Winnersh Triangle Station.**		

General location details

The development lies on the main Wokingham – Reading road, and lies roughly equidistant between Earley and Winnersh Triangle rail station. It is also lies within easy reach of Showcase Cinema, the adjacent P&R, employment opportunities in Winnersh Triangle Industrial Estate, and one of the main bus routes from Wokingham to Reading. There is a secondary school (Maiden Erlegh) and Junior and Infant schools (Loddon and South Lake) not too distant. Several shopping centres lie relatively near: Woodley to the north, Lower Earley to the south, and Tesco to the west. Thus, the location is in a relatively favourable position in terms of overall location.

Problems

This overall favourable location masks the fact that sustainable links to the site are very poor.

Cycle routes: Whilst the A329 forms cycle route 1, the cycle route is very sub-standard and in many places hazardous. There are no effective cycle links to either rail stations, to the schools or shopping. Northwards, the railway line and A3290 act as barriers for sustainable routes. There is a subway leading off Henley Wood Road, but this requires a considerable detour. There are no cycle routes to the north or south. Existing roads are presently unpleasant to cycle on, viz

- A329 – 40mph speed limit with high traffic volumes (including goods vehicles) and 85% speeds probably above speed limit
- Loddon Bridge Road – 40mph speed limit, with high traffic volumes
- Winnersh Triangle Roundabout – under traffic light control, but with multi-lane approaches and high traffic speeds and volume.

Pedestrian routes: marginally better, but routes along A329 suffer from noise and speed intrusion.

- There are no priority crossings of A329, with only a few pedestrian refuges, mostly ill-placed for junctions. Side road junctions of A329 have wide kerb radii and frequent vehicles waiting and turning, making them hazardous and threatening to pedestrians
- Loddon Way junction has pedestrian stages, but these are difficult to see and are poorly demarcated
- Winnersh Triangle Roundabout has a pedestrian route from north pavement (west) to the north pavement (east) via 4 separate phases, and to the south pavement (east) via 6 separate phases. Whilst this offers relative safely, the frequent phases act as deterrents, the area is traffic dominated and lacks personal security. There is also no priority route from the south pavement (west)
- There is almost no signage to any facilities. In one case, the signage to Winnersh Train Station leaves one at the next junction without any help.

The conclusion is that the development would generate very few pedestrian and cycle journeys, and that most journeys would be made by car, not because essential facilities do not lie within easy walking or cycling distance, but because there is no safe, secure and convenient ways to reach those destinations.

Recommendations

Cycling

A329 Cycle Routes: It is recommended that an on-road cycle route be made on A329 over this stretch. The existing off-road cycle route suffers a number of intractable and hazardous problems, viz.

- There is no cycle priority and no traffic calming at the side roads. Cyclists are exposed to risk from vehicles turning off at speed from the A329 and obstruction from vehicles waiting to turn into the A329.
- The route is shared surface, and sub-standard in widths, with overall average width of about 2m and pinch points of 1.4m. There is a reasonably high pedestrian flow, and in many cases pedestrians take up all the footway.
- There are frequent driveways crossing the route. In several locations, the effective X-distance of vehicles emerging from driveways is zero. This is particularly noticeable in the vicinity of the proposed development, where

there is a downward incline along the road, meaning that cycles are travelling relatively fast, houses lie up a hill on driveways, there is a wall alongside the cycle tracks and no intervisibility between cyclists and drivers.

- The track ends at junctions. In some areas, e.g. between Loddon Bridge Road and Winnersh Triangle Roundabout, it is unclear whether there is an off-road cycle route.
- There are a number of locations, e.g. by the shops, where vehicles park entirely across the footway.

Because of the inadequacies of the route, most cyclists use the carriageway. Results of a survey of all cyclists using A329 between 8.45 and 9.15 (16/5/02 weather sunny and warm).

A329 Direction	On-road	Off-road	Off-road (contraflow)
To Reading	8	7*	1
To Wokingham	14	1	1

*There was considerable traffic congestion before 9am towards Reading, and in this case, cyclists were gaining a time advantage.

Issues: To make the A329 over this stretch safer for on road cyclists, the following measures need to be investigated:

- Changing the speed limit from 40mph to 30mph
- Speed enforcement
- On-road cycle lanes
  Effecting better cycle priority through the pinch-points created by pedestrian refuges/speed cameras/turn right lanes
- Effecting cycle priority to traffic light junctions, especially where there are narrow multi-lane approaches, with ASLs at the lights.
- Effecting safe/convenient passage across Winnersh Triangle Roundabout

Other cycle routes (year currently in programme) with implications for development

(ncd = no confirmed date; nip = not in programme)

To the north

Section 91	(2003) Loddon Bridge Road under A3290 – essential link to north
Section 92	(ncd) Quiet roads (Clive Road etc) north of A3290 – possible link from subway to Loddon Bridge Road
Section 106	(ncd) Nightingale Road – quiet route to South Lake School – essential link
Section 108	(ncd) Off-road route by South Lake to Reading University and playing fields – essental link
Section 109	(ncd) Kingfisher Drive - quiet road link to Reading – essential link
Route 78	(ncd) Bader Way – essential link to Winnersh Triangle Industrial Estate and Dinton Pastures (leisure and countryside access)

To the east

oute 1	See above – essential links to Earley Station, and Reading employment, leisure and shopping
Section 134	(2003) Henley Wood Road – quiet road link to subway – essential quiet link to the north.
-	(nip) It would be very advantageous if a more direct link could be created from within the development running along the railway to the subway
Section 143	(2003) Station Road to Earley Station – essential link to station and by pedestrian bridge to north

To the west/south

Route 1	See above – essential links to nearby superstore shopping, Winnersh Triangle Station and Wokingham employment, leisure and shopping.
Section 137	(ncd) Toseland Way – quiet route to Earley Residential area
Section 195	(ncd) Meadow Way – quiet route to Loddon junior and infants school – essential link
Section 143	(ncd) Kenton Road – quiet road to Maiden Erlegh Secondary School – essential link
-	(nip) Rushey Way – link to Lower Earley shopping.
Route 17	(2000) Lower Earley Way north– off-road route leading southwards to Shinfield and Sindlesham (no immediate attractors)
-	(nip) Major leisure route along Loddon River linking to Dinton Pastures in the north - desirable

Pedestrians

Major recommendations are:

- Safe crossings of A329 (e.g. to routes to schools and local shopping)
- Improved signage to local attractors
- Better priority over side roads (e.g. by narrowing corner radii or pavement extensions)
- Improvements to footpath leading north along Loddon River, linking to Dinton Pastures
- Improvements to footpath leading south to Loddon River footpath and Lower Earley estate.

Policy and Plans Consultation

Date: 16/05/02
Case Officer: Nicola Lake
Location: Land at 415-445 Wokingham Road
Proposal: Demolition of 4 dwellings and erection of 48 dwellings
Application Number: F/2001/5387(showing revised plans) & F/2002/6508
Applicant: Bancroft Developments/Bryant Homes C/O The Edwards Irish P/Ship

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The Policy and Plans comments on the previous application on this site (F/2001/4278) are relevant to these applications. Please find attached a copy for your information.

General:

On April 12th application 2001/4278 was dismissed by the Planning Inspector, due to harmful effect the unsympathetic design of the proposed flat block would have on the character and appearance of the surrounding area; and the harmful effect the location of the car parking between units 39-42 and 43-51 would have on the living conditions of adjacent residential occupiers. The principle of residential development on this site was considered acceptable by the Inspector. Therefore, the current application should be tested against the following policies, to ensure that it does not have an adverse effect on the character and appearance of the area, or a detrimental effect on the amenities of adjoining occupiers:

Effect on the character and appearance of the area: (Loddon Area Local Plan policies LBE1, LBE2 & LBE5; Wokingham District Local Plan (Deposit Draft) policies WOS3 and WBE1; Planning Policy Guidance Notes 3).

Effect on neighbouring properties: (Loddon Area Local Plan policies LBE1, LBE2 & LBE5; Wokingham District Local Plan (Deposit Draft) policies WOS3 and WBE1).

It should be noted that the Local Plan Inspector has emphasised the importance of achieving high standards of design in new residential developments. Examples of this are found in his recommendations regarding replacing Policy WBE1 with a one that more strongly conveys the message that poor designs will be rejected, as well as his recommendations regarding the inclusion of an additional Policy WH6(a) covering the design of new housing developments.

Affordable housing:

12 units are to be for affordable which equates to 25%. This is in compliance with WDLPDD Policy WH7.

Housing Mix:

No. of beds	% (para.5.17)	No. of proposed dwellings (F/2002/6508)	%
1&2 bed	Not less than 45%	30	63%
3 bed	25%	12	25%
4 bed	Not more than 30%	6	12%

The housing mix is in compliance with WDLPDD policy WH6.

Conclusions:

There are no policy objections to the principle of housing development on this site, subject to it meeting LALP and WDLPDD policies relating to impact on the character and appearance of the surrounding area and impact on the amenity of neighbouring occupiers.

Regards,
Debra Hammond
Policy and Plans

Nicola Lake

From: Andy Glencross
Sent: 14 May 2002 11:16
To: Nicola Lake
Subject: PA F/2002/6508 415-445 Wokingham Rd Earley

Hi Nicola

Bats
All buildings have potential to act as roost sites for bats which are legally protected species. This building is to be demolished and consequently I would advise that the developer submits a survey of the buildings by a trained and licensed bat worker with their application. **As this application involves the demolition of one or more buildings to allow for the redevelopment of a larger site then surveys and mitigation strategies cannot be attached as conditions of any planning permission granted.**

Great Crested Newts
Although this site is within 500 metres of a known great crested newt breeding pond it is separated from it by dense residential development and a number of minor roads. It is unlikely that this application would have an adverse affect on the local great crested newt population. We will not require a newt mitigation scheme but should attach the following informative to any permission granted.

If great crested newts are encountered at any point during development then all works must stop immediately and local English Nature office and Wokingham District Council must be informed.

Trees and General
This application covers an area of well wooded gardens and there will be some loss of bird nesting habitat and bat roosting habitat(trees) it would be good if we could get something along the lines of below agreed as a condition of any permission granted.

(1) The erection of 6 Schwegler 2FN special Bat Boxes and 6 Schwegler 2F Bat Boxes these should be placed in groups of 3 on 4 suitable retained trees Maybe along the alongside railway land

(2) At least 6 of the new dwellings should include Marshall bat bricks and cavities.

(3) Erection of 12 Schwegler 1B bird boxes (6 with 32mm entrance and 6 with 26mm entrance)

(4) At least 6 of the dwellings have a n Aco nestbox built into the brick work.

Badgers
Due to the proximity of the railway line it is possible that badgers could be using this site, we should ask the applicant to have the site and the immediately adjacent railway land for the presence of a badger sett prior to this application being determined.

Cheers

Andy Glencross
Countryside Officer (Biodiversity)
Wokingham District Council Countryside Service
Dinton Pastures Country Park
Davis Street
Hurst
Berkshire RG10 0TH
Tel: 0118 9342016

TO: **DEVELOPMENT CONTROL**
Nicola Lake

FROM: Environmental Design

DATE: 16th May 2002

Location: Land at 415 – 445 Wokingham Road, Earley.

Proposal: Proposed erection of 48 dwellings.

Application Number: F/2002/6508

In response to your consultation dated 9th May 2002 for the above application, the arboricultural comments are as follows:

The trees on this site are included in Tree Preservation Order No. 462/1989. This is a 'blanket' Order that includes all the trees regardless of their merit. Many of the trees are fruit trees or of poor quality and have little significance in the surrounding landscape. These trees would not be suitable for including in a Tree Preservation Order as individual specimens or as groups.

The proposed site layout is acceptable in relation to the trees worthy of long-term retention. No significant trees will need to be removed either side of the access road to provide the visibility splays.

In view of the above the proposals are acceptable in relation to trees.

Neil Etherington
Senior Arboriculturist

FROM: Nicola Lake

DATE: 09 May 2002

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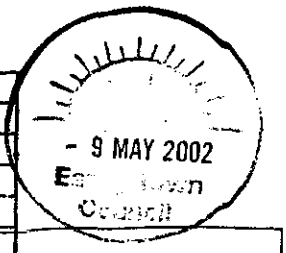

17 MAY 2002

EARLEY TOWN CONSULTATION SHEET

Application Number: F/2002/6508

Proposal: Proposed demolition of 4 dwellings and erection of 48 dwellings.

Site Address: Land At 415 - 445, Wokingham Road, Earley, Reading.

Applicant: Bancroft Developments/Bryant Homes C/O The Edwards Irish P/Ship.

Your observations are required in respect of this application **by 02/06/2002** .

The Town Council remains opposed to development of the scale proposed on this site, and would support fully the views expressed in the report of the Inspector who heard the Inquiry into the draft Wokingham District Plan that this area should not be released for development at the present time.

Whilst it is accepted that the size of the proposed block of flats at the entrance to the site (plots 43 – 48) has been reduced, the overall size of the building is considerably larger than the neighbouring properties and plots 1 and 2 of the new development on the opposite side of the access road. It is considered, therefore, that it will have over-bearing appearance, and is out of character with the area, and will be of detriment to the street scene. This is in direct contravention of Policy EN1 of the Berkshire Structure Plan 1991-2006 and policies LBE1 and LBE2 of the Loddon Area Local Plan.

The Town Council has previously raised concerns about the lack of provision for the safe storage of pushchairs/cycles, etc. when considering the previous applications on this site. These latest proposals still do not appear to have included this provision. In a number of cases, neither do the plans appear to have provided for the storage of other items 'essential to life' such as lawnmowers, dustbins, etc. It is felt, therefore, that once occupied, the site will take on an untidy and cluttered appearance as the occupants will try to make their own arrangements for the safe storage of the items. Whilst the Town Council fully supports the need for more low cost housing within Wokingham District, it is strongly of the view that this provision should not be achieved by allowing a compromise of design, or to allow a design which takes little consideration of the needs of the eventual residents of the properties concerned.

With regard to plots 39 – 42 it is considered that these are unneighbourly to the maisonettes in 447 Wokingham Road, since there will be considerable over-looking into the rear gardens and windows in the rear elevations of 447 Wokingham Road from the upper storey windows of these plots. Additionally, the parking provision in front of these particular plots will, it is considered cause a noise and pollution nuisance to the residents of 447, and particularly during the summer.

Cont'd/.....

The Town Council remains concerned at the close proximity of the children's play area to the railway line, and, whilst the need for areas such as this is accepted, it is considered that this location is totally inappropriate and dangerous.

Whilst the Town Council is opposed to the recommended housing densities now in place, it is accepted that this development falls within the prescribed guidelines. However, the layout of the site and the large area taken up by the access road, and necessity to avoid building immediately adjacent to the railway line, means that the density of housing in the remaining area is deemed to be too high.

On numerous occasions in the past, the Town Council has expressed its extreme concern about the already over-stretched infrastructure in this area, and also the enhanced pollution levels which are prevalent in this part of the District. This development, if allowed, will only put additional pressure on services in this area, and will further increase the volume of traffic, particularly in the morning and evening rush hour. This will lead to a further erosion of the quality of life of existing residents, and will contribute further to the problem which the District Council has in reducing air pollution in this area to the prescribed level by 2005.

There are already insufficient school places, and many Earley secondary school pupils have to travel outside the Town's boundaries to receive education. Our understanding is that children from this site will attend the Loddon Infants and Junior Schools, with senior pupils attending Bulmershe. Whilst it can be argued that all three schools are within walking/cycling distance, the Junior and Infants Schools are on the opposite side of Wokingham Road to the development site, and the difficulty pedestrians and cyclists will have in crossing the road during the morning and evening rush hour can not be too highly emphasized. It is inevitable, therefore, that many parents will choose to drive their children to and from school, further increasing traffic congestion.

Access to the Bulmershe School on foot from the site is via an underpass. There are already serious security implications associated with this under-pass and it is felt therefore that, unless these are resolved, parents will also choose to drive their children to school, rather than allowing them to walk or cycle unaccompanied.

In conclusion, therefore, the Town Council remains totally opposed to development on this site, and particularly on the scale now proposed. In the view of the Town Council, this latest proposal has done nothing to counter the main reason given by the Inspector in dismissing the previous appeal on this site: *"it is the harm that would be caused to the character and appearance of the area and to the existing occupiers' living conditions that I consider to be the deciding factors in this appeal, and which make this proposal unacceptable."*

It is, therefore, requested that this application is refused.

If, however, the Development Control Committee is mindful to approve this application, it is requested that any Section 106 monies agreed for the provision of new and enhancement of existing play areas and equipment is passed to the Town Council for the further improvement of the nearby Meadow Park and Sol Joel Park.

SIGNED: _____ DATE: 16 MAY 2002

Clerk To Earley Parish/Town Council.

OB

NL

J.A.LEE.
425 Wokingham Road,
Earley,
Reading. RG6 7EL

18th May, 2002

The Planning Officer.
Wokingham District Council,
P.O. Box 157,
Shute End,
Wokingham. RG40 1WR

Dear Sir,

Re. Planning Application No. F/2002/6508
and No. F/2001/5387

In view of the apparent objections to this proposed development, I wish to submit an observation as a resident who has owned one of these back gardens for the last 33 years; this observation is related to the "Need to Safeguard the Countryside" issue.

At 425 Wokingham Road, we are surrounded by some large derelict backgardens. In 1998 we had our house "For Sale" over a 5- month period and it was viewed by nearly 20 prospective purchasers. Without exception they all said that the garden was too large; they were all "young to middle aged" and had no interest in cultivating a large garden at the expense of their modern way of life, i.e leisure activies etc. It is also no longer cost effective to produce one's own vegetables for a young growing family as used to be the case 20 to 30 years ago. Consequently, as current "older" residents move away, all the gardens will eventually become overgrown, unmanaged, and wasted "brownfield" land.

This new development is desperately required to give this land a meaningful purpose again, and ultimately help to save a small but useful three acres of "green-field" land somewhere in our countryside.

Many Thanks.

J A Lee

Copy to Earley Town Council.
Council Offices, Radstock Lane,
Earley, Reading. RG6 5UL
Attn. of Town Clerk and Treasurer.

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20 MAY
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Nicola Lake
Environment Services Dept
Planning Services
P.O. Box 157
Shute End
Wokingham
Berks
RG40 1WR

423 Wokingham Road
Earley
Reading
Berks
RG6 7 EL

19th May 2002

Re: Application No's F/2002/6508. Proposed erection of 48 dwellings, off Wokingham Road Earley.

Dear Nicola,

Concerning the above application, I would ask that you make the following considerations.

The previous application(s) for 52 dwellings was refused and this application should be refused under the same grounds, the application still has too many properties in a confined area.

Effects on Privacy – We moved about 6 years ago to this location because of its seclusion and privacy. At that time we knew an application for 20 properties had been made for this land, which was acceptable. The plans now are for 48 properties of which at least 4 would back onto our land and a further 2 overlooking, this would destroy our solitude. Looking further down the development some of our neighbours would have to put up with a block of flats overlooking their properties, not only ruining their privacy but also changing the current aspect of the road.

Highway Safety and Traffic - Also with new housing will come additional traffic as the access to this development is directly onto the Wokingham Road, which is currently already extremely busy. On weekday mornings and afternoons the queues going down to Loddon Bridge and the other way up to Wilderness Road can stretch over a mile, making it very difficult to get out of our drive, the new development would only add to the congestion. Currently car drivers are becoming impatient and driving up the curb to push passed other cars in the queue at the traffic lights, to turn left into Loddon Bridge Road, making it very **dangerous for pedestrians**. More cars would only enhance the congestion and make it even more **dangerous** to walk. With children of my own I would not feel safe knowing my children had to walk along this road if it was to become any busier.

Design, Appearance and Layout

Parking – The parking allowance for this site has been drastically under specified, this would force car owners to park in Wokingham Road causing even more congestion.

Flooding – I would like to point out that for the last 5 years, on many occasions the roads around the River Loddon have flooded, in heavy rainfall. The amount of roads and built up areas can only add to this problem. Also at the bottom of our property is a **well** which is part of a series of others, most have been covered up, this still has water in it and may be part of an under ground spring no allowances have been made for this and there should be. Where will all this water go?

Design, Appearance and Layout Cont.

Schools – We have two young daughters and are concerned about the lack of secondary schools for them to go to when they are of age. With such a large over development in what is a relatively small area we feel that this will only exacerbate the current problem of providing good quality education for our children.

Noise Disturbance (pollution) – Approximately 200ft from the back of our house is the railway line and the A329M. We are currently protected from a lot of the sound by the tall trees, you could argue that by removing the trees and building houses would baffle the sound, this would not be true as the proposed houses are not as tall as the trees and the sound would just pass over them, also with new properties comes more noise pollution once again spoiling our privacy.

Safe Guard the Countryside and Wildlife – At the bottom of our garden is a fox's set and many Birds nests the inhabitants of which have been living protected here for many years. What would happen to these wild animals should this application go ahead? There are also many trees in this area that make up part of the natural countryside, should we not be protecting them?

I understand that this land will eventually be built on as there is a supposedly a lack of space, but surely we do not need to fill every little space with as many buildings as possible. If the application was for say 20 - 25 properties this would reduce the impact on not only on the incumbent dwellings but also on all of the other points that I have mentioned.

I hope that you consider the points in my letter and put it forward for contesting this application for development on this land.

Yours faithfully

Robin Salt and all at 423 Wokingham Road

P.S. I have omitted, **as requested**, mentioning the following points: effects on property value, loss of private views, inconvenience caused by build works, matters of law, private property rights, developer's morals, motives or past record, future developments and moral obligations but **who** does deal with these objections as they are just as important as the other points that I have and others have raised? Just because they are not felt to be relevant they should not be ignored and left as if they do not matter or exist!

TO: **DEVELOPMENT CONTROL**
Nicola Lake

FROM: Environmental Design

DATE: 21st May 2002

Location: Land at 415 – 445 Wokingham Road, Earley.

Proposal: Proposed erection of 48 dwellings.

Application Number: F/2002/6508

In response to your consultation dated 15th May 2002 for the above application, the arboricultural comments are as follows:

The proposals are acceptable in relation to trees. Please see previous comments.

Neil Etherington
Senior Arboriculturist

WOKINGHAM DISTRICT COUNCIL
ENVIRONMENTAL PROTECTION AND HOUSING

MEMORANDUM

To:	Nicola Lake Development Control	Your Ref:	F/2002/6508 F/2001/5387
From:	Tom Payne Environmental Health	My Ref:	1302 & 1375
		Date:	22 May 2002

PROPOSED DEMOLITION OF 4 DWELLINGS AND ERECTION OF 48 DWELLINGS.

LAND AT 415-445 WOKINGHAM ROAD, EARLEY, READING.

I am in receipt of the amended plan for this proposed development Dwg. 05D (May 2001). I note from the letter dated 3 October 2001 from Sarah Radcliffe (PBA) to Patrick Bancroft (Bancroft Developments) that the external noise criterion can be met with certain noise mitigation measures. The details of these mitigation measures must be fully agreed with us prior to the development commencing on site.

I recommend that the following conditions be imposed should the application be granted planning consent:

1. Before the development commences the applicant shall submit a report, prepared in accordance with the provisions of DoT Calculation of Road Traffic Noise, to predict noise levels at the residential façade and garden area nearest to the railway line.

   Predictions shall be contained in a report which sets out: a large scale plan of the proposed development; noise sources and measurement/prediction points marked on 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.

2. The development shall not begin until a scheme for protecting the proposed dwellings and garden/amenity areas from railway and road traffic noise has been submitted to and approved by the Local Planning Authority. Any works that 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.

3. Each dwelling shall be provided with a garden area which has a predicted noise level of less than or equal to LA_{eq} 55dB (16 hour, free field) within the first 5 metres of the building facade.

4. Any noise or vibration survey measurement methods, assessment, evaluation and interpretation should be agreed with the local authority prior to surveys starting. Any assessment of the problem by noise consultants should include raw measurement data so that the conclusions may be thoroughly evaluated and calculations checked.

5. It is essential that any acoustic barrier is maintained in the long term future or the noise environment will deteriorate. I recommend that a condition be applied to any planning consent to ensure maintenance of the barrier.

6. 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.

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.

T. Payne.

TOM PAYNE
SENIOR ENVIRONMENTAL HEALTH OFFICER
ENVIRONMENTAL PROTECTION & HOUSING

Nicola Lake

From: Peter Banks [banksp@RBFRS.co.uk]
Sent: 22 May 2002 15:49
To: 'nicola.lake@wokingham.gov.uk'
Subject: Plan App F/2002/6508

With reference to your letter regarding the above planning application I confirm the following

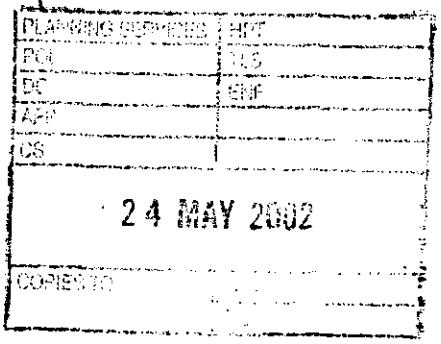
1 There is a requirement for hydrant provision. One hydrant will be required at a location to be determined when the precise main layout is known. We would be seeking developers contributions for this work.

2 Access requirements are as per Approved Document B to the Building Regulations 1991 Part B5 and the Berkshire Act.

We have retained your plans for file.
If you have any further enquiries please do not hesitate to contact me.

Peter Banks
Operations Support officer
Royal Berkshire Fire & Rescue Service
01189322927

See Part One all Plans



To:
Drainage
Fao Roger Johnson

From: Nicola Lake

Date: 09 May 2002

Application Number: F/2002/6508

Proposal: Proposed demolition of 4 dwellings and erection of 48 dwellings.

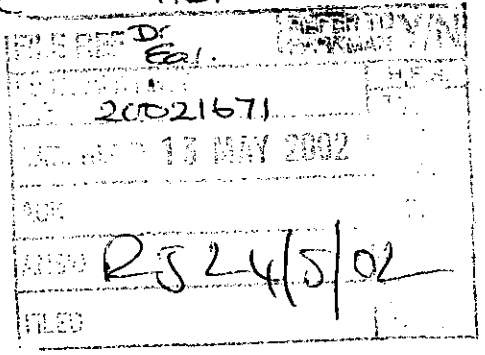
Site Address:
Land At 415 - 445, Wokingham Road, Earley, Reading.

Applicant:
Bancroft Developments/Bryant Homes C/O The Edwards Irish P/Ship.

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

Conditions Details of surface water balancing Works together with details of the stage of the development at which the works will be brought into use are to be submitted to and approved in writing by the District Planning Authority prior to commencement on site HOLD

RJ 24/5/02



EARLEY TOWN COUNCIL

Town Clerk & Treasurer
RICHARD RAYMOND D.M.A., A.C.I.S.

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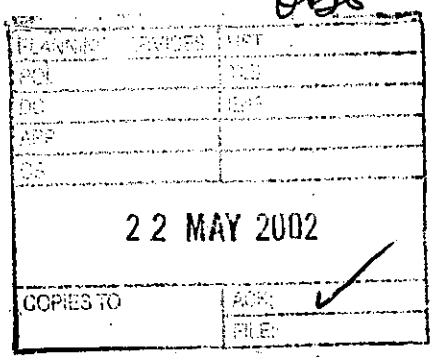

Council Offices,
Radstock Lane,
Earley,
Reading, RG6 5UL

Tel. No. (0118) 986 8995
Fax No. (0118) 975 6681

My Ref: P1/RR/kam
Your Ref:

20 May, 2002

Dear Nicola

Planning Application F/2002/6508 – Development at Wokingham Road

Attached for your information are copies of further representations received in respect of the above application for 48 dwellings off Wokingham Road, Earley.

Maddy is on leave this week and it would seem from the postscript that she made have had a telephone discussion with Mr Salt. I enclose a copy of my reply to him, trying to put any comment that she might have made in context. No doubt you will respond to the questions he raised in the postscript if you feel it appropriate.

Yours sincerely

TOWN CLERK

Encl.

Nicola Lake
Planning Officer
Wokingham District Council

e.Mail: administration@earleytc.co.uk
Web site: www.earleytc.co.uk

4.

Richard Raymond D.M.A., A.C.I.S.
Town Clerk
Council Offices
Radstock Lane
Earley
Reading
Berks
RG6 5UL

22 MAY 2002
ACK
FILE

423 Wokingham Road
Earley
Reading
Berks
RG6 7 EL

Already Lette

19th May 2002

Re: Application No's F/2002/6508. Proposed erection of 48 dwellings, off Wokingham Road Earley.

Dear Sir,

Concerning the above application, I would ask that you make the following considerations.

The previous application(s) for 52 dwellings was refused and this application should be refused under the same grounds, the application still has too many properties in a confined area.

Effects on Privacy – We moved about 6 years ago to this location because of its seclusion and privacy. At that time we knew an application for 20 properties had been made for this land, which was acceptable. The plans now are for 48 properties of which at least 4 would back onto our land and a further 2 overlooking, this would destroy our solitude. Looking further down the development some of our neighbours would have to put up with a block of flats overlooking their properties, not only ruining their privacy but also changing the current aspect of the road.

Highway Safety and Traffic - Also with new housing will come additional traffic as the access to this development is directly onto the Wokingham Road, which is currently already extremely busy. On weekday mornings and afternoons the queues going down to Loddon Bridge and the other way up to Wilderness Road can stretch over a mile, making it very difficult to get out of our drive, the new development would only add to the congestion. Currently car drivers are becoming impatient and driving up the curb to push passed other cars in the queue at the traffic lights, to turn left into Loddon Bridge Road, making it very **dangerous for pedestrians**. More cars would only enhance the congestion and make it even more **dangerous** to walk. With children of my own I would not feel safe knowing my children had to walk along this road if it was to become any busier.

Design, Appearance and Layout

Parking – The parking allowance for this site has been drastically under specified, this would force car owners to park in Wokingham Road causing even more congestion.

Flooding – I would like to point out that for the last 5 years, on many occasions the roads around the River Loddon have flooded, in heavy rainfall. The amount of roads and built up areas can only add to this problem. Also at the bottom of our property is a **well** which is part of a series of others, most have been covered up, this still has water in it and may be part of an under ground spring no allowances have been made for this and there should be. Where will all this water go?

Design, Appearance and Layout Cont.

Schools – We have two young daughters and are concerned about the lack of secondary schools for them to go to when they are of age. With such a large over development in what is a relatively small area we feel that this will only exacerbate the current problem of providing good quality education for our children.

Noise Disturbance (pollution) – Approximately 200ft from the back of our house is the railway line and the A329M. We are currently protected from a lot of the sound by the tall trees, you could argue that by removing the trees and building houses would baffle the sound, this would not be true as the proposed houses are not as tall as the trees and the sound would just pass over them, also with new properties comes more noise pollution once again spoiling our privacy.

Safe Guard the Countryside and Wildlife – At the bottom of our garden is a fox's set and many Birds nests the inhabitants of which have been living protected here for many years. What would happen to these wild animals should this application go ahead? There are also many trees in this area that make up part of the natural countryside, should we not be protecting them?

I understand that this land will eventually be built on as there is a supposedly a lack of space, but surely we do not need to fill every little space with as many buildings as possible. If the application was for say 20 - 25 properties this would reduce the impact on not only on the incumbent dwellings but also on all of the other points that I have mentioned.

I hope that you consider the points in my letter and put it forward for contesting this application for development on this land.

Yours faithfully

Robin Salt and all at 423 Wokingham Road

P.S. I have omitted, **as requested**, mentioning the following points: effects on property value, loss of private views, inconvenience caused by build works, matters of law, private property rights, developer's morals, motives or past record, future developments and moral obligations but **who** does deal with these objections as they are just as important as the other points that I have and others have raised? Just because they are not felt to be relevant they should not be ignored and left as if they do not matter or exist!

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447 Wokingham Road,
Earley,
Reading RG6 7EL

PLANNING SERVICES	RPT
POL	TLS
DC NL	ENF
APP	
CS	
24 MAY 2002	
COPIES TO	ACK ✓ ✓
	FILE

22 May 2002

Nicola Lake
Development Control Officer
Planning Services
PO Box 157
Shute End, Wokingham
RG40 1WR

Two copies enclosed, also copied to Mr. Patrick Bancroft

Dear Mrs. Lake

Thank you for your letters of 9 and 15 May concerning the planning applications numbers F/2001/5387 and F2002/6508 Land at 415-445 Wokingham Road Earley, proposed demolition of 4 dwellings and erection of 48 dwellings.

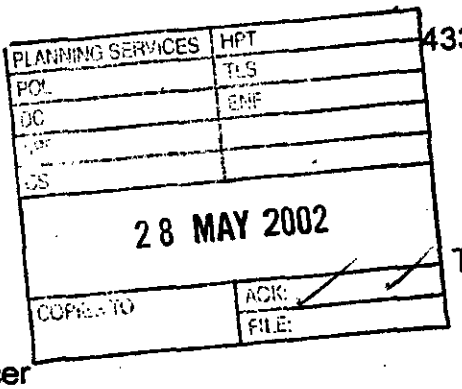
We have seen the plans for this development and they represent a considerable improvement over the previous applications that were the subject of the Public Inquiry. We are now in favour of the above application (s) with the new dwellings as designated and with the flats 43-48 further away and as a two-storey block matching the street scene on the Wokingham Road. Our main concern is that the pathway to the garden of maisonette 447A is not illustrated but we understand that Mr. Bancroft knows about this and that a close boarded fence will be provided along this boundary. It would be helpful that the building work begins as soon as possible, before any more squatters get into the dwellings waiting for demolition and cause further disturbances in our vicinity.

Yours sincerely
M A Boniface C Boniface

Mark and Charlotte Boniface

11.

805



433, Wokingham Road
Earley
Reading
Berkshire
RG6 7EL

Tel: (0118) 926 2810

Ms N Lake
Development Control Officer
Wokingham District Council
P O Box 150
Shute End
Wokingham
Berkshire
RG40 1WQ

Dear Ms Lake

Reference Application No's F/2002 6508 and F/2001 5387

As owner of one of the houses involved in the above proposed development I thought it only right that I write to you to express my feelings on the merits of the proposal. As you are no doubt aware, a previous application was dismissed by the Planning Inspector, principally on the unsympathetic design of proposed flat block (units 43-51). I understand that this problem has now been resolved by the developers in their new application.

I now believe the above application should be acceptable to the Council for the following reasons.

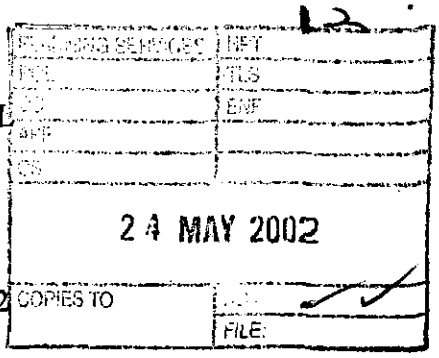
- All the residents whose gardens are involved in the proposed development are happy in principal with the redevelopment of their rear gardens for residential purposes.
- Most of the rear gardens are practically unused due to their size, and the age of most of the residents involved.
- The proposed design of the development is in keeping with the area.
- The proposed development would not have an adverse impact on the existing properties involved.
- The site is on a hill overlooking the River Loddon with no risk of flooding.
- The site is composed of Low Cost Housing long over due in this area.
- 13 Housing Association Units are included.
- With the building of the "New Road" from Lower Earley, much of the traffic on the Wokingham Road has been greatly reduced, so this development will only cause a minimum increase in traffic.
- The site is within walking distance of a Main Line Railway Station, a Park and Ride, and the M4/M329 spur.
- Similar "Back Fill "projects in the area have been hugely successful.

Trusting the above points will meet with the approval of the Council and enable a fair decision to be made on this project.

Yours sincerely,
T J & J CREEDON

J. Creedon.

447B Wokingham Road, Earley, Reading RG6 7EL



21 May 2002

Nicola Lake
Development Control Officer
Planning Services
PO Box 157
Shute End, Wokingham
RG40 1WR

Re: Planning Applications nos F/2001/5387 and F2002/6508 (2 copies enclosed, also copied to Mr. Patrick Bancroft)

Dear Ms. Lake

Thank you for your letters of 9th and 15th May 2002 concerning the above planning applications for Land at 415-445 Wokingham Road Earley, proposed demolition of 4 dwellings and erection of 48 dwellings.

I have seen the plans for this development and consulted with my immediate neighbours. The changes in the plans meet the major issues raised at the Public Inquiry concerning this site and I wish to indicate that I am in favour of the above application proceeding as soon as possible. Now that most of the buildings to be demolished are unoccupied, they have been attracting unlawful occupation and causing distress and friction with neighbouring occupiers, as well as providing a risk of access to the railway line for adventurous children.

Yours sincerely

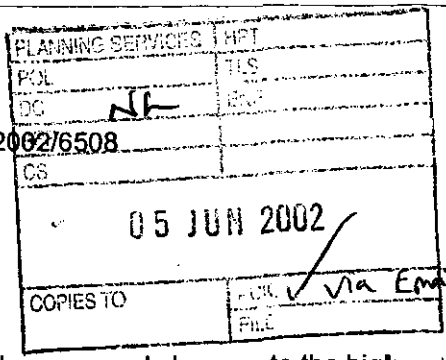
Rosemary E. Hill

Rosemary E. Hill (Miss)

13.

Nicola Lake

From:	Shane Leather [shane.leather@lineone.net]
Sent:	04 June 2002 11:05
To:	Nicola Lake
Subject:	Planning application numbers F/2001/5387 and F/2002/6508



Dear Ms.Lake

I am objecting to the above applications due to the following reasons,

The resulting traffic implications as a result of the highway changing. How can the proposed changes to the highways be permitted with 300 metres of two traffic hot spots (Wokingham Road Junction with Mill Lane & Reading Road/ Lower Earley Way Roundabout). Both these sites have been identified in the Local Safety Scheme as published by the council.

The design of the flats are still out of keeping with the general street scheme of the Wokingham Road and will still have an overbearing effect upon the residents in flats 447 a+b.

The density of the development is too great and will lead to parking and overcrowding problems.

I trust my objections will be noted on both applications.

Yours sincerely

Shane Leather.

2001/5387 - 415-445 WOKINGHAM RD, EARLEY

2002/6508 - —— " ——

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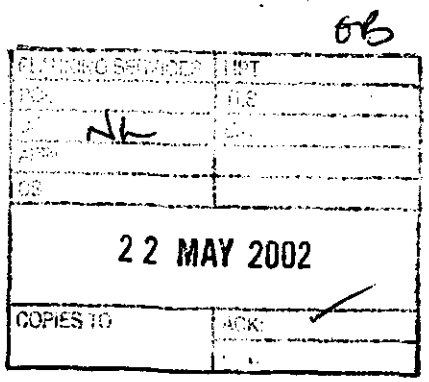


Mr Dilip R Amin LL.B (Hons)
435 Wokingham Road
Earley
Reading
Berkshire
RG6 7EL
19th May 2002

The Planning Officer
Wokingham District Council
PO Box 157
Shute End
Wokingham
Berkshire RG40 1WR

Dear Madam,

I am writing in response to your letters dated 9th and 15th May 2002 (F/2002/6508 and F/2001/5387 respectively), regarding an application for building 48 dwellings to the rear of 415 – 445 Wokingham Road, Earley, Reading.

Copies of previous letters sent outlining my objection to any such building work are attached. I consider my grounds for objection to remain valid and cannot see how the amended application could nullify the grounds given by the appeal inspector when refusing the previous application.

I am grateful for the opportunity to express my concern and trust that my view will be taken into account when considering the application. A copy of this letter has been sent to Earley Town Council.

Yours sincerely

Dilip Amin

Mr Dilip R Amin LL.B (Hons)
435 Wokingham Road
Earley
Reading
Berkshire
RG6 7EL
8th July 2001

The Planning Officer
Wokingham District Council
PO Box 157
Shute End
Wokingham
Berkshire RG40 1WR

Dear Madam,

I am writing in response to your letters dated 29th June 2001 (F/2001/4278-9), regarding an application for building 52 dwellings to the rear of 415 – 445 Wokingham Road, Earley, Reading.

Having seen a copy of the plan for this proposed development and also one for the proposed development to the rear of Pond Head Lane up to 411 Wokingham Road, I am concerned to note that this will result in a total of 75 additional dwellings in this already congested area.

The traffic congestion around this section of Wokingham Road, which borders the Loddon Bridge, Mill Lane and Meadow Road junctions is already considerable during peak times, resulting in extensive queues on both Wokingham Road and in these feeder roads. As well as an additional junction, assuming that each proposed dwelling would have two cars, this would result in an additional 150 vehicles adding to the congestion. Whilst I am aware of the expectations placed upon local authorities by government I do believe that if permission was to be granted at this congested location then the likelihood of a serious road accident would be significantly greater. I am aware that a previous application, for a similar plan, which had proposed the entrance to be at 435 Wokingham Road, was refused.

I am grateful for the opportunity to express my concern and trust that my view will be taken into account when considering the application. A copy of this letter has been sent to Earley Town Council.

Yours sincerely

Dilip Amin

Mr Dilip R Amin LL.B (hons)
435 Wokingham Road
Earley
Reading
Berkshire
RG6 7EL
26th November 2001

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

Dear Mr. Campbell,

I am writing with regard to the proposed development in the land to the rear of 415-445 Wokingham Road, Earley, Reading, Berkshire, (ref: APP/X0360/A/01/1073406).

The development, if allowed, will bring further congestion to what is already a very busy and dangerous local road network. The proposed development would feed a large number of additional vehicles, through a new junction, onto the already busy A329 Wokingham Road. Not only is this road a main artery linking the M4/A329 motorways to Reading and Wokingham, it is also only a matter of a few hundred yards from the heavily congested Loddon Bridge junction which is governed by traffic lights.

I am aware that a previous planning application for the same area around ten years ago had been refused. The main objection I believe was the proximity of the new junction to the existing junctions already entering the main Wokingham Road. This fact, which caused concern then cannot be satisfactorily resolved still. If anything, the volume of vehicular traffic has increased significantly and therefore so has the likelihood of an accident if a new junction is introduced in the vicinity.

I appreciate that there is a need to build more houses for people to live in and would have little objection if the area were in a quieter location. However, the location is already too congested and I do not believe the increased risk of road traffic accidents occurring as a result could be justified.

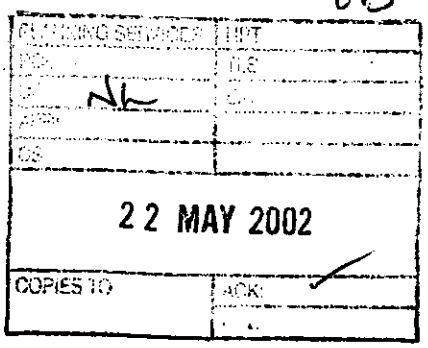
The inspectorate will no doubt be aware of a development site nearby in Pond Head Lane, which is now going ahead despite the concerns of local people. This will again feed additional vehicles onto Wokingham Road only some few hundred yards away.

This letter is written to voice not only my own but also the concerns of many other people living in the area. The case, whilst cognisant of the need to develop more housing, is made in the genuinely held belief that approval of planning permission will lead to greater congestion and an unacceptable risk of road traffic accidents.

Yours sincerely

Dilip Amin

06



Mr Dilip R Amin LL.B (Hons)
435 Wokingham Road
Earley
Reading
Berkshire
RG6 7EL
19th May 2002

The Planning Officer
Wokingham District Council
PO Box 157
Shute End
Wokingham
Berkshire RG40 1WR

Dear Madam,

I am writing in response to your letters dated 9th and 15th May 2002 (F/2002/6508 and F/2001/5387 respectively), regarding an application for building 48 dwellings to the rear of 415 – 445 Wokingham Road, Earley, Reading.

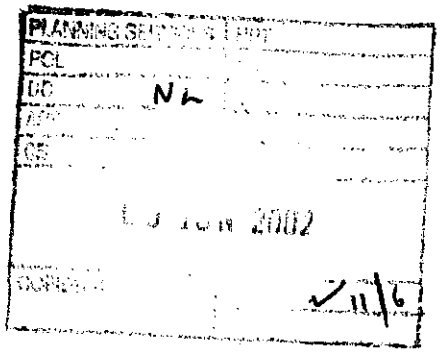
Copies of previous letters sent outlining my objection to any such building work are attached. I consider my grounds for objection to remain valid and cannot see how the amended application could nullify the grounds given by the appeal inspector when refusing the previous application.

I am grateful for the opportunity to express my concern and trust that my view will be taken into account when considering the application. A copy of this letter has been sent to Earley Town Council.

Yours sincerely

Dilip Amin

O.R



Ref. Planning Application 2002/6508

5th June, 2002-06-05

Attention: Nicola Lake

Dear Ms. Lake,

With reference to the above application, many of my concerns are still applicable to this proposal.

This site of 1.23 Ha. is still small to accommodate 48 dwellings, bearing in mind the density as recommended by Central Government. The site area is considerably reduced by the L shape access road by approximately 0.3 Ha.

I feel that the Open Space short-fall of 0.3 Ha. (as per your previous report), should not be bought off by the W.D.C. and should remain as a requirement. This may necessitate the reduction to the number of dwellings.

The Social Housing element problem has been somewhat overcome and the lowering of the roof line is only one factor. There would appear to be no provision for a storage locker for each dwelling for the storage of bicycles, prams, dustbins etc.. The provision of washing lines is not shown on the plans.

The car parking area is still a concern as this would have traffic movements 24 hours a day, (shift working). Supposedly accommodation is for key workers. This woul d constitute being un-neighbourly to the existing local residents. I don't think the improved fences would offer any improvement to lowering the noise level or reduce the pollution element.

The siting of the children's play area next to the railway is still a concern. (Was it intended to be a No Ball Game Area)? - Car Park flanks the southern boundary.

Whilst not in the latest report from the Inspectorate I feel that other factors should be taken into consideration, such as to which Schools both Junior and Senior pupils would need to attend. The northern side of Wokingham Road is within the catchment for Bulmershe Comprehensive for Seniors and at present Southlake Junior School may be for the younger children. This brings me into --- Mothers and children are reluctant to use the underpass at Pond Head Lane into Woodley, as there appears to be undesirables often around this area.

The implications are that these children would most probably be taken and collected from school by car. (Another burden on the road infrastructure especially during rush hour). Wokingham Road is already severely congested during peak-time traffic.

Transportation was said to be good but with only 3 buses maximum per hour during the day and only 1 bus service during the evening and no cross-town buses. This does not appear to be adequate.

The already over-loaded local infrastructure will lower the quality of life of the already established area, if as many as 150 vehicular movements could be envisaged per day. Accessibility to and from the site could delay traffic already on the road by the right turns to and from the site.

I feel that the application in its present state should be refused.

Although it is not a planning consideration please bear in mind, short-term gains invariably mean long-term losses. The developer is here to build houses and make money and move on leaving any problems behind.

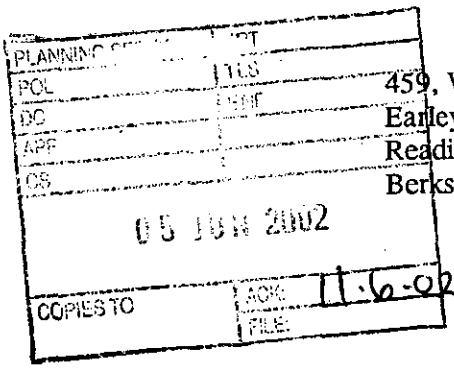
Yours truly,

R.F. Bradshaw

3 Loddon Bridge Road,
Earley,
Berks. RG6 7EW.

NC. 2

459, Wokingham Road,
Earley,
Reading,
Berkshire, RG6 7EL



Ms Anna Cronin,
Environmental Services Dept.,
Planning Services,
PO Box 157,
Shute End,
Wokingham,
Berkshire,
RG40 1WR

30 May 2002

Dear Ms Cronin,

Planning application no. F/2002/6508

Thank you for your letter, dated 23 May, relating to the above, by which I was slightly confused. You state that 'only written comments can be taken into consideration'. That was, of course, my intention in writing the letter in the first place. I would also very much like the 'applicant and appointed agent' to take the views expressed into account and for interested members of the public to become aware of the implications of the scheme.

I have attached a further copy of the letter.

Yours sincerely,

Peter Wiggin

Peter Wiggin

459, Wokingham Road,
Earley,
Reading,
Berkshire, RG6 7EL

The Planning Officer,
Wokingham District Council,
PO Box 157,
Shute End,
Wokingham,
Berkshire, RG40 1WR

20 May 2002

Dear Sir/Madam,

Planning application no. F/2002/6508

I write in response to the letter, dated 10 May, from Richard Raymond, Earley Town Council (Ref: P/3/MJB/AB). As a long-term resident of Wokingham Road, I am extremely concerned about the proposal to demolish four dwellings and replace them with 48 flats. During my time here, I have watched the volume of traffic using the road escalate, so that now it is extremely difficult and dangerous to drive my car into and out of my own driveway. Has no-one given any thought to the amount of traffic that 48 dwellings will bring? Each house has an average of two cars, so there will be around 100 extra vehicles resident along Wokingham Road close to the already intolerably congested approach to the traffic lights at the junction with Woodley Road.

In the short-term, of course, we will have the demolition and construction phase, presumably over a series of months, so there will be lorries, concrete mixers, excavators, earth-movers and other heavy vehicles constantly entering and leaving the site, leading to further congestion. Of course, the noise will be intolerable. The pneumatic drills, excavators and pile-driving will affect all the residents at a time of the year when they want to be in their gardens, enjoying the summer.

The building of flats would not blend with the existing early and mid-20th Century traditional houses proximate to the development. I am, of course, worried about the encroachment into our privacy. The occupants of the flats will look directly onto existing residents' property and gardens, so we will be watched at every turn. It is also unlikely that all the residents of the flats will be as quiet and considerate as the most recent owners of the houses. Presumably the air will be filled with sounds of 48 families eating, playing music and generally causing a disturbance.

By applying for permission to build flats on this site, the developers have shown a blatant disregard for the existing immediate surrounding area. They only have an interest in making maximum profit from the site.

I urge you not to grant permission to allow the development of a density at least ten times that of the existing surrounding area.

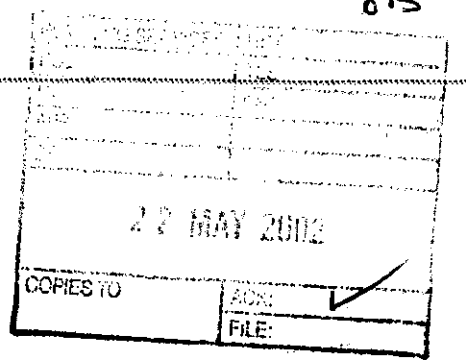
Yours sincerely,

Peter Wiggins

Peter Wiggins

3.

Elaine Johnson



From: Hazel Sansum [hazelsan@lineone.net]
Sent: 17 May 2002 19:59
To: Elaine Johnson
Subject: Planning Application - F/2002/6508

Dear town clerk,

The reasons for opposing the planning of the above site remain unchanged to previous letters of opposition that you should have on file. I still see little how the reduction of 52 dwellings to 48 will ease the traffic conjestion this will duly cause. With this conjestion comes the additional element of danger to our children - therefore I see the Highway Safety and Traffic issue very high in this case.

As you have kindly forwarded elements that will be considered in opposition to the proposal I still also consider the Privacy factors and additional noise and disturbance as reasons why this proposal should not go ahead.

I appreciate this land has already been earmarked for additional housing, but why on such a conjested part of the Wokinham Road. I point out again that the roads are already continually conjested during the week with extra traffic travelling to the M4, A329, Lower Earley, the cinema and Garden Centre. When there is flooding, which has become mandatory over the last few years in Autumn, Spring & Summer, to add additional traffic to this will be another major problem.

My wife and I moved here 622, Wokingham Road because of the peace and to have a family (second child due very soon too).This will not happen if this proposal goes ahead in it current format and I believe the majority of residents in this road are united and feel the same as I and will not accept the development in it current format.

I still feel very strongly about this unwanted development and will continue to add substance until more radical changes are proposed.

Kind Regards

Mr D Sansum

P1/RR/kam

20 May, 2002

Dear Mr Salt

Planning Application F2002/6508 – Development off Wokingham Road

I refer to your letter of 19th May 2002. I gathered from the postscript to your letter that you might have had a conversation with a member of my staff. If that had have been the case, it would most likely have been the Deputy Town Clerk, Mrs Bristow, who is on leave all of this week. I can only think that the discussion to which you refer at the end of your letter must have related to a suggestion by her that any representations that you made might best be confined to issues on which the Planning Authority are allowed to take into account in determining the application. I have sent a full copy of your letter, including the postscript to the appropriate officer at Wokingham District Council so that they are fully aware of your views. She may be in a position to answer the additional questions that you raised.

So far as the Town Council is concerned, the application was considered at the meeting of our Planning Committee on 15th May 2002. The Committee recommendation, which has been forwarded to the Planning Authority, is that this area should not be released for development at the present time.

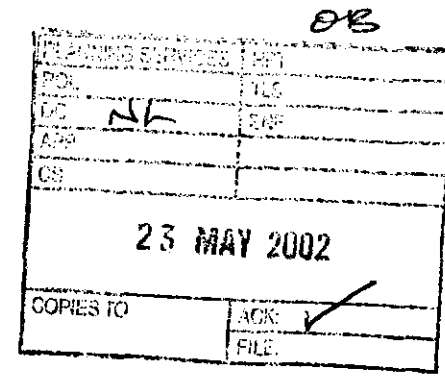
Yours sincerely

TOWN CLERK

Mr R Salt
423 Wokingham Road
EARLEY
Reading
RG6 7EL

6

447c Wokingham Road
Earley
Reading RG6 7EL
22 May 2002



Ms Nicola Lake
Environmental Services Department
Planning Services
PO Box 157
Shute End
Wokingham
Berkshire RG40 1WR

Dear Ms Lake

Land at 415-445 Wokingham Road

Thank you for your departmental letters F/2002/6508 of 9 May and F/2001/5387 of 15 May concerning the proposed demolition of 4 dwellings and the erection of 48 new dwellings adjacent to me.

Since there are two sets of plans, I am sending this letter in duplicate in case it needs to be placed in separate files.

I have seen both sets of plans and satisfied myself that they are duplicate sets covering the same scheme. They appear to address most of the concerns that the Planning Inspector upheld at the Public Inquiry, except for contrast-banded brickwork which the Inspector agreed with us was inappropriate to the location (see Para. 52 of his appeal decision) and we would like to see NOT done.

The main worry I have concerns the assignment in perpetuity of the obligation to maintain the fences downslope of the development, which by usage and custom falls upon the owner of the land upslope of the fence; this will be the developers and their successors.

This means that the fence between unit 39 and the garden of 447a would be maintained by unit 39.

It is, however, unclear from the plans, what the remainder of the boundary from there to the Wokingham Road consists of, or in whose ownership it will be. I have been in touch with Mr Patrick Bancroft on this matter and he assures me that the boundary will consist of a 2-metre close-boarded wooden fence along the length in question.

The ownership of the section between the Wokingham Road and the rear corner of 447 is not in doubt; but the section between there and unit 39 is the rear fence of a shared car park and is nominally no-man's-land *so it will need to be assigned to someone*.

In my opinion (and Mr Bancroft appears to agree with me on this) the section of fence behind the car park should be assigned for maintenance purposes to the management board of the block of flats (units 43-48).

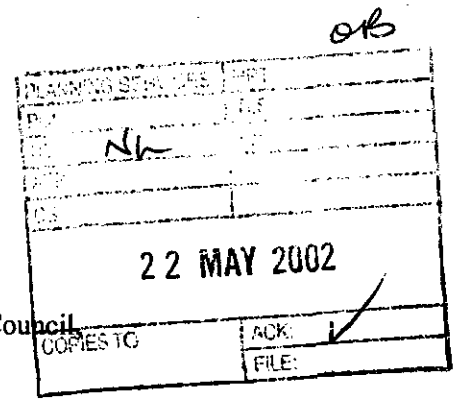
It would be best that the screen planting behind the car port be of thorny vegetation.

Provided that all the above matters are agreed to in writing, the project has my support and should be proceeded with as soon as possible.

Yours sincerely

Ron Boyce

7



459, Wokingham Road,
Earley,
Reading,
Berkshire, RG6 7EL

The Planning Officer,
Wokingham District Council,
PO Box 157,
Shute End,
Wokingham,
Berkshire, RG40 1WR

20 May 2002

Dear Sir/Madam,

Planning application no. F/2002/6508

I write in response to the letter, dated 10 May, from Richard Raymond, Earley Town Council (Ref: P/3/MJB/AB). As a long-term resident of Wokingham Road, I am extremely concerned about the proposal to demolish four dwellings and replace them with 48 flats. During my time here, I have watched the volume of traffic using the road escalate, so that now it is extremely difficult and dangerous to drive my car into and out of my own driveway. Has no-one given any thought to the amount of traffic that 48 dwellings will bring? Each house has an average of two cars, so there will be around 100 extra vehicles resident along Wokingham Road close to the already intolerably congested approach to the traffic lights at the junction with Woodley Road.

In the short-term, of course, we will have the demolition and construction phase, presumably over a series of months, so there will be lorries, concrete mixers, excavators, earth-movers and other heavy vehicles constantly entering and leaving the site, leading to further congestion. Of course, the noise will be intolerable. The pneumatic drills, excavators and pile-driving will affect all the residents at a time of the year when they want to be in their gardens, enjoying the summer.

The building of flats would not blend with the existing early and mid-20th Century traditional houses proximate to the development. I am, of course, worried about the encroachment into our privacy. The occupants of the flats will look directly onto existing residents' property and gardens, so we will be watched at every turn. It is also unlikely that all the residents of the flats will be as quiet and considerate as the most recent owners of the houses. Presumably the air will be filled with sounds of 48 families eating, playing music and generally causing a disturbance.

By applying for permission to build flats on this site, the developers have shown a blatant disregard for the existing immediate surrounding area. They only have an interest in making maximum profit from the site.

I urge you not to grant permission to allow the development of a density at least ten times that of the existing surrounding area,

Yours sincerely,

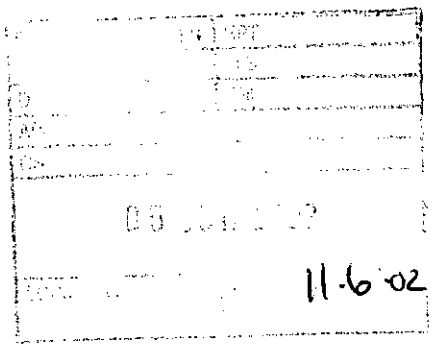
Peter Wiggins

Peter Wiggins

N.L. 8

Mr D. and Mrs E. C. Roper
429 Wokingham Road
Earley
Reading
Berks
RE6 7EL

30 May 2002



Ms N. Lake
Wokingham District Council
P O Box 150
Shute end
Wokingham
Berks
RG40 1WQ

Dear Ms Lake

Re: Application no's F/2002 6508 and F/2001 5387

We are writing in support of the above planning application. We are disappointed that this matter has dragged on for so long, particularly as our back garden, which is included in this plan, has been designated as a development site by the council for some time. The uncertainty has put a blight over the whole area, and it has been particularly stressful for some of the other older residents. Hopefully all the issues have now been resolved and planning approval can be given without further delay.

We are in support of the proposal to allocate the social housing provided by the plan to key workers. There is clearly a desperate need for such housing in this area.

Finally, we would like to take this opportunity to raise the issue of the speed limit along this section of the Wokingham Road, which we have believed for some time should be reduced to 30 miles per hour from the current 40 mph. In the four years that we have lived at our current address there have been a number of, admittedly minor, accidents near the house, and it can only be a matter of time before somebody is seriously hurt. A number of elderly people live on our side of the road, including my own parents, and they have to cross the road to get to the nearest shops and buses. At a time when lower speed limits are being introduced elsewhere we would like the authorities to give serious consideration to this matter.

Yours sincerely

E. C. Roper.

Royal County of Berkshire



BERKSHIRE STRUCTURE PLAN 1991-2006

Incorporating Alterations adopted in August 1997





Babtie

Public Services Division

Assessment of Development Proposals

Policy H4 **Within the provision specified in Policy H2, local planning authorities should ensure that proposals for new residential development are in locations which are close and have good access, particularly by public transport, to existing and proposed employment sites/areas and shopping and service facilities. In addition, they should ensure that such proposals take account of the distribution of local needs and demands.**

7.38 In order to comply with Policy OS1, which seeks to minimise the consumption of land, full use should be made of available land within existing urban areas. However, it is recognised that in certain areas there may be concern about over-development. Loss of open space and intensification of development can affect the quality of the urban environment, where most residents of the County live. In this respect, careful consideration should be given to the provisions of Policy EN1. Therefore such development must not harm the physical or visual character of the settlement, neighbourhood or surrounding area. In some cases it may be appropriate for local plans to set out general policies which limit the scale and form of development.

7.39 In some cases, it may not be possible to accommodate all of the provisions shown in Policies H1 and H2 within the existing urban areas. In these circumstances, further land should be released through the local plan process. In order to comply with Policy C1, this would require the delineation of new settlement boundaries which define the land to be released. In addition, much of the development within existing built-up areas will be identified through local plans.

Development Within Settlements and Redevelopment/Change of Use

Policy H5 **Part of the provision for housing development specified in Policy H1 will be achieved by :**

(i) building on suitable undeveloped land within built-up areas and settlement boundaries;

(ii) redevelopment or adaptation of an existing building or set of buildings;

(iii) changes of use of suitable permanent non-residential buildings and by the sub-division of existing dwellings.

In addition, if further land releases are required to meet the provisions of Policies H1 and H2, these should normally be made through the definition of settlement boundaries as part of the local plan process.

7.40 Undeveloped land within built-up areas and settlement boundaries may be suitable for housing development if it conforms with other structure and local plan policies. In drawing up settlement boundaries in local plans, district and borough councils will need to consider whether additional land releases are required to meet the provisions of Policies H1 and H2, having had regard to the likely contribution of the sites described in Policy H5 (i)-(iii) above. Additional provision should be made through the designation of new settlement boundaries in local plans. This may be at the edge of settlements, or through the identification of completely new settlements. "Rounding-off" may continue to be appropriate, but only through such boundary changes, designated in the local plan process.

7.41 The policy has considerably less detail than Policy H3 in the Replacement Structure Plan for Berkshire. This reflects current Government guidance (para. 5.56 of PPG12 - Development Plans and Regional Planning Guidance) that detailed development control policies are more appropriate in local plans. However, until such time as local plan policies are in place, the original Structure Plan policy remains as supplementary planning guidance. In particular, "building on suitable undeveloped land within the existing built-up area of a settlement" may involve more than one individual site and the construction of a new means of access. However, the Green Belt Local Plan limits the scale of development which is appropriate within "Recognised Settlements" in the Green Belt to the definition of infilling set out in previous Structure Plans (i.e. single plots on existing road frontages). This definition should continue to apply until such time as district-wide local plans are prepared for the appropriate areas. At that time, new criteria may be prepared.

7.42 Any proposals for freestanding new settlements would require careful consideration of the efficient means of providing infrastructure and services and should be of a size adequate to support appropriate facilities. For example, in order to foster the growth of a community, ready access to a primary school would be important. Furthermore, in conformity with the objectives of this Plan relating to sustainable development, the provision of good public transport links would be important.

Other Housing Development Outside Settlements

7.43 In accordance with Policy C2, housing development will not normally be permitted in the countryside, as defined by settlement boundaries in local plans. Furthermore, there is a general presumption against development in the Metropolitan Green Belt, as set out in Policy C4. In addition, in accordance with Policy C6, development will not be permitted where it would threaten important open areas which are of special significance as 'green wedges' or 'gaps' separating settlements or communities.

Slough

7.44 In the case of Slough, its location, entirely surrounded by Green Belt, means that it will become increasingly difficult to identify sufficient land to meet local housing needs without the release of land from the Green Belt. The possible release of Green Belt land in Slough to meet the housing provision is considered in paragraphs 5.15 and 5.16 of the Countryside and Rural Development Chapter.

Low-Cost Housing to Meet Local Needs in Rural Areas

Policy H8 **In exceptional circumstances permission may be granted for small scale schemes solely for low-cost housing to meet proven local needs :**

(i) on the periphery of rural settlements outside the Green Belt on sites which would not otherwise be released for development; or

(ii) within recognised settlements in the Green Belt defined in local plans.

Provision should be made for such schemes to be managed so that they remain affordable in perpetuity.

7.56 The implementation of these schemes will be a matter for local judgement and it will be the responsibility of the district councils in local plans to define what may be accepted as 'small scale'. Because such schemes are intended to be exceptions to normal restraint policies for development in rural areas, it will be essential to ensure that this housing is retained in perpetuity for local needs through agreements or appropriate methods of management. Local plans may also need to define which settlements these policies will apply to. Once built, these dwellings will be counted towards the Structure Plan housing provision.

Type of Housing

7.57 It is important to secure variety in the location, type, size and price of new housing. There is a particular need for housing for first-time buyers, and for accommodation suitable for small households but in some areas needs for particular types of family housing have been identified. Other categories which may require specialist accommodation include the elderly and the handicapped. However, those providing new housing should give attention to the needs of disabled people in all schemes.

Variety of Housing

Policy H9 **Within the provision specified in Policy H2, favourable consideration will generally be given to proposals for residential development which add to the range of densities, dwelling types and sizes, with specific emphasis being given to the provision of smaller dwellings and other identified local or special needs, including those associated with Care in the Community policy.**

7.58 Widening the choice of housing also involves accessibility to housing through adding to the variety of types of tenure which are available. Policies H9 and H10 will assist in this objective.

7.59 Provision of low-cost housing, or housing for first-time buyers and small households, should not be undertaken at the expense of a high standard of layout, design and landscape development. Policy EN1 seeks such high standards for all new development.

LODDON AREA LOCAL PLAN

Adopted 5 May 1995



Published by: Wokingham District Council
Planning Department
Shute End
Wokingham
Berkshire
RG40 1WR

1.2 HOUSING



INTRODUCTION

1.2.01 In 1991 there were 31,860 households in the plan area of which about 85% were in privately owned accommodation, a further 8% in local authority property and the remainder in privately rented accommodation. The number of households in the plan area is likely to increase given the take up of existing commitments, the development of sites proposed in this Plan and the trend towards smaller household sizes. In 1991 very few dwellings within the plan area lacked one or more of the basic amenities. There are few houses in the plan area which are unfit for human habitation or in serious disrepair.

1.2.02 The two major developments in the plan area at Lower Earley and Woodley Airfield are now nearing completion. In accordance with the requirements of the Central Berkshire Structure Plan land was allocated for housing development at Winnersh Farm, Winnersh (150 houses), south of Waltham Road, Twyford (200 houses) and west of Park Lane, Charvil (120 houses). These sites are now included within the built-up area. Other major housing commitments (at March 1992) in the Plan area are land at Reading Road, Winnersh, Broad Hinton, Twyford and Culver Lane, Earley.

1.2.03 Policy H1 of the Replacement Structure Plan for Berkshire states that provision will be made during the plan period (1984 to 1996) for 12,600 dwellings in Wokingham District. In order to ensure the existence of a five year land supply for residential development (in accordance with Planning Policy Guidance Note 3), sites have been identified for the period up to 1998.

1.2.04 Policy H2 of the Replacement Structure Plan states that a main new area for housing provision will be at Winnersh. Details of the housing provision to be made in this main new area are given in Chapter 2.4 of this plan.

1.2.05 In addition to the main new area for housing, Policy H3 of the Replacement Structure Plan states that part of the housing provision will be by continued development in appropriate locations, through infilling, rounding off, redevelopment and the development of unused or vacant land within settlements. Sites over 0.4 hectare in size for this type of development are identified in Policy LH2 of this plan.

1.2.06 In recent years a significant amount of housing development has taken place on small plots of land (generally of less than 0.4 hectare) which have not been specifically earmarked for house-building by the planning authority. Proposals for development, especially on smaller sites, are brought forward in response to a variety of local circumstances reflecting individual opportunities and needs, and they arise in most of the built-up areas at one time or another. It is clear that the demand for this form of development will continue and recognition of such a demand is essential in any provision which is to be made for future development. Such development allows for an increase in the diversity of housing in a particular settlement area.

1.2.07 Only a proportion of the housing provision is met by the allocation of specific areas of land for development. The remainder is provided for through the inclusion of policies which

allow some development to occur in the identified settlements on unidentified sites in response to needs and opportunities identified by landowners and developers. It is estimated that a further 781 dwellings will be provided in the District on such sites between 1992 and 1998. Details of the basis for this estimation are given in Local Plan Working Paper Four which is available separately from this plan.

❖ LH1 HOUSING DEVELOPMENT ON UNIDENTIFIED SITES

WITHIN THE IDENTIFIED SETTLEMENTS RESIDENTIAL DEVELOPMENT IN THE FORM OF INFILLING, ROUNDING OFF AND DEVELOPMENT GENERALLY WILL BE CONSIDERED FAVOURABLY SUBJECT TO LOCAL ENVIRONMENTAL CONSTRAINTS AND OTHER PROVISIONS OF THIS PLAN. IN VIEW OF THE SENSITIVITY OF SUCH PROPOSALS AND THEIR POTENTIAL IMPACT THE PREPARATION OF A DEVELOPMENT BRIEF WILL NORMALLY BE NECESSARY IN BRINGING FORWARD SCHEMES ON SITES OVER 0.4 HECTARE. ON SITES OVER 0.4 HECTARE, AN ELEMENT OF AFFORDABLE HOUSING WILL BE SOUGHT IN ACCORDANCE WITH POLICY LH8.

IN INTERPRETING THIS POLICY, THE DISTRICT COUNCIL WILL PARTICULARLY WISH TO ENSURE THAT THE FOLLOWING CRITERIA (WHICH ARE AMPLIFIED IN OTHER POLICIES WHERE INDICATED) ARE COMPLIED WITH:

(A) THE PROTECTION OF OPEN AND WOODED AREAS, GAPS AND GARDEN AREAS WHICH ARE IMPORTANT TO THE CHARACTER OF THE SETTLEMENT CONCERNED (POLICY LTV6 AND VARIOUS SPECIFIC POLICIES);

(B) NO SIGNIFICANT ADVERSE EFFECT ON THE CHARACTER OF THE AREA (POLICIES LTV6, LBE1 & LBE2);

(C) NO SIGNIFICANT ADVERSE EFFECT ON SETTLEMENT BOUNDARIES AND THE SURROUNDING COUNTRYSIDE (POLICY LTV5);

(D) NO LOSS OF PUBLIC OPEN SPACE OR RECREATIONAL FACILITIES (POLICY LR4);

(E) THE PROVISION OF ADEQUATE GARDEN AREAS, SPACE ABOUT BUILDINGS AND OFF-STREET PARKING FOR ALL NEW DWELLINGS;

(F) THE PRESENCE OF ADEQUATE LOCAL HIGHWAY CAPACITY TO CATER FOR TRAFFIC GENERATED BY THE DEVELOPMENT.



1.2.08 The housing requirement for the five year period to 1998 is based on the provision required by the Approved Structure Plan until 1996, and thereafter on that required by the provision to be made in the Draft Deposit Structure Plan. This gives a total requirement 1992-98 of 3590 units for Wokingham District. Of the total provision (1984-98) some 9630 had been built by March 1992. Permission had also been granted for a further 1785 dwellings on that date and commitments had been entered into subject to legal agreements, for a further 257 dwellings. Together with the 781 houses to be provided on unidentified sites a total of 12229 dwellings have been provided for (taking into account non-implementation of unidentified sites and Lower Earley). Therefore, in the entire District, sites remain to be identified for 991 dwellings.

1.2.09 Sites for 336 dwellings are to be included in the South East Area Local Plan, and 726 additional dwellings have been identified in this Local Plan. This totals 1062 dwellings - more than the requirement to allow for non-implementation of any sites. The total for this Plan area is made up of 470 dwellings to be developed as the main area

nure and size of dwellings are not normally nsidered to be land-use matters. Site aracteristics though can influence the type of velling that can be provided, e.g. dense housing an urban situation, large dwellings in extensive ounds in village fringe locations, sheltered ousing in communal grounds. Further the District ouncil, with its resources of information can dvise residential developers about the types of ousing required in the Plan area. This information as to be regularly updated as the housing situation hanges over time. The District Council is nonitoring housing need and is carrying out a ousing needs survey in the Spring of 1993.

1.2.24 In preparing this information the District ;il will have regard to:

a) existing commitments for residential development;

b) indications of need e.g. the housing waiting list, homelessness;

c) the condition of the housing stock e.g. dwellings lacking basic amenities, dwellings requiring substantial renovation due to lack of maintenance;

d) programmes of other agencies providing idential accommodation i.e. social services, health authorities;

e) the needs of special groups, e.g. the elderly, mentally ill, mentally handicapped and disabled.

1.2.25 At present the main housing needs are for more:

a) small (one and two-bedroomed) dwellings;

b) dwellings to rent;

c) low-cost dwellings of various sizes.

❖ LH7 HOUSING NEEDS

THE DISTRICT COUNCIL WILL PROVIDE DEVELOPERS WITH INFORMATION ON THE HOUSING NEEDS OF THE PLAN AREA, INCLUDING THOSE OF PARTICULAR SOCIAL GROUPS, SO THAT THEY ARE AWARE OF THE REQUIREMENTS WHEN FORMULATING PROPOSALS.

1.2.26 Planning Policy Guidance Note 3 gives advice on the provision of low-cost housing. The District Council has given consideration to this matter. The guidance states that a community's need for affordable housing is a material planning consideration which may properly be taken into account in formulating development plan policies. The need for such housing in Wokingham District is clear from the evidence in the Council's Housing Strategy statement and is likely to be confirmed in the forthcoming needs survey (Spring 1993). Where there is a demonstrable lack of affordable housing, it can be provided and will be sought within housing developments on a substantial scale. In Wokingham District such sites are considered to be over 0.4 hectare in extent. Within the provisions of Policy LPS1 though, smaller sites will also make a contribution. Guidance is that in the absence of development sites on a sufficient scale special provision can be made under the rural 'exceptions' scheme. In view of the needs the Council has made limited provision for such exceptions in policy.

1.2.27 In considering whether rents are affordable the Council will have regard to the income of likely occupants using Housing Corporation or National Federation of Housing Association guidelines as well as the likely Housing Benefit subsidy threshold for the proposed dwellings.

❖ LH8 VARIETY OF HOUSING

ON SITES OVER 0.4 HECTARE THE DEVELOPMENT SHOULD INCORPORATE A REASONABLE MIX AND BALANCE OF HOUSE TYPES AND SIZES TO CATER FOR A RANGE OF HOUSING NEEDS INCLUDING THAT FOR AFFORDABLE HOUSING. BEFORE GRANTING PLANNING PERMISSION, THE PLANNING AUTHORITY WILL SATISFY ITSELF THAT SECURE ARRANGEMENTS ARE MADE TO ENSURE THAT THE BENEFITS OF AFFORDABLE HOUSING

WILL BE ENJOYED BY SUCCESSIVE AS WELL AS BY INITIAL OCCUPIERS OF THE PROPERTY. IN CONSIDERING PLANNING APPLICATIONS AND PREPARING DEVELOPMENT BRIEFS PARTICULAR CONSIDERATION WILL BE GIVEN TO THE NEED TO ACHIEVE A RANGE OF HOUSING DENSITIES AND DWELLING SIZES IN ORDER TO PROVIDE THE OPPORTUNITY FOR LOWER COST AND SMALLER [ONE AND TWO BEDROOMED] DWELLINGS.

❖ LH9 PROVISION OF AFFORDABLE DWELLINGS BY EXCEPTIONS

AS AN ADDITIONAL PROVISION TO THAT CONTAINED IN POLICY H1 OF THE REPLACEMENT STRUCTURE PLAN FOR BERKSHIRE PERMISSION WILL BE GRANTED ON LAND ON WHICH HOUSING WOULD NOT NORMALLY BE PERMITTED UNDER THE PROVISIONS OF POLICIES LH1 AND LH2 FOR AFFORDABLE DWELLINGS IN RESPONSE TO PROVEN LOCAL NEED SUBJECT TO:

i) THE DEVELOPMENT BEING WITHIN OR ON THE EDGE OF AN IDENTIFIED SETTLEMENT IN THE FORM OF INFILLING, ROUNDING OFF OR REDEVELOPMENT;

ii) LOCAL ENVIRONMENTAL CONSTRAINTS AND OTHER PROVISIONS OF THIS LOCAL PLAN BEING MET;

iii) THE DWELLINGS BEING OCCUPIED SOLELY BY THOSE WHO ARE RESIDENTS OF THE DISTRICT PRIOR TO OR ON THE DATE OF GRANTING PLANNING PERMISSION;

iv) THE OCCUPATION OF THE DWELLINGS BEING CONTROLLED IN THE LONG TERM TO ENSURE THAT SECOND AND SUBSEQUENT OCCUPIERS' NEEDS FALL WITHIN THE PROVISIONS OF THE POLICY;

v) THE DWELLINGS BEING 'AFFORDABLE'. SUCH DEVELOPMENT WILL BE PRIMARILY UNDERTAKEN BY HOUSING ASSOCIATIONS AND WILL NORMALLY BE SUPPORTED BY THE DISTRICT COUNCIL IN ITS ROLE AS AN ENABLER OF LOW COST LOCAL HOUSING NEEDS PROVISION.

DEVELOPMENT ON THE EDGE OF SETTLEMENTS WILL BE SMALL IN SCALE, NOT NORMALLY EXCEEDING TEN DWELLINGS OR 0.4 HECTARE IN SIZE. IT SHOULD BE IN LOCATIONS THAT DO NOT INTRUDE INTO OPEN COUNTRYSIDE, THAT ARE NOT ESSENTIAL TO THE SEPARATION OF SETTLEMENTS AND WHICH CAN BE DEVELOPED WITHOUT AN ADVERSE EFFECT ON THE CHARACTER OR SETTING OF THE SETTLEMENT. IN ALL CASES THE DISTRICT COUNCIL WILL ENSURE THAT DEVELOPMENT RESPECTS THE SCALE AND CHARACTER OF THE SITE AND ITS SURROUNDINGS, AND THAT THE GENERAL CRITERIA APPLYING TO NEW HOUSING SITES INCLUDED IN POLICY LH1 ARE COMPLIED WITH.

BEFORE GRANTING PLANNING PERMISSION, THE PLANNING AUTHORITY WILL SATISFY ITSELF THAT SECURE ARRANGEMENTS ARE MADE TO ENSURE THAT THE BENEFITS OF AFFORDABLE HOUSING WILL BE ENJOYED BY SUCCESSIVE AS WELL AS BY INITIAL OCCUPIERS OF THE PROPERTY.

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

THE FOLLOWING MAY BE SUBJECT TO IMPROVEMENT WORKS:

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

❖ LT5 ROAD SAFETY

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

A) MONITORING OF ACCIDENT STATISTICS TO IDENTIFY BLACKSPOTS;

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

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

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

CAR AND MOTORCYCLE PARKING

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



❖ LT6 PARKING PROVISION

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

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

Note 2: The District Council's adopted parking standards are attached as Appendix 1.

1.8.11 Motorcycles are often informally parked on parts of the highway not used by pedestrians or vehicles. It is recognised that motorcycles are a convenient and efficient form of travel, and that motorcycle owners generally prefer highly visible locations for the parking of their vehicles. As more of the carriageway and traffic islands are reclaimed for the pedestrian it will be necessary to ensure that adequate parking for motorcycles is retained.

❖ LT7 MOTORCYCLE PARKING

THE DISTRICT COUNCIL WILL SEEK APPROPRIATELY LOCATED MOTORCYCLE PARKING FACILITIES.

PEDESTRIANS

1.8.12 In general more vehicular traffic makes journeys by foot less pleasant and in some cases more dangerous. In older villages and towns in the plan area pavements are often narrow, can be uneven and are sometimes non-existent. The total exclusion of traffic is rarely achievable or desirable and the District Council is constrained at all times by the existing layout of the built environment.

1.8.13 In some more recent housing developments the segregation of pedestrian and vehicular traffic has not been successfully implemented with the result that pedestrians have nominated to walk along busy distributor roads either within the road itself or on the verge. The principal footpaths that have been provided within estates are often indistinguishable from other lesser footpaths and poorly signposted. If a segregated system of footpaths and roads is to be successful then footpaths must be direct, convenient, well lit and safe and have a clear hierarchy and signposting so that principal footpaths and their destinations are clearly recognised.

❖ LT8 PEDESTRIAN ROUTES

THE DISTRICT COUNCIL WILL SEEK TO SECURE CLEAR, DIRECT, WELL SIGNPOSTED, SAFE AND CONVENIENT ROUTES FOR PEDESTRIANS WITHIN NEW AND EXISTING DEVELOPMENT AND IN ADVANCE OF THE OCCUPATION OF NEW DEVELOPMENT. THE DISTRICT COUNCIL WILL ALSO SEEK PROVISION FOR PEDESTRIANS IN NEW ROAD SCHEMES AND TRAFFIC MANAGEMENT MEASURES.

CYCLING

1.8.14 Cycling is an increasingly popular method of transport, providing an efficient and easy means of travel in congested areas. It is also an important source of recreation. Cycles are particularly valuable as a means of travel to work and school and for transport over shorter distances. Heavily trafficked and congested roads can deter their use particularly where no separate cycleway or road spaces is provided. Where major road improvements take place, where possible, specific provision will be made for cyclists, as at the Loddon Bridge Roundabout improvement.

1.8.15 Considerable attention has been given nationally in recent years to the need to promote cycling as a regular mode of transport and a cycle lane has been established along the A4, principally to take school children safely from Sonning to the Wargrave Piggott School. In addition the more recent major housing and commercial developments in the area have been provided with segregated routes and opportunities exist to link those areas together. Where possible new routes could be formed through the areas of public open space between Woodley and Winnersh Triangle, and Lower Earley and Winnersh Triangle.

1.8.16 The Replacement Structure Plan requires that account should be taken of the particular needs of cyclists when designing new roads and road improvements and this will apply to any major developments in the plan area. Such provision will not necessarily involve the creation of separate cycle routes, but may include dropped kerbs, signing and cycling priority measures. To encourage the use of cycles as a convenient and efficient form of travel within the plan area, it will

APPENDIX I - VEHICLE PARKING STANDARDS

VEHICLE PARKING STANDARDS

The following standards have been prepared and published by Berkshire County Council as a part of its Design Guide - Highway Aspects of Development Control and have been adopted for use in Wokingham District by the District Council. In interpreting and assessing proposals against the standards the District Council will normally consult the Highway Authority.

INTRODUCTION

1.1 These standards indicate the minimum amount of parking space which the Highway Authority considers necessary to accommodate vehicles parked at places of residence, business, or leisure, at peak times.

1.2 The lack of provision of parking space can result in parking on the highway, which adversely affects the flow of vehicles and the safety of all road users.

1.3 Where planning applications are made for new development, extensions to existing development, and changes of use, the proposed parking facilities will be considered on their merits, using these standards for guidance.

GENERAL INFORMATION

2.1 TOWN CENTRES Where a town centre parking policy has been approved by the District and County Councils, usually as part of a local plan, the policy will take precedence over these parking standards. Town centre parking requirements are at present being reviewed by the County and District Councils.

2.2 OPERATIONAL PARKING Where as part of parking policy, employees' parking can be accommodated within public car parks, provision for visitors' cars and service vehicles only will be required on site at a level determined in a local plan.

2.3 DISABLED PARKING Specific provision for disabled parking has been incorporated in the standards.

2.4 MULTIPLE USES Where a site has more than one existing and/or proposed use, the requirement for each use will be assessed separately. In cases where there is little likelihood of uses being carried out concurrently, shared use of parking areas will be permitted.

2.5 DEVELOPMENT NOT SPECIFICALLY INCLUDED IN LIST OF USES Where a type of development is proposed which is not included in these standards, the parking requirement will be assessed taking into account the information submitted with the application, site and locality characteristics and experience of similar developments.

2.6 MINIMUM SIZE OF PARKING SPACES

a) Car space 4.8m x 2.4m.
b) Garage space 5m x 2.5m (internal).
c) Where the space is a garage drive, the distance from the face of the garage to the highway boundary shall be a minimum 6m, or a minimum 7m from the face of the garage to the carriageway edge on accessways.
d) Lorry space 16m x 3.5m. This may be relaxed where the unit of development is unlikely to attract long vehicles.

2.7 LAYOUT OF PARKING SPACES

The layout of car parking spaces will comply with the Housing Development Note VII, Parking in New Housing Schemes parts 1 and 2 (published by the Department of the Environment HMSO 1977).

Manoeuvring space for lorries will be considered for each site, individually, account being taken of operational requirements and the class of development applied for. Design geometry should have regard to the advice contained in "Designing for Deliveries" (Freight Transport Association Ltd 1978).

2.8 REVIEW OF STANDARDS The assessment of space required for the parking of vehicles at home and places of business and leisure are continually reviewed in the light of the findings of parking studies, and to meet changing circumstances.

2.9 The information contained in this document supersedes the standards previously approved by the County Council.

TABLE I RESIDENTIAL

Type of Dwelling	Nature of Parking Facility	Standard - Minimum Number of Spaces
1 bedroom units and bedsits.	a) All spaces assigned to dwelling. b) One space assigned remainder communal. c) All spaces communal.	2.0 per unit 1.75 per unit 1.5 per unit
Other dwelling units (2 or more bedrooms).	a) All spaces assigned to dwelling. b) One space assigned remainder communal. c) All spaces communal.	2.0 per unit 2.0 per unit 1.75 per unit One additional parking space shall be provided per bedroom per dwelling for each bedroom in excess of three bedrooms.
Elderly persons (frail and dependant) and nursing homes.	All spaces communal.	0.25 per resident plus 1.0 for each permanent staff member plus 2.0 for warden accommodation/ each residential unit.
Sheltered and other accommodation specifically designed for and occupied by elderly persons.	All spaces communal.	0.75 per unit depending on nature of scheme proposed plus 2.0 for warden accommodation/ each residential unit. (This Authority's standard is 1-1.5 per unit).

Notes: (i) The pedestrian route between the nearest parking space and the dwelling entrance should normally be shorter and more convenient to use than would be the case if parking were on the carriageway or accessway.

Additional Notes: Table 1 does not include full provision for off-street visitor parking and when the road layout makes it undesirable for on-street parking to occur additional off-street parking will be required at a ratio of one parking space per four dwellings.

TABLE 2 COMMERCIAL/INDUSTRIAL DEVELOPMENT AND PLACES OF ENTERTAINMENT, WORSHIP AND MEDICAL

USE (Use Classes Order No)	ONE CAR SPACE Per (gfa = Gross Floor Area)	MINIMUM NO. OF CAR SPACES	LORRY PARKING SPACE
Business (Use Classes Order B1)	25m² gfa	2	C.O.M.
General and Special Industrial (Use Classes Order B2-B7) Up to 235m² Over 235m²	 25m² gfa 50m² gfa	 2 10	 1 minimum 1 per 500m² gfa
Storage and Distribution (Use Classes Order B8) a) First 235m² b) Additional floor space	 25m² gfa 200m² gfa	 2	 1 minimum 1 per 500m² gfa up to 2000m² then 1 per 1000m²
Shops, Financial and Professional Services (Use Classes Order A1-A2) Up to 1000m² 1000m²-2000m² Over 2000m²	 30m² gfa 20m² gfa 10m² gfa	 1	 C.O.M. 1 min. plus 1 per 500m² gfa 1 per 1000m² above 2000m²
(NB. These to be applied to the total floor area eg. a parade of shops)			
Retail Warehouse (Non Food over 1000m²)	20m² gfa		1 per 500m² gfa
Hotels, Guest Houses and Bed and Breakfast Establishments (Use Classes Order C1)	a) Hotels (C1) 1 car parking space per bedroom 1 car parking space per 5m² of nett floor area applied to restaurants, bars, lounges and conference rooms.		

Notes: (i) C.O.M. = considered on individual merit of proposal

TABLE 2 (CONTINUED)

USE (Use Classes Order No)	ONE CAR SPACE Per (gfa = Gross Floor Area)	MINIMUM NO. OF CAR SPACES	LORRY PARKING SPACE
	b) Guest Houses and Bed and Breakfast Establishments (C1). It is considered that the requirements should be calculated differently to hotels and the standard is as follows: 1 car parking space per guest bedroom 1 car parking space per full time equivalent member of staff		
Food and drink (Use Classes Order A3)	c) Restaurants and bars (A3) It is considered that it is more appropriate to apply standards to the nett floor area of the building and the standard is as follows: 1 car parking space per 3m² nett floor area available for customers' use.		
Places of Worship (Use Classes Order D1)	10m² gfa		
Places of Entertainment and sports facilities (Use Classes Order D2)	5m² gfa Parking for sports facilities to be determined on their merits		
Hospitals/Clinics	3 beds plus 1 space per 2 members of staff		
Surgeries	1 member of staff (all categories) plus 3 spaces per 1 consulting room		

TABLE 3 EDUCATIONAL

TYPE OF SCHOOL	REQUIREMENTS (F.T.E. = FULL TIME EQUIVALENT)	NO. OF CAR PARKING SPACES	MINIMUM NO. OF CAR SPACES
Primary School	Per 1 member of staff (F.T.E.) Plus per school	1 3	3 3
Secondary School	Per 1 member of staff (F.T.E.) Plus per school	1 8	8
ther Education	Per 1 member of teaching staff (F.T.E.) Per 3 members of non-teaching staff Per 3 students	1 2 1	
Hall of Residence	Per 2 staff Plus per 6 students	1 1	
Libraries	Per 30m² gfa	1	3
Nursery School, Play Group, Crèche	Per 1 member of staff (F.T.E.)		

Notes: (i) For each facility provision should be made for the dropping off, waiting for and picking up of pupils by car (primary schools) and by car and coach (secondary schools). This shall include a facility for vehicles to turn without reversing.

(ii) Hard play areas should be sited and constructed with a view to their use as overflow car parks outside normal school hours.

(iii) In a situation where the principle of access is acceptable but on-street parking is not, additional on-site parking spaces will be required as follows:-

A) Nursery with small period of attendance for all children - 1 per 3 children.
B) Nursery with varying hours of attendance to suit parents - 1 per 6 children.
C) Primary and Secondary Schools - considered on merit.

TABLE 4 VEHICLE SALES AND SERVICE STATIONS			
USE	**NO. OF CAR PARKING SPACES**	**MINIMUM NO. OF SPACES**	**LORRY PARKING SPACE**
Employees	0.5		
Forecourt Car Sales per 10 cars displayed	1	2	
Showroom	C.O.M.		
Workshops per service bay	3		
Shop in excess of 20m² for every 20m²	1		

Notes: (i) The space required for ancillary vehicles and other uses such as driving schools and car hire will be considered on merit.

(ii) Where there is to be provision for the servicing of vehicles other than cars, each case will be considered on merit taking into account the type of vehicle to be serviced and nature of servicing.

(iii) The operational area of the forecourt shall be kept free of any form of parking.

(iv) Parking provision will be in addition to display areas for car sales and service bays.

(v) C.O.M. = considered on the individual merit of a proposal.

DISABLED PARKING PROVISION

Any development likely to give rise to a demand for access by disabled persons will be required to provide adequate disabled parking facilities to the standard detailed below. Such provision should be located close to an entrance accessible to disabled persons and the connection between such entrance and disabled parking spaces shall allow for uninterrupted access by wheelchair users. Dimensions and layout requirements for disabled parking bays are as shown below.

1. Employment - Generating Developments with no normal Public Access

1 (disabled space) per 25 car spaces up to 100 car spaces
1 for every additional 100 car spaces thereafter (or part thereof)

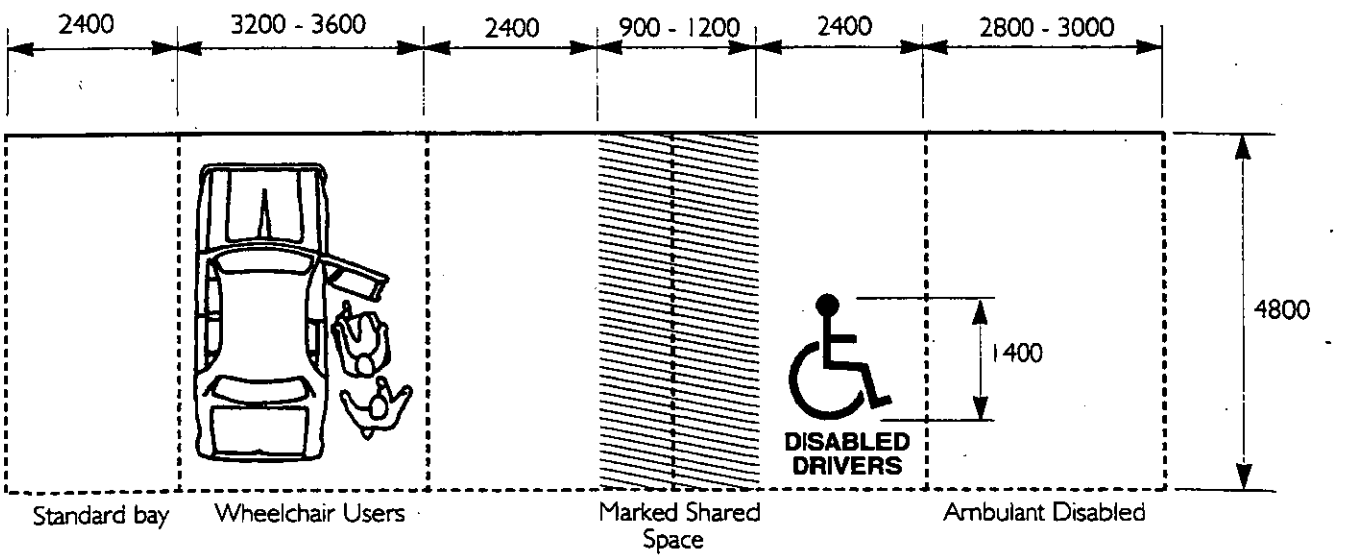
(NB. For developments requiring less than 25 car spaces provision shall be considered on the merits of a particular proposal, but consideration should be given to always providing at least one space wide enough for a disabled user).

2. Developments intended for normal Public Access

1 per 25 car spaces (minimum provision of 1)
3 per 50 car spaces
5 per 100 car spaces
1 for every additional 50 spaces (or part thereof)

(NB. Developments specifically catering for the needs of the disabled - nursing homes,clinics, etc.- should be considered on the merits of each particular case).

Car Parking (measurements in mm)



Car parking spaces for the disabled must be so marked and, in the case of public car parking facilities, signposted at the entrance.

Spaces should be provided for assisted wheelchair users as well as ambulant disabled.

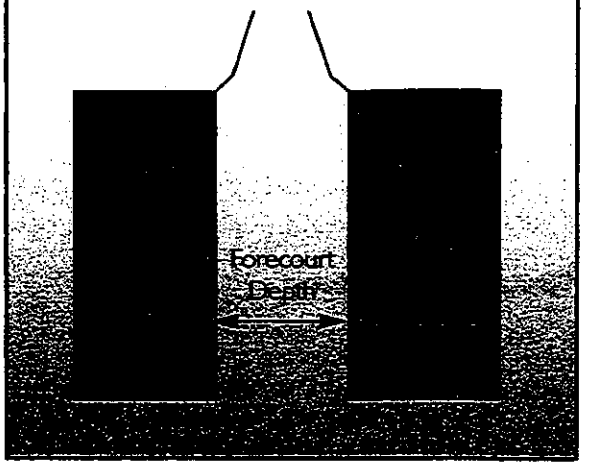
EXAMPLES OF GARAGE COURTS

Double-sided access

With a forecourt depth of 7.8m between garage doors cars may, in one turn, enter and exit from garages of 2.5m internal width.

When space for the forecourt is critical the depth may be reduced to 6.5m by widening the garage to 3m.

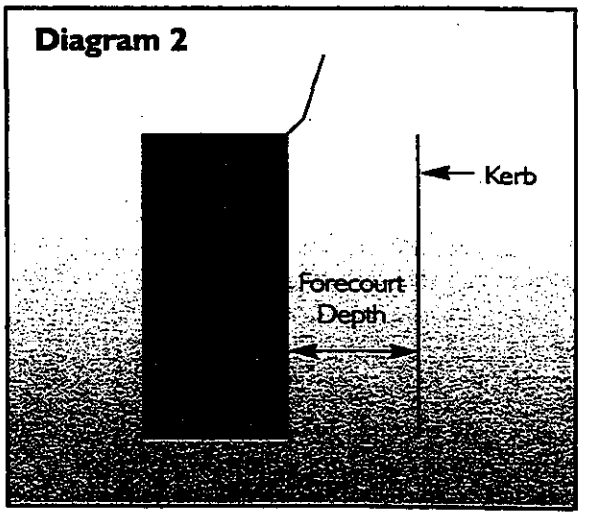
Diagram 1



Single-sided access

Where a low kerb forms one side of the forecourt, the forecourt depth may be reduced by 0.5m by allowing car to overhang the kerb.

Diagram 2



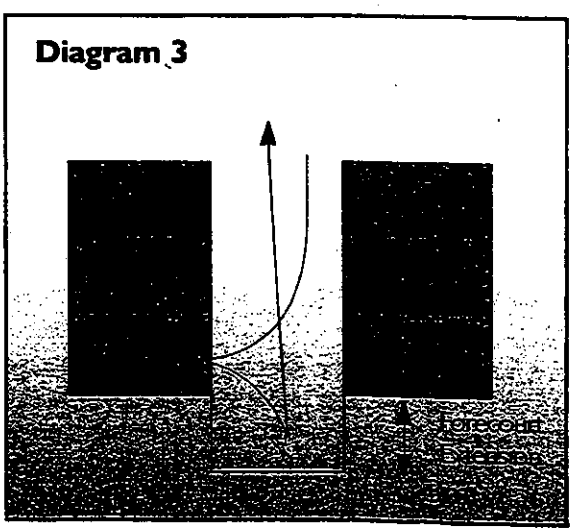
End conditions

An additional length of 3m should be provided beyond the last garage to allow cars to enter and exit.

NOTE

Where for any reason, cars may need to reverse direction within the forecourt without entering a garage, a depth of 8m should be provided to allow a three point turn. This may be reduced to 7.5m where one side is formed by a kerb rather than a wall or garage.

Diagram 3



EXAMPLES OF HARDSTANDING COURTS

Where parking spaces consist only of hardstandings, cars may use the margins of adjoining bays whilst manoeuvring in and out. This allows some reduction to be made in the depth of forecourts compared with that required for garages.

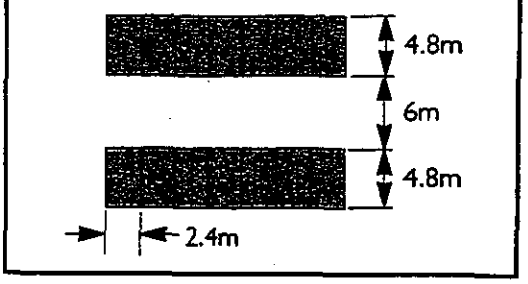
Where parking angles are less than 90 degrees, further reductions can be made to the forecourt's depth at the expense of increasing its length but it should be appreciated that unless one-way traffic systems are provided, a turning space will be required at the end of the court.

Alternative arrangements are shown in Diagrams 4 to 7.

90 degrees parking

With parking at right angles, a forecourt depth of 6m is required for 2.4m wide parking spaces. This may be reduced to 5m either by widening the parking spaces to 3m or accepting that cars must reverse in.

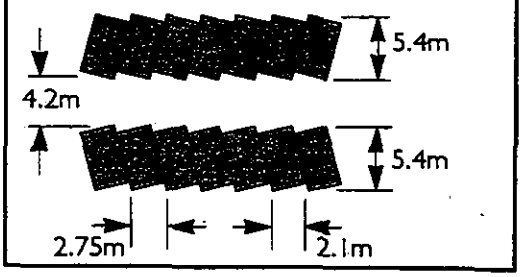
Diagram 4



60 degrees parking

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

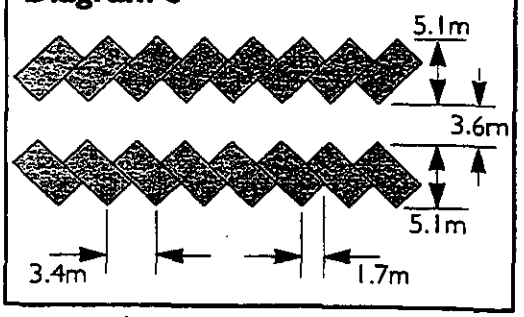
Diagram 5



45 degrees parking

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

Diagram 6



0 degree parking

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

Diagram 7

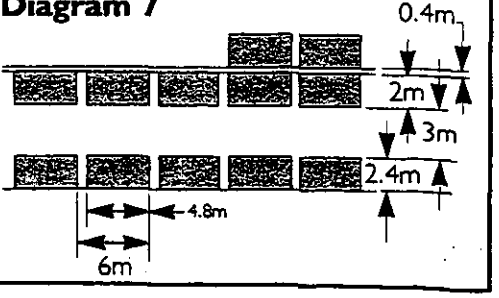
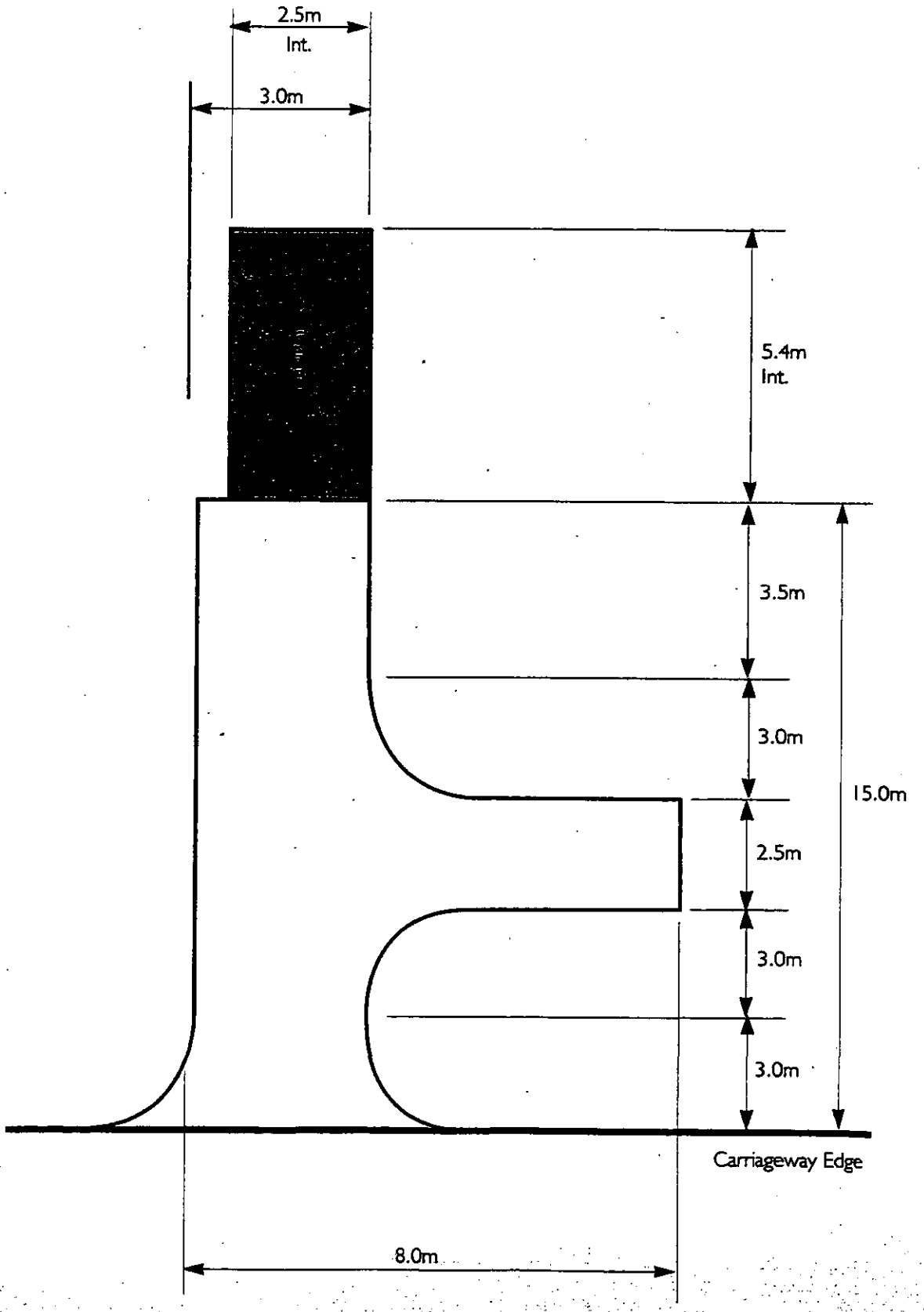


Diagram 8: Minimum Dimensions for Car Turning Area



1.4 QUALITY AND CONSERVATION OF THE BUILT ENVIRONMENT



NEW DEVELOPMENT, REDEVELOPMENT AND REFURBISHMENT

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

1.4.02 The District Council is particularly concerned to promote a high standard of design in new development, and to ensure that new buildings are responsive to their location. This means that new buildings need to be appropriate in terms of their function, siting, scale, form, massing, materials, colour and texture in their relationship with adjoining buildings and sites. Accordingly, new buildings will be expected to make an acceptable and positive contribution to the built environment. For particularly sensitive areas, design briefs will be prepared to provide a framework for design to guide prospective developers. In addition, developments that incorporate public access should accommodate sculptures or other works of art to provide visual interest, where this is considered appropriate by the local planning authority. For the particularly sensitive areas, design briefs will be prepared to provide a framework for design to guide prospective developers.

1.4.03 In the case of schemes proposing more than one building, regard will be paid to the impact of the development over a wider area, involving an assessment of criteria additional to those referred to in paragraph 1.4.02 above. Accordingly, schemes should relate to the 'grain' of the area, and take account of their effect on the skyline, pedestrian and vehicular movements in the area, vistas, safety and environmental constraints. Where large sites exist which would significantly affect the urban fabric urban design briefs/appraisals will be prepared or required to establish the wider context within which applications will be considered.

❖ *LBE1 DESIGN OF NEW DEVELOPMENT*

NEW DEVELOPMENT SHALL BE OF A HIGH STANDARD OF DESIGN APPROPRIATE TO THE CHARACTER OF THE AREA IN WHICH IT IS TO BE SITUATED. IT SHOULD:

(A) MAKE A POSITIVE CONTRIBUTION TO ITS SETTING AND THE CHARACTER OF THE AREA;

B) CONTRIBUTE TO THE CREATION OF A SAFE AND ATTRACTIVE ENVIRONMENT IN WHICH TO LIVE AND WORK;

(C) RETAIN IMPORTANT NATURAL, MAN-MADE OR LANDSCAPE FEATURES OF THE SITE COMPATIBLE WITH GOOD DESIGN.

❖ LBE2 INAPPROPRIATE DESIGN

PROPOSALS FOR DEVELOPMENT THAT IS INAPPROPRIATE IN TERMS OF ITS RELATIONSHIP WITH ADJOINING SITES AND BUILDINGS, OR WHICH WOULD ADVERSELY AFFECT THE CHARACTER OF AN AREA, BY VIRTUE OF ITS ING, SCALE, FORM, MASSING, MATERIALS, COLOUR OR TEXTURE, WILL NOT NORMALLY BE PERMITTED.

ENVIRONMENTAL IMPROVEMENT

1.4.04 Within the built environment it is important not only to safeguard those buildings, undeveloped areas and special features which contribute to the character and attractive qualities of the area but also to seek opportunities to enhance the quality of the built environment.

4.05 Often the more attractive and successful an environments have evolved organically over a period of many years and incorporate a variety of architectural styles. In more recent years development in some parts of the District has taken place more comprehensively with little variety in design. In other areas particularly since the war and up to the early 1970's some development has been inserted into an existing area to the detriment of the older urban fabric.

1.4.06 In some areas, district and local shopping centres in particular, where large scale redevelopment has taken place, the opportunity may arise for comprehensive refurbishment since a large part of the urban fabric will tend to age and decay simultaneously. In other areas environmental enhancement of the urban fabric surrounding the buildings may be sufficient to rejuvenate the area as a whole.

❖ LBE3 REFURBISHMENT AND REDEVELOPMENT

ENCOURAGEMENT WILL BE GIVEN TO THE REFURBISHMENT OR PARTIAL REDEVELOPMENT OF AREAS OR INDIVIDUAL SCHEMES WHERE A SIGNIFICANT ENVIRONMENTAL ENHANCEMENT WILL RESULT TO THE BENEFIT OF THE COMMUNITY.

❖ LBE4 ENVIRONMENTAL ENHANCEMENT SCHEMES

ENVIRONMENTAL ENHANCEMENT SCHEMES WILL BE ENCOURAGED WITHIN THE PLAN AREA AS OPPORTUNITIES ARISE AND WILL INCLUDE THE AREAS AS SHOWN ON THE PROPOSALS MAP AND AS SET OUT IN PART TWO OF THE PLAN.

SUNLIGHT, DAYLIGHT AND NOISE

1.4.07 Daylight penetration into new buildings, and existing buildings affected by new development, is an important amenity consideration as is sunlight penetration of spaces outside windows. In this respect it should always be the intention to maximise penetration of new development and minimise the impact of new development on old as far as is possible. The orientation of rooms, gardens and both public and private spaces is therefore critical since together the two aspects can provide warmth, comfort and pleasant living and working conditions. They can also have some impact on energy consumption by reducing the dependence on artificial lighting and heating. Further guidance on this matter can be found in the District Council's Development Control Guidelines.

❖ LBE5 SUNLIGHT AND DAYLIGHT

IN CONSIDERING PROPOSALS FOR NEW DEVELOPMENT, REDEVELOPMENT AND REFURBISHMENT THE DISTRICT COUNCIL WILL

STREET FURNITURE

1.4.12 Many elements of the built form have an important effect upon the quality and appearance of the built environment. The design, quality and materials of items such as bus shelters, rubbish bins, and seating frequently invade the built environment to its detriment. It is essential that due consideration is given to items of street furniture to ensure that they do not adversely affect the character or appearance of the built up areas. In appropriate cases it may also be necessary to adopt a process of rationalisation of existing street furniture to reduce clutter.

❖ LBE7 STREET FURNITURE

THE DISTRICT COUNCIL WILL SEEK A HIGH STANDARD OF STREET FURNITURE COMPATIBLE WITH THE CHARACTER OF THE AREA IN WHICH IT IS TO BE SITUATED. IN CONSERVATION AREAS PARTICULAR CARE WILL BE TAKEN TO ENSURE THAT STREET FURNITURE IS APPROPRIATE IN TERMS OF MATERIALS, COLOUR, DESIGN AND LOCATION.

TREES AND LANDSCAPING

1.4.13 The built environment can be considerably enhanced by the presence of trees and shrubs. They not only 'green' an area but soften and give scale to hard urban environments. In addition they are often features of beauty in themselves and therefore have an important design role to fulfil. In new developments this role is apparent in that trees immediately give some sense of 'establishment' to what are often raw new urban forms, and this helps to integrate the new with the old. Accordingly trees can help create a sense of place. Native species of trees and shrubs are particularly valuable since they help to maintain levels of wildlife in urban areas. They should be retained and introduced in landscaping schemes where possible and appropriate.

1.4.14 Trees which make a significant contribution to the visual scene can be safeguarded by the making of Tree Preservation Orders under Section 198 of the Town and Country Planning Act 1990. Failure to comply with the orders can lead to the imposition of fines as well as requiring replanting with appropriate species. The District Council will require full tree surveys in proposals for the development of sites which currently enjoy tree or hedgerow cover.

1.4.15 Landscaping does not apply only to trees and shrubs. These are the 'soft' components of landscaping which also possesses a 'hard' element e.g. paving schemes (floorscape), boundary features etc. Hard landscaping can be equally important in helping to establish the identity of a locality. Landscaping (hard or soft) should always be considered as an integral part of a development rather than as an afterthought. Thought should be given to landscape design at the outset of the total design process. If treated as an afterthought, landscaping can seem ill-considered and ineffective. Completeness through design is considered as the most appropriate approach. The timing of the provision of landscaping in relation to development will also be an important factor in achieving the integration of new development into its surroundings.

❖ LBE8 LANDSCAPING OF NEW DEVELOPMENT

THE DISTRICT COUNCIL WHEN CONSIDERING PLANNING APPLICATIONS WILL SEEK TO ENSURE THE ENHANCEMENT OF THE SITE BY APPROPRIATE LANDSCAPING AND WILL HAVE FULL REGARD TO THE NEED FOR CONSERVATION OF EXISTING LANDSCAPE FEATURES ESPECIALLY TREES AND HEDGEROWS. GENERALLY, APPLICATIONS FOR LARGE SCALE DEVELOPMENT MUST BE ACCOMPANIED BY A DETAILED LANDSCAPE SURVEY, TOGETHER WITH A PROPOSED LANDSCAPING SCHEME AND MANAGEMENT PLAN.

❖ LBE9 EXISTING TREES

WHERE INDIVIDUAL TREES, GROUPS OF TREES OR AREAS OF WOODLAND ARE UNDER THREAT AND ARE CONSIDERED TO BE OF PARTICULAR

AMENITY VALUE THE DISTRICT COUNCIL WILL NORMALLY MAKE TREE PRESERVATION ORDERS.

ADVERTISEMENTS

1.4.16 The presence of advertisements in the urban environment can either enliven or spoil the street scene in which they are displayed. Inappropriately designed and sited advertisements can have a severely detrimental effect on the visual quality of the built environment. Alternatively many signs and advertisements are appropriate to the location in which they are displayed and reinforce the vitality and character of a particular location.

1.4.17 There is a requirement to control the effect which advertisements have on the built environment. The Town and Country Planning (Control of Advertisements) Regulations 1992 gives District Councils the statutory authority to control the display of certain advertisements. Furthermore, provisions exist under the same regulations for the removal of an advertisement on the grounds of amenity or safety whether it is initially under the control of the District Council or not.

1.4.18 There is inevitably a concern on behalf of the District Council to ensure that all advertisements wherever they may be displayed should add to the amenity of the area rather than detract from it. Stricter rules with regard to the erection of "For Sale" signs now apply. Wokingham District Council will seek to ensure that estate agents throughout the District abide by these new regulations.

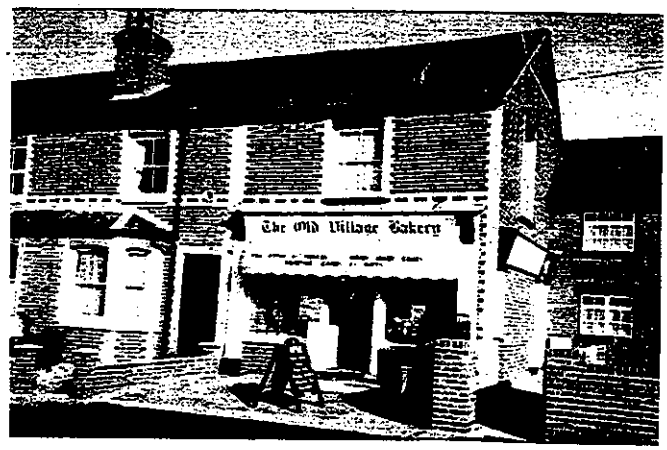
❖ *LBE10 NEW ADVERTISEMENTS*

ADVERTISEMENTS WILL BE PERMITTED IF THEY ARE CONSIDERED TO BE WELL SITED AND DO NOT DETRACT FROM THE AREA WITHIN WHICH THEY ARE DISPLAYED. WITHIN CONSERVATION AREAS THE APPLICANT WILL NEED TO DEMONSTRATE THAT THE DESIGN AND LOCATION OF THE ADVERTISEMENTS REFLECTS THE CHARACTER OF THE AREA.

1.4.19 Provisions exist within the advertisement regulations for particularly sensitive areas to be declared Areas of Special Control. Such designation requires the confirmation of the Secretary of State and is appropriate in sensitive urban and rural areas in order to afford greater protection to the environment. The District Council will investigate the need for the designation of Areas of Special Control as part of a package of measures aimed at improving advertisement control in areas where problems are perceived.

SHOP FRONTS

1.4.20 The design of a shopfront should relate satisfactorily to that of the rest of the building in which it is set, as well as to nearby buildings and shopfronts where appropriate. Particular care is needed where a building is listed or in a conservation area or is on a conspicuous site. The importance of 'house style' to some traders is recognised, but the importance of visual amenity is considered to be greater. House styles may therefore require to be sympathetically adapted, particularly in conservation areas.



❖ *LBE11 SHOP FRONTS*

NEW SHOP FRONTS WILL BE PERMITTED WHERE THEY RELATE SATISFACTORILY TO THE ARCHITECTURAL FRAMEWORK OF THE BUILDING, ARE COMPATIBLE WITH THE CHARACTER OF THE AREA AS A WHOLE AND USE APPROPRIATE MATERIALS AND STYLES. ADDITIONALLY WITHIN CONSERVATION AREAS TRADITIONAL SHOPFRONTS OR REMAINING FEATURES SHOULD BE RETAINED.

Tel: (0118) 974 6448 (Direct Line)
Email: Denise.Gumbrell@wokingham.gov.uk
Date: July 23, 2002
My ref: **F/2002/6508**

The Owner / Occupier
403B
WOKINGHAM ROAD
EARLEY
READING
RG6 7EJ

WOKINGHAM UNITARY
Aiming for Excellence

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

NOTICE OF INFORMAL HEARING

Dear Sir/Madam

APPLICATION No: F/2002/6508
APPEAL BY: Bancroft Developments/Bryant Homes
SITE: Land At 415 - 445 Wokingham Road Earley Reading
PROPOSAL: *Proposed demolition of 4 dwellings and erection of 48 dwellings*

This is to inform you that an Inspector appointed by the Secretary of State for the Environment, Transport and the Regions, will hold an Informal Hearing into this Appeal at the Civic Offices, Shute End, Wokingham on a date to be advised.

Comments already made, following the original application for planning permission, will be forwarded to The Planning Inspectorate .

If you wish to make further representations, you should, if possible, send three copies to Mrs M Pocock, The Planning Inspectorate, Room 3/03, Kite Wing, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN, quoting reference **APP/X0360/A/02/1094507**. Comments received after **22/08/2002** will not normally be seen by the Inspector & will be returned.

The application and the appellant's grounds of appeal can be inspected in the Environmental Services Department (Planning) at the Civic Offices, Shute End, Wokingham, Berkshire during normal office hours (08.30 to 17.00 Mondays to Thursdays, & 08.30 to 16.00 Fridays).

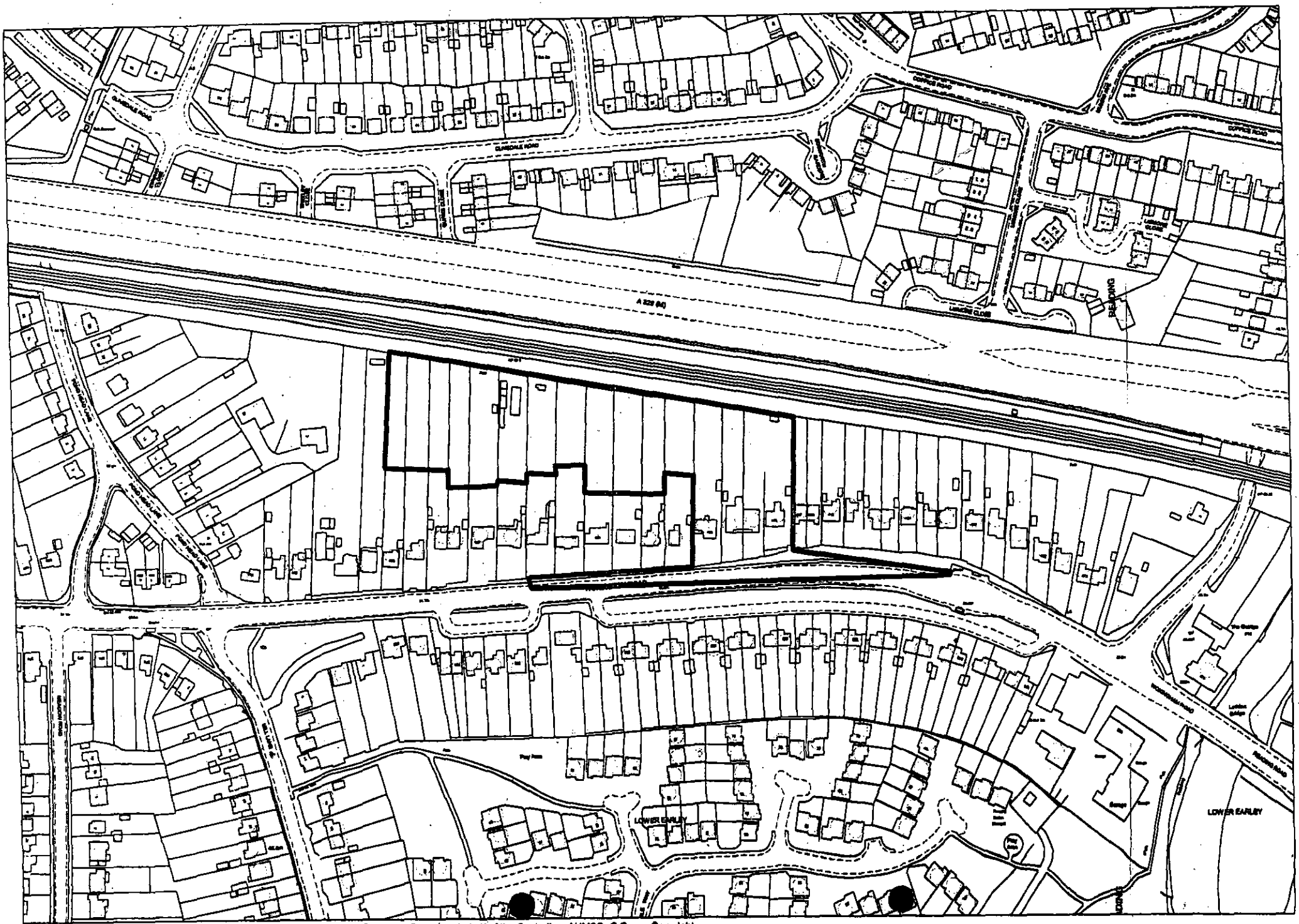
A free booklet, "Guide to taking part in planning appeals" is available from this office.

If you would like a copy of the decision on this Appeal, you should write to Mrs Pocock & ask for one.

Yours faithfully

Denise Gumbrell

Appeals Assistant



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N

LENNON
planning ltd
0118 936 6667

4 King Street Lane
Winnersh
Berkshire
RG41 5AS

TOWN PLANNERS • DEVELOPMENT CONSULTANTS • LOCAL GOVERNMENT CONSULTANTS

Our ref. MGRP/1358/jmm

20 August 2002

Trevor Watson Esq.
Head of Planning
Wokingham District Council
P O Box 157
Shute End
Wokingham
Berkshire RG40 1WR

BY FAX & POST

Dear Mr. Watson,

Appeal by Bryant Homes and Bancroft Develolpments in respect of 415-445 Wokingham Road, Earley – Your ref. F/2002/6508

Following our Clients' letter of 14th August 2002, I write to confirm that the appeal relating to the site referred to above has been withdrawn in light of your Council's prompt action in respect of the Section 106 Agreement relating to application.

I can confirm that I have written to the Planning Inspectorate to this effect and enclose a copy of my letter for your records.

Yours sincerely,

Matthew Pardoe

Matthew Pardoe
Direct dial no. 0118 936 6673

Enc

cc: Ms. Nicola Lake, Wokingham District Council

FACSIMILE TRANSMITTAL MEMO

TO: Nicola Lake	NO. OF PAGES:
COMPANY:	FROM: M Pardoe
FAX: 974 6484	COMPANY:
DATE: 22 8 02	FAX:
	PHONE:

10 Park Street, Bristol, BS1 5HX Tel: 0117 915 4590 Fax: 0117 915 4595
4 King Street Lane, Winnersh, Berkshire. RG41 5AS Tel: 0118 936 6666 Fax: 0118 936 6667
35 The Avenue, Southampton. SO17 1XN Tel: 023 80 820111 Fax: 023 80 820119
email: consultancy@lennon-planning.co.uk www.lennon-planning.co.uk

Printed on ROMANS

Registered in England No. 3942349 Registered Office: 4 King Street Lane, Winnersh, Berkshire, RG41 5AS VAT No. 757 2161 27

COPY

Date: 26 June 2002

Your Ref:

My Ref: **Nicola Lake - F/2002/6508**

Bancroft Developments/Bryant Homes
C/O The Edwards Irish P/Ship
36
Langborough Road
Wokingham
Berks
RG40 2BT

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

Dear Sir/Madam

Application Number: F/2002/6508

Site Address: Land At 415 - 445, Wokingham Road, Earley, Reading.

Proposal: Proposed demolition of 4 dwellings and erection of 48 dwellings.

Your application is to be determined at the Development Control Sub-Committee meeting on the 03.07.02 and will start at 7.00pm. The application has been recommended for approval and you can see a copy of the committee report at the Environmental Services Department, Council Offices, Shute End, Wokingham, or at your local library.

You may attend the Committee meeting and speak if you wish. A leaflet explaining the process is enclosed.

IF YOU WISH TO ARRANGE TO SPEAK contact Kevin Jacob in the Policy & Members' Services Section on (0118) 974 6058 no later than 5.00pm on the last working day (Tuesday) prior to the meeting.

IF YOU WISH TO DISCUSS THE APPLICATION contact the Development Control Section on (0118) 974 6446 or (0118) 974 6453 quoting the application number at the head of this letter and ask for the case officer dealing with the proposal.

Yours faithfully,

Anna Cronin

Head of Planning & Transportation

Date: 08 August 2002

Your Ref:

My Ref: **Nicola Lake - F/2002/6508**

Bancroft Developments/Bryant Homes
C/O The Edwards Irish P/Ship
36
Langborough Road
Wokingham
Berks
RG40 2BT

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

Dear Sir/Madam

Application Number: F/2002/6508

Site Address: Land At 415 - 445, Wokingham Road, Earley, Reading.

Proposal: Proposed demolition of 4 dwellings and erection of 48 dwellings.

Your application is to be determined at the Development Control Sub-Committee meeting on the 14/08/02 and will start at 7.00pm. The application has been taken to appeal but is being presented to the councillors for comment and you can see a copy of the committee report at the Environmental Services Department, Council Offices, Shute End, Wokingham, or at your local library.

You may attend the Committee meeting and speak if you wish. A leaflet explaining the process is enclosed.

IF YOU WISH TO ARRANGE TO SPEAK contact Kevin Jacob in the Policy & Members' Services Section on (0118) 974 6058 no later than 5.00pm on the last working day (Tuesday) prior to the meeting.

IF YOU WISH TO DISCUSS THE APPLICATION contact the Development Control Section on (0118) 974 6446 or (0118) 974 6453 quoting the application number at the head of this letter and ask for the case officer dealing with the proposal.

Yours faithfully,

Anna Cronin

Head of Planning & Transportation

Tel. (0118) 974 6448 (Direct Line)
Date. July 24, 2002
My ref: F/2002/6508
Your ref:

Drainage

WOKINGHAM UNITARY
Aiming for Excellence

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

NOTICE OF INFORMAL HEARING
AGAINST THE NON DETERMINATION OF THE
APPLICATION WITHIN THE STATUTORY PERIOD

APPEAL BY: Bryant Homes & Bancroft Developments
SITE: Land at 415-445 Wokingham Rd, Earley
PROPOSAL: Proposed demolition of 4 dwellings & erection of 48 dwellings

This is to inform you that an Inspector appointed by the Secretary of State for the Environment, Transport and the Regions, will hold an Informal Hearing into this Appeal at the Civic Offices, Shute End, Wokingham on a date to be advised.

Comments already made, following the original application for planning permission, will be forwarded to The Planning Inspectorate .

If you wish to make further representations, you should, if possible, send three copies to Mrs M Pocock, The Planning Inspectorate, Room 3/03, Kite Wing, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN, quoting reference APP/X0360/A/02/1094507. Comments received after **22/08/02** will not normally be seen by the Inspector & will be returned.

Copies of the appeal form & the appellant's grounds of appeal are attached.

Den Gumbrell (Mrs)
Appeals Assistant
Enc

Please add conditions

① Development shall not begin until surface water sewage works have been carried out in accordance with details to be submitted to and approved by the District Planning Authority

② Details of surface water balancing works together with details of the stage of the development at which the works will be brought into use are to be submitted to and approved in writing by the District Planning Authority prior to commencement RJ. 26/7/02


LOWER BARLEY
LOWER BARLEY

The Planning Inspectorate

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

Direct Line 0117-3728708
Switchboard 0117-3728000
Fax No 0117-3728624
GTN 1371-8708

59709

PLANNING DEPT
12 AUG 2002
DURESTO

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

Your Ref: 2002/6508

Our Ref: APP/X0360/A/02/1094507

Date: 9 August 2002

Dear Madam

TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) (ENGLAND AND WALES) REGULATIONS 1999 (SI 1999/293)
APPEAL BY BANCROFT DEVELOPMENTS/BRYANT HOMES
SITE AT LAND AT 415-445 WOKINGHAM ROAD, EARLEY, READING, BERKSHIRE

I refer to the appeal against your Council's failure to decide the application for planning permission dated 29 April 2002, made to you by Bancroft Developments/Bryant Homes. The First Secretary of State has considered the application in accordance with regulation 9(1) of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 (SI 1999/293) ("the 1999 Regulations").

The development proposed, namely DEMOLITION OF 4 NO.HOUSES AND CONSTRUCTION OF 48 NO.DWELLINGS falls within the description at paragraph 10b of Schedule 2 to the 1999 Regulations, and exceeds the threshold in column 2 of the table in that schedule, but in opinion of the First Secretary of State, having taken into account the criteria in Schedule 3 to the 1999 Regulations, would not be likely to have significant effects on the environment by virtue of factors such as its nature, size or location.

Accordingly, in exercise of the powers conferred on him by regulations 9(1) and 6(4) of the 1999 Regulations, the First Secretary of State hereby directs that the development for which planning permission is sought by application reference number 2002/6508 is not EIA development.

Under regulation 20(1) of the 1999 Regulations, you should take steps to secure that this screening direction is placed on the part of the Planning Register, which relates to the application in question. I should be grateful if you would do so to ensure that the First Secretary of State's view is publicly available.

Yours faithfully

Miss Clare Richardson
(Signed with the authority of the First Secretary of State)
MODELN

The Planning Inspectorate

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

Direct Line 0117-3728775
Switchboard 0117-3728000
Fax No 0117-3728804

GTN 1371-8775

CR3.

PLANNING SERVICES | HPT
POL | TPS
DC | ENF
APP | Your Ref: 2002/6508
CS | Our Ref: APP/X0360/A/02/1094507
01 AUG 2002
Date: 31 July 2002
COPIES TO | ACK:
FILE:

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

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY BANCROFT DEVELOPMENTS/BRYANT HOMES
SITE AT LAND AT 415-445 WOKINGHAM ROAD, EARLEY, READING, BERKSHIRE

I am writing to tell you that we propose to hold a hearing into this appeal at 10:00 on Wednesday 5 February 2003 at a venue to be arranged. - Com. Room 3.

It is now our policy to allow only one refusal of a hearing date, before we fix a date, time and place for a hearing. If you refuse the date offered you should give a good reason for doing so.

If you cannot accept the date offered you may agree a reasonable alternative with the other party. The availability of the Inspector is a crucial factor in this process. We will let you know whether we can supply an Inspector for any date you agree between yourselves, but it must meet with our general aim of deciding appeals quickly.

You can reply to me by telephone or letter. If I do not hear from you by Friday 9 August 2002, I will assume that the proposed hearing date is acceptable, and that you are not intending to negotiate an alternative hearing date with the other party.

You should not assume that the hearing date offered here is the one that will eventually go ahead. We will write to you again to confirm final arrangements.

Yours faithfully

Miss Kate Hallett

NB: Only correspondence concerning the hearing date (and venue) should be addressed to the above room. All other correspondence should be addressed to the case officer mentioned in the initial letter.

Tel. (0118) 974 6448 (Direct Line)
Date: July 24, 2002
My ref: F/2002/6508
Your ref: APP/X0360/A/02/1094507

Mrs M Pocock
The Planning Inspectorate
Room 3/03 Kite Wing
Temple Quay House
2 The Square
Temple Quay
BRISTOL
BS1 6PN

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

Dear Mrs Pocock

APPEAL BY: Bryant Homes & Bancroft Developments
SITE: Land at 415-445 Wokingham Rd, Earley

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

Yours sincerely

Denise Gumbrell (Mrs)
Appeals Assistant

Enc

Tel. (0118) 974 6448 (Direct Line)
Date. July 24, 2002
My ref: F/2002/6508
Your ref:1358

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

Lennon Planning Ltd
4 King Street Lane
Winnersh
Wokingham
RG41 5AS

Dear Sirs

APPEAL BY: **Bryant Homes & Bancroft Developments**
SITE: **Land at 415-445 Wokingham Rd, Earley**

With reference to this appeal, I enclose a copy of the questionnaire & associated documents.

I have also sent copies to The Planning Inspectorate.

Yours faithfully

Denise Gumbrell (Mrs)
Appeals Assistant

Enc

2517

The Planning Inspectorate

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

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

PLANNING SERVICES | HP 58549
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DC DEL | ENF
APP | GIS
12 JUL 2002
COPIES TO | ACK | FILE

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

Your Ref: 2002/6508

Our Ref: APP/X0360/A/02/1094507

Date: 11 July 2002

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY BANCROFT DEVELOPMENTS/BRYANT HOMES
SITE AT LAND AT 415-445 WOKINGHAM ROAD, EARLEY, READING, BERKSHIRE

We have decided that a hearing will be held into this appeal and we will now arrange a date.

I am the case officer and, if you have any questions please contact me. Apart from the questionnaire, please always send **2 copies** of all further correspondence, giving the full appeal reference number which is shown at the top of this letter.

I have checked the papers and confirm that the appeal is valid. If it appears at a later stage, following further information, that this may not be the case, I will write to you again.

The date of this letter is the **starting date** for the appeal.

You must **submit** the following documents within this timetable:

Within 2 weeks from the starting date -

You must notify any statutory parties and any other interested persons who made representations to you about the application, that the appeal has been made. You should tell them that:-

i) any comments they made at application stage will be sent to me and if they want to make any additional comments, wherever possible, they must submit 3 copies within **6 weeks of the starting date.** If representations are submitted after the deadline, they will not normally be seen by the Inspector and they will be returned.
ii) they can get a copy of our booklet 'Guide to taking part in planning appeals' free of charge from you, and
iii) if they want to receive a copy of the appeal decision they must write to me asking for one.

You must submit a copy of a completed appeal questionnaire and supporting documents, including relevant development plan policies to the appellant and me.

Within 6 weeks from the starting date -

You and the appellant must submit 2 copies of your hearing statement to me. I will send a copy of your hearing statement to the appellant and send you a copy of their hearing statement. You and the appellant must send a copy of your hearing statements to any statutory parties. I will send you and the appellant a copy of any comments submitted by interested parties.

Within 9 weeks from the starting date -

You and the appellant must submit 2 copies of any final comments on each other's statement and on any comments on any representations from interested parties to me. Your final comments must not be submitted in place of, or to add to, your 6 week statement and no new evidence is allowed. I will forward the appellant's final comments to you at the appropriate time.

You **must keep to the timetable** set out above and ensure that your representations are submitted within the deadlines. If not, your representations will not normally be seen by the Inspector and they will be returned to you. As I have given details of the timetable, I will not send you reminders.

Withdrawing the appeal

If you hear that the appeal is to be withdrawn, please telephone me immediately. If I receive written confirmation of this from the appellant, I will write to you.

Further information about the terms we use in this letter and appeal procedures is on the attached sheet.

Yours faithfully

Mrs Margaret Pocock

H4B(BPR)

Questionnaire

The appeal questionnaire must be sent complete with copies of all necessary documents referred to in it. It is particularly essential to us that details of all relevant development plan policies are included with the questionnaire at this early stage.

Hearing Statement

In your hearing statement you will need to give full details of the case which you will put forward at the hearing. You must include copies of any documents, including copies of maps and plans, to which you intend to refer. Please also include a list of any conditions or limitations you would agree to, if the appeal were to be allowed. The format of a statement for hearing cases is in Annex 2(i) of DETR Circular 05/2000.

Statutory parties

'Statutory parties' are owners or tenants of the appeal site who made comments within the time limit on the application or appeal. You must give details of any statutory parties at application stage in reply to question 15e of the questionnaire. I will tell you about any statutory parties at appeal stage, before your hearing statement is due.

Late Representations

Comments or representations received after any of the time limits will normally be disregarded and we will send them back. Late representations will only be considered in extraordinary circumstances.

Costs

Costs can be awarded in hearing cases. If a hearing is subsequently adjourned because of the submission of late evidence, there is the possibility of a successful claim of costs. DOE Circular 8/93 gives more advice.

Planning obligations - Section 106 agreements

A planning obligation, often referred to as a 'section 106 agreement', is either a legal agreement made between the LPA and a person 'interested in the land', or a legally binding undertaking signed unilaterally by a person 'interested in the land'.

If you intend to rely on an obligation, a final draft must be submitted at least 10 working days before the date of a hearing. Obligations should be completed by the close of a hearing. An Inspector will not normally delay the issue of a decision to wait for the completion of an obligation.

The Planning Inspectorate

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

For official use only
Date received

PLANNING APPEAL FORM

If you need this document in large print, on audio tape, in Braille or in another language, please contact our helpline on 0117 372 8939.

Please use a separate form for each appeal

Your appeal and essential supporting documents must reach the Inspectorate within 6 months of the date shown on the Local Planning Authority's decision notice (or, for 'failure' appeals, within 6 months of the date by which they should have decided the application).

Before completing this form, please read our booklet 'Making your planning appeal' which was sent to you with this form.

WARNING: If any of the 'Essential supporting documents' listed in Section J are not received by us within the 6 month period, the appeal will not be accepted.

A. APPELLANT DETAILS

The name of the person(s) making the appeal must be the same as on the planning application form.

Name BRYANT HOMES and BANCROFT DEVELOPMENTS

Address c/o THE EDWARDS IRISH PARTNERSHIP
36 LANGBOROUGH ROAD, WOKINGHAM

Postcode RG40 2BT

Daytime phone no

Fax no

E-mail address

B. AGENT DETAILS (if any)

Name LENNON PLANNING LIMITED

Address 4 KING STREET LANE
WINNERSH
BERKSHIRE

Postcode RG41 5AS

Your reference 1358

Daytime phone no 0118 936 6666

Fax no 0118 936 6667

E-mail address consultancy@lennon-planning.co.uk

C. LOCAL PLANNING AUTHORITY (LPA) DETAILS

Name of the LPA WOKINGHAM D.C.

Date of the planning application 29/4/2002

LPA's application reference no 2002/6508

Date of LPA's decision notice (if issued)

D. APPEAL SITE ADDRESS

Address LAND AT 415 - 445 WOKINGHAM ROAD

EARLEY, READING, BERKSHIRE

Postcode

If the whole site can be seen from a road or other public land and there is no need for the Inspector to enter the site e.g. to take measurements or to enter a building, please tick the box. ☐

E. DESCRIPTION OF THE DEVELOPMENT

(This must be the same as on the application sent to the LPA, unless minor amendments were agreed with the LPA)

DEMOLITION OF 4 No: HOUSES AND CONSTRUCTION OF 48 No. DWELLINGS

F. REASON FOR THE APPEAL

This appeal is against the decision of the LPA to:

*Please tick **one** box only*

1. Refuse planning permission for the development described in Section E. ☐
2. Grant planning permission for the development subject to conditions to which you object. ☐
3. Refuse approval of details required by a previous outline planning permission. ☐
4. Grant approval of details required by a previous outline planning permission subject to conditions to which you object. ☐
5. Refuse to approve any matter required by a condition on a previous planning permission (other than those in 3 or 4 above). ☐

or

6. The failure of the LPA to give notice of its decision within the appropriate period (usually 8 weeks) of an application for permission or approval. ☑

G. CHOICE OF PROCEDURE

CHOOSE ONE PROCEDURE ONLY

Appeals dealt with by written representations are usually decided more quickly than by the hearing or inquiry methods. It is important that you read our booklet 'Making your planning appeal' about the various procedures used to determine planning appeals.

Please note that when we decide how the appeal will proceed, we take into account the LPA's views

*Please tick **one** box only* ✔

1. WRITTEN REPRESENTATIONS ☐

The written procedure involves an exchange of written statements followed by a site visit by the Inspector. The grounds of appeal should make up your full case.

2. HEARING ☑

A hearing is a discussion of the appeal proposals. The Inspector leads the discussion. Hearings give everyone concerned the chance to give their views in a more relaxed and informal atmosphere than at a public inquiry. Hearings have many advantages, but they are not suitable for appeals that:

- are complicated or controversial;
- have caused a lot of local interest;
- involve cross-examination (questioning) of witnesses.

Although you may prefer a hearing, the Inspectorate must consider your appeal suitable for this procedure. Hearings are open to the public.

3. INQUIRY ☐

This is the most formal of the procedures, because it usually involves larger or more complicated appeals. These are often cases where expert evidence is presented, and witnesses are cross-examined. An inquiry may last for several days, or even weeks. It is not a court of law, but the proceedings will often seem to be quite similar and the appellant and LPA usually have legal representatives. Inquiries are open to members of the public.

An inquiry is held if you or the LPA decide that you cannot rely on the written procedure and a site visit, and we have decided that a hearing is unsuitable. Sometimes we decide that an inquiry is necessary. If we do, you will be given reasons for our decision.

Please turn over

H. GROUNDS OF APPEAL

If you have requested the written procedure, your **FULL** grounds of appeal must be made, otherwise we will return the appeal form.

If you have requested a hearing or an inquiry, please provide a brief outline of your grounds.

Refer to our booklet 'Making your planning appeal' for help.

Please continue on a separate sheet if necessary.

PLEASE SEE ATTACHED SHEET

H. GROUNDS OF APPEAL (continued)

Please turn over

I. APPEAL SITE OWNERSHIP DETAILS

We need to know who owns the appeal site. If you do not own the appeal site or if you own only a part of it, we need to know the name(s) of the owner(s) or part owner(s). We also need to be sure that any other owner knows that you have made an appeal. YOU MUST TICK WHICH OF THE CERTIFICATES APPLIES. Please read the enclosed *Guidance Notes* if in doubt.

If you are the sole owner of the whole appeal site, Certificate A will apply: *Please tick **one** box only* ✔

CERTIFICATE A ☐

I certify that, on the day 21 days before the date of this appeal, nobody, except the appellant, was the owner (see Note (i) of the *Guidance Notes* for a definition) of any part of the land to which the appeal relates;

OR

CERTIFICATE B ☑

I certify that the appellant (or the agent) has given the requisite notice to everyone else who, on the day 21 days before the date of this appeal, was the owner (see Note (i) of the *Guidance Notes* for a definition) of any part of the land to which the appeal relates, as listed below:

Owner's name	Address at which the notice was served	Date the notice was served
PLEASE SEE ATTACHED SCHEDULE		

CERTIFICATES C and D ☐

If you do not know who owns all or part of the appeal site, complete either Certificate C or Certificate D enclosed with the accompanying *Guidance Notes* and attach it to the appeal form.

AGRICULTURAL HOLDINGS CERTIFICATE (This has to be completed for all appeals)

We also need to know whether the appeal site forms part of an agricultural holding. Please tick either (a) or (b) **If the appellant is the sole agricultural tenant, (b) should be ticked and 'not applicable' should be written under 'Tenant's name'.**

(a) None of the land to which the appeal relates is, or is part of, an agricultural holding; ✔☑

OR

(b) The appeal site is, or is part of, an agricultural holding and the appellant (or the agent) has given the requisite notice to every person (other than the appellant) who, on the day 21 days before the date of the appeal, was a tenant of an agricultural holding on all or part of the land to which the appeal relates, as listed below: ☐

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

J. ESSENTIAL SUPPORTING DOCUMENTS

The documents listed in 1–6 below, must be sent with your appeal form; 7–10 must also be sent if appropriate. If we do not receive all your appeal documents by the end of the 6 month appeal period, we will not deal with it. Please tick the boxes to show which documents you are enclosing.

		✔
1.	A copy of the original **planning application** sent to the LPA.	☑
2.	A copy of the **site ownership certificate and ownership details** submitted to the LPA at application stage (*this is usually part of the LPA's planning application form*).	☑
3.	A copy of the **LPA's decision notice** (if issued). N/A	☐
4.	A **plan showing the site outlined in red**, including two roads clearly named (preferably on a copy of a 1:10,000 Ordnance Survey map).	☑
5.	Copies of all **plans, drawings and documents** sent to the LPA as part of the application.	☑
6.	Any **additional plans, drawings and documents** sent to the LPA but which did not form part of the original application (eg drawings for illustrative purposes).	☑

Copies of the following must also be sent, if appropriate:

7.	**Additional plans or drawings** relating to the application but not previously seen by the LPA. Please number them clearly and list the numbers here:	☐
8.	Any relevant **correspondence** with the LPA.	☐
9.	*If the appeal is against the LPA's refusal or failure to grant permission for 'details' imposed on a grant of outline permission, please enclose:*	
	(a) the relevant outline application;	☐
	(b) all plans sent at outline application stage;	☐
	(c) the original outline planning permission;	☐
10.	A copy of any Environmental Statement plus certificates and notices relating to publicity (if one was sent with the application, or required by the LPA).	☐
11.	If you have sent other appeals for this or nearby sites to us and these have not been decided, please give details and our reference numbers.	☐

PLEASE TURN OVER AND SIGN THE FORM – UNSIGNED FORMS WILL BE RETURNED

K. PLEASE SIGN BELOW

(Signed forms together with all supporting documents must be received by us within the 6 month time limit)

1. I confirm that I have sent a copy of this appeal form and relevant documents to the LPA *(if you do not, your appeal will not normally be accepted).*
2. I confirm that all sections have been fully completed and that the details of the ownership (section I) are correct to the best of my knowledge.

Signature Lennon Planning Ltd (on behalf of) BRYANT HOMES and BANCROFT DEVELOPMENS

Name (in capitals) LENNON PLANNING LIMITED Date 05-07-02

The Planning Inspectorate is registered under the Data Protection Act to hold personal data supplied by you.

NOW SEND:

- **1 COPY to us at:**
  The Planning Inspectorate
  Customer Support Section
  Temple Quay House
  2 The Square
  Temple Quay
  BRISTOL
  BS1 6PN

  We do not currently accept appeals by e-mail or fax.

- **1 COPY to the LPA**
  Send a copy of the appeal form to the address from which the decision notice was sent (or to the address shown on any letters received from the LPA). There is no need to send them all the documents again, send them any supporting documents not previously sent as part of the application. If you do not send them a copy of this form and documents, we may not accept your appeal.

- **1 COPY for you to keep**

When we receive your appeal form, we will:

1) Tell you if it is valid and who is dealing with it.
2) Tell you and the LPA the procedure for your appeal.
3) Tell you the timetable for us receiving further information or representations.

   YOU MUST KEEP TO THE TIMETABLE
   If information or representations are received late we may disregard them. They will not be seen by the Inspector but will be sent back to you.
4) Tell you about the arrangements for the site visit, hearing or inquiry.

At the end of the appeal process, the Inspector will give the decision, and the reasons for it, in writing.

Published by the Planning Inspectorate March 2001

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Her Majesty's Stationery Office
St Clements House
2-16 Colegate
Norwich NR3 1BQ

Appeal by Bryant Homes & Bancroft Developments
against
Wokingham District Council's
failure to give notice of its decision within the statutory period
for Application Reference F/2002/6508

415 – 445 Wokingham Road, Earley, Berkshire

G. GROUNDS OF APPEAL

1. The site lies within the urban area of Earley, which is an Identified Settlement. The site is also allocated as a proposed housing site by the adopted Local Plan, for which Government Guidance specifies that the optimum use should be made especially where such sites are located close to a range of services/facilities and/or good public transport links.

2. The site is already developed, but not at an optimum level. The proposed development would make more effective use of this already developed site in accordance with Government guidance, Structure and Local Plan policy.

3. The proposed development would integrate well with the scale, form and character of adjoining properties, and in a manner that has been permitted elsewhere within the immediate area, especially the adjoining site to the west.

4. The proposed residential scheme incorporates a mix of dwelling types and sizes in line with Local Plan policies that will help meet an acknowledged housing requirement within the District.

5. The density of the development proposal accords with guidance in PPG3 which encourages development of between 30 and 50 dwellings per hectare on previously developed land.

6. The proposed development would not have an adverse impact upon the amenity of adjoining properties.

7. The site is located near to a choice of bus and rail services connecting it with Reading town centre and other local opportunities for employment, retail, entertainment etc. The rail service also accesses the wider network including Bracknell, Wokingham and London Waterloo to the east, and Reading town centre to the west. The development of this site for residential purposes would therefore accord with Government guidance and Local Plan policies seeking to restrain the use of the private car.

8. The site is located close to local shops and leisure facilities and has access to other opportunities via the local transport network.

9. The access and scale of parking are provided in accordance with Local Plan policy and recent Government guidance, and have been confirmed as being acceptable.

10. The site the subject of this appeal has also been the subject of an earlier appeal. Whilst the Inspector ultimately refused planning permission for that appeal he found that the design and layout of most of the scheme was appropriate to the site, Paragraph 24, and that there was no reason to refuse the scheme on highway grounds, Paragraphs 30 and 45.

11. The Inspector, however, dismissed the appeal for two reasons, namely:
- the design of the flats proposed at the front of the site, and
- the perceived affect of the carpark to its immediate rear upon the occupiers of 447 and 447b Wokingham Road.

11.1 With respect to the flats proposed at the front of the site, the Inspector was specifically concerned about;
- the height of the proposed building,
- the size and configuration of its roof,
- the number of windows within its front elevation, and
- the height of the wall proposed adjacent to the road.

11.2 With respect to the carpark area the Inspector was concerned about the likely impact of noise associated with it upon the occupiers of the adjoining maisonettes.

11.3 As a result of the earlier appeal the scheme before the Council was amended by:-
- reducing the building's depth by 2.2 metres,
- reducing the height of the building to two storeys, a reduction of 2.7 metres from the earlier three storey scheme,
- simplifying the configuration of the roof line,
- reducing the number of windows,
- replacing the high wall previously proposed adjacent to the road with a low wall and planting,
- reducing the number of car parking spaces from 16 to 14, and therefore the area given over to car parking,
- pulling the car parking area further away from the eastern boundary of the site, with intervening landscaping and closeboarded fence, and
- covering the car parking spaces closest to the site's eastern boundary with a pitched roof, and enclosing it on three sides, thereby preventing potential disturbance to residents of 447 and 447B by noise and light.

11.4 As the noise report submitted as part of the application demonstrates, the environment of the occupiers of 447 and 447B Wokingham Road will be improved through the introduction of the carports, which would shield residents from some of the noise associated with existing sources as well as that likely to be generated on site. Indeed those people who the Inspector identified as being

at risk from the earlier scheme wrote to the Council in support of the application the subject of this appeal.

12. In light of the fact that the appeal scheme makes the best use of this site and addresses the specific concerns expressed by the earlier Inspector the appeal should be allowed and the proposed residential development granted planning permission.