EX SYSTEMS LTD
SOUTHPORT U.K. Tel.01704-226868 Fax.01704-225814
LONDON OFFICE Tel.020 7377 1777 Fax.020 7247 6181

APPLICATION NO. 8018

Name of appellant:
Millgate Homes

Site address:
Lane End, Devil's Highway

Proposal:Proposed erection of 4 dwellings.
Demolition of existing dwelling

Case Officer:NAB

WRITTEN REPRESENTATION APPEAL

CASE OFFICER: NAB

APPLICATION NUMBER: 8018

APPELLANT: Millgate Homes

SITE: Lane End, Devil's Highway, Crowthorne

APPEAL REF: APP/X0360/A/03/1116524

START DATE: 13/05/2003

DATE OF SITE VISIT

WITHDRAWN 14/7/3

Progress Record	Date Actioned	Initials
Appeal Logged:	14/05/03	
Entered on Access:	28/05/03	DG
Notification Letters Due:	**27/05/2003**	
Notification Letters Sent:	29/05/03	DG
Questionnaire Due:	**27/05/2003**	
Questionnaire Sent:	29/05/03	DG
Statement Due:	**24/06/2003**	
Statement Sent:	24/06/03	DG
Comments on Statement Due	15/07/03	
Comments on Statement Sent	—	
Decision letter circulated:	15/07/03	DG
Decision entered on Access:	15/07/03	DG

Telephone Number: (0118) 9746448

Date: 15 July, 2003

APPLICATION NUMBER: F/2002/8018

WOKINGHAM UNITARY
Aiming for Excellence

The Owner / Occupier
LINTON HOUSE
DEVILS HIGHWAY
CROWTHORNE
BERKSHIRE
RG45 6BJ

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/2002/8018

APPEAL BY: Millgate Homes Ltd

Location: Lane End, Devils Highway, Crowthorne

Proposal: Proposed erection of 4 dwellings. Demolition of existing dwelling.

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

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

71086

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

Your Ref: F/2002/8018

Our Ref: APP/X0360/A/03/1116524

Date: 14 July 2003

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY MILLGATE HOMES
SITE AT LANES END, DEVILS HIGHWAY, CROWTHORNE, BERKS, RG45 6BJ

I am writing to tell you that the appeal, reference number APP/X0360/A/03/1116524 has been withdrawn and we will be taking no further action on it.

Yours faithfully

pp Mrs Margaret Pocock

208B

MILLGATE COURT, TERRACE ROAD NORTH, BINFIELD, BERKSHIRE RG42 5HZ
Telephone: 01344 489966 Fax: 01344 489967 or 301930
www.millgatehomes.co.uk

CS
4 JUL 2003
FILE

Mrs Margaret Pocock
Planning Inspectorate
3/03 Kite Wing
Temple Quay House
2 The Square
Temple Quay
Bristol
BS1 6PN

Ref:NSJ/SC/244
11th July 2003

Dear Mrs Pocock,

PLANNING APPEAL AT LANES END, DEVILS HIGHWAY, CROWTHORNE, REFERENCE – APP/X0360/A/03/1116524

Further to my letter of the 8th July 2003 we have now received approval of the revised identical application reference F/2003/9257 as confirmed in the attached Approval Notice.

Accordingly we no longer need to proceed with the appeal and therefore please kindly treat it as withdrawn.

Yours sincerely

N S JACKSON
Land & Planning Director

Cc: Peter Brett Associates
Wokingham District Council

The Planning Inspectorate

70463

3/03 Kite Wing
Temple Quay House
2 The Square
Temple Quay
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Fax No 0117-3728624

GTN 1371-6079

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

Your Ref: F/2002/8018

Our Ref: APP/X0360/A/03/1116524

Date: 25 June 2003

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY MILLGATE HOMES
SITE AT LANES END, DEVILS HIGHWAY, CROWTHORNE, BERKS, RG45 6BJ

I enclose third party correspondence relating to the above appeal.

If you have any comments on the points raised, please send 2 copies to me no later than 9 weeks from the starting date. You should comment solely on the representations enclosed with this letter.

- 15/07/03

You cannot introduce new material or put forward arguments that should have been included in your earlier statement. If you do, your comments will not be accepted and will be returned to you.

Comments submitted after the 9-week deadline will not be seen by the Inspector unless there are extraordinary circumstances for the late submission.

Yours faithfully

pp Mrs Margaret Pocock

211AL(BPR)

30 Ravenswood Avenue.
Crowthorne,
BERKSHIRE
RG45 6AY

04/06/03
Ref – anp2192

Mrs M Pocock
The Planning Inspectorate,
Room 3/03, Kite Wing,
Temple Quay House,
2 The Square,
Temple Quay,
BRISTOL. BS1 6PN

Ref:- APP/X0360/A/03/1116524

Dear Madam,

In addition to other material which you will have received from Wokingham Unitary council, I wish to submit the following objection, on the grounds of **Highway Safety**, to the planning proposal F/2002/8018 by Millgate Homes Ltd. for the erection of 4 dwellings in Lane End, Devils Highway, Crowthorne, BERKS.

The sole vehicular access to the site is via Ravenswood Avenue. Ravenswood Avenue is an unadopted cul-de-sac not built to Local Authority standards for foundations, construction, drainage, pedestrian usage, and lighting, and is not maintained by the local authority. The condition of the road is exceptionally poor, the proposed development of 18 flats (proposals F/2002/6270 and F/2002/8265 has been turned down twice by the Development Control Committee on the grounds of 'Highway Safety' for both pedestrians and vehicles, as this development's sole access is also via Ravenswood Avenue.

When Ravenswood Avenue was developed the usage was for the residents; with very few houses and car ownership at considerably under one per household, the road was adequate. The planners at the time could not have foreseen the vast growth in car ownership, leisure activities (Golf Club), and housing needs. House numbers in Ravenswood Avenue, Ardwell Close and Devils highway have steadily increased. With car ownership now averaging nearer 3 per household in this area, more people playing golf, and the club being used for more evening social activities, Ravenswood Avenue is no longer a 'sleepy' lane. It has become a major vehicular access for many not residing in Ravenswood Avenue; a role for which it was never intended and for which its construction is most unsuitable.

Increasingly, Carers from Ravenswood village, (residential home for the handicapped) and Valeries home for the Elderly, push wheelchairs and walk handicapped villagers and elderly people the length of Ravenswood Avenue to the shops for an outing into the community. There is also an increasing number of Ravenswood Village staff travelling to Crowthorne by train; they walk up and down Ravenswood Avenue at the start and finish of their shifts, frequently in the dark during the winter months. Because of the lane-like nature of Ravenswood Avenue and the absence of a pavement, pedestrians, carers, wheelchairs, handicapped villagers and resident children have to walk on the road, sometimes in the dark and without street lights, avoiding the numerous potholes, the 'all day' parked cars at the top of the road, and the floods caused by surface water collecting at the bottom of the road. The vastly increased vehicular traffic now using Ravenswood Avenue shares the road, avoiding the same potholes, floods and parked cars, and weaving around the pedestrians. **The safety of all who use Ravenswood Avenue especially those not in vehicles, is becoming seriously compromised, to the point where no further developments should be approved whilst the road is inadequate to provide safe access; there is an accident waiting to happen.**

A solution to this problem is for the Local Council to adopt Ravenswood Avenue and construct it to local authority standards of foundations, pavements, lighting, drainage, parking limitations and speed controls. Dwelling developments of this nature could then be carried out safely, and the planners would have carried out their function taking a long term responsible view, which is what we expect of them.

Yours Faithfully

Andrew N Peers
B.Sc.Eng M.I.Mech.E C.Eng

Tel. (0118) 974 6448 (Direct Line)
Date: June 24, 2003
My ref: F/2002/8018
Your ref: APP/X0360/A/03/1116524

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: Millgate Homes
SITE: Lane End, Devil's Highway, Crowthorne

With reference to this appeal, I enclose 2 copies of the Highway Authority & LPA's Statements of case.

Yours sincerely

Denise Gumbrell (Mrs)
Appeals Assistant

Enc

Tel. (0118) 974 6448 (Direct Line)
Date: May 29, 2003
My ref: F/2002/8018
Your ref: APP/X0360/A/03/1116524

WOKINGHAM UNITARY
Aiming for Excellence

Mrs M Pocock
The Planning Inspectorate
Room 3/03 Kite Wing
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2 The Square
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Environmental Services Department
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P.O. Box 157
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Berkshire RG40 1WR
Tel: (0118) 974 6000
Fax: (0118) 974 6484
Minicom No: (0118) 974 6991
DX: 33506 – Wokingham

Dear Mrs Pocock

APPEAL BY: Millgate Homes
SITE: Lane End, Devils Highway, Crowthorne

With reference to this appeal, I enclose a copy of the questionnaire & associated documents.
I have also sent copies to the appellant.

Yours sincerely

Denise Gumbrell (Mrs)
Appeals Assistant

Enc

The Planning Inspectorate

For official use only
Date Received

QUESTIONNAIRE

PLANNING, LISTED BUILDING CONSENT OR CONSERVATION AREA CONSENT

APPEAL REF: APP/X0360/A/03/1116524 GRID REF:

APPEAL BY: Millgate Homes Ltd

SITE: Kane End, Devils Highway, Crowthorne POSTCODE RG45 6BJ

You must ensure that a copy of the completed questionnaire, together with any enclosures, is sent to us and the appellant, **within 2 weeks of 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? (An exchange of written statements, which will be studied by the Inspector, prior to visiting the site). ☑ YES ☐ NO

   if NO,

   Do you wish to be heard by an Inspector at (a) a local inquiry? ☐ YES ☑ NO

   (b) a hearing? ☐ YES ☑ NO

   Note: If the written procedure is agreed the Inspector will visit the site unaccompanied by either party unless the relevant part of the site cannot be seen from a road or other public land, or it is essential for the Inspector to enter the site to check measurements or other relevant facts.

2a. If the written procedure is agreed, can the relevant part of the appeal site be seen from a road or other public land? ☐ YES ☑ NO

b. Is it essential for the Inspector to enter the site to check measurements or other relevant facts? ☐ YES ☑ NO

   If the answer to 2b is YES please explain:

3. Please provide the name and telephone number of the officer we can contact to make arrangements for the site visit, hearing or inquiry.

   Name: Dew Cumberlege

   Telephone no.: 01189746448

4. Does the appeal relate to an application for approval of reserved matters? ☐ YES ☑ NO

5. Was an Article 7 (Regulation 6 for listed building or conservation area consent) certificate submitted with the application? ☐ YES ☑ NO ☐ NA

6. Did you give publicity to the application? ☐ YES ☑ NO

- Article 8 of the GDPO 1995
- Section 67/73 of the Planning (Listed Buildings & Conservation Areas) Act 1990
- Regulation 5 of the Planning (Listed Buildings & Conservation Areas) Regulations 1990

7. Is the appeal site within an approved Green Belt or AONB? ☐ YES ☑ NO

Please specify which

8. 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

9. 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

10. Is the site within a Conservation Area? If YES, please attach a plan of the Conservation Area. (If NO, go to Q12.) ☐ YES ☑ NO

11. Does the appeal relate to an application for conservation area consent? ☐ YES ☐ NO

12. 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 12a 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 Q14.)

Date of listing

13. Has a grant been made under Sections 3A or 4 of the Historic Buildings and Ancient Monuments Act 1953? ☐ YES ☐ NO

14. 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

15. Is any part of the site subject to a Tree Preservation Order? If YES, please enclose a plan showing the extent of the Order and any relevant details. ☑ YES ☐ NO

16. 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 Biodiv. officer's E-mail

17. 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 ☐ Sch2 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;	8	
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 67/73 of the Planning (Listed Buildings and Conservation Areas) Act 1990; and/or Regulation 5 of the Planning (Listed Buildings and Conservation Areas) Regulations 1990;		✓
g.	Any representations received as a result of a notice published under Article 8 and/or Section 67/73 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (or Regulation 5);		✓
h.	Details of any other applications or matters you are currently considering relating to the same site;		✓
i.	**For all appeals, including those against non determination, you must provide details of all relevant development plan policies.** ***Each extract must include the front page, the title and date of approval or adoption. Where plans & policies have not been approved or adopted, please give the stage or status of the plan;***	2	
j.	Any supplementary planning guidance, together with its status, that you consider necessary;		✓
k.	Any other relevant information or correspondence you consider we should be aware of;		✓

		Enclosed	To be sent within 6 weeks from start date
l.	Please provide us with a list of conditions which you consider should be imposed if planning permission is granted. **You need not submit this with the other questionnaire papers, but it should reach us within 6 weeks from the starting date. Being a questionnaire paper, the list should be submitted separately from your appeal statement.**	~~X~~	✓

18. a. Please include: i) a copy of the letter in which you notified people of the appeal; ii) a list of the people you notified; and iii) the deadline you gave for their comments to be sent to us.	24/06/03	
b. Copies of the following documents must, if appropriate, be enclosed with the questionnaire.	Number of Documents Enclosed	N/A
i) representations received from interested parties about the original application;	23	
ii) the planning officer's report to committee;		✓
iii) any relevant committee minute.		✓
19. **For appeals dealt with by written representations only** Do you intend to send another statement about this appeal? If NO, please enclose 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 the Inspector to note at the site visit.		
20. 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 [signature] on behalf of WOKINGHAM Council

Date sent to us and the appellant 29/05/03 OUR Ref. F/2002/8018

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

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Norwich NR3 1BQ

WOKINGHAM DISTRICT COUNCIL

TOWN AND COUNTRY PLANNING ACT 1990

APPEAL BY: Millgate Homes
SITE: Lane End, Devil's Highway, Wokingham Without
APPLICATION NO.: 8018
PROPOSAL: Proposed erection of 4 dwellings. Demolition of existing dwelling

LIST OF PERSONS CIRCULATED WITH NOTICE OF APPEAL

District Councillor(s) for Wokingham Without

Mrs P Helliar - Symons

Mr P Lewis

Mr A Ross

Clerk(s) of Parish / Town Council of Wokingham Without

Mr J Grant, The Lodge, Pinewood Leisure Centre, Old Wokingham Rd, Wokingham RG40 3AQ

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

Babtie Group, School Green, Shinfield RG2 9HL
Fao Elizabeth Rowe ref Kgb 02

English Nature Foxhold House Crookham Common Thatcham RG19 8EL
Fao Samantha King ref SU.86.12

Environment Agency, Swift House, Frimley Business Park, Camberley GU16 7SQ
Fao Sarah Paxman ref SU86SW/23/4

Environmental Design, WDC

Biodiversity, WDC

Policy & Plans, WDC

The Owner / Occupiers:

19 – 25(odds) Linkway, Crowthorne RG45 6ES

Lane End, Rushton Lodge, Rookwood, Linton House, Overbrook House, Red House & Tudor House, Devils Highway, Crowthorne RG45 6BJ

7 Ardwell Close, Crowthorne RG45 6BA

30 & Manor Court, Ravenswood Ave Crowthorne RG45 6AY

3 & 4 Bembridge Ct, Crowthorne RG45 6BN

Tel. (0118) 974 6448 (Direct Line)
Date. May 29, 2003
My ref: F/2002/8018
Your ref:

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

Millgate Homes
Millgate Ct
Terrace Rd North
Binfield
RG42 5HZ

Dear Sirs

APPEAL BY: Yourselves
SITE: Lanes End, Devils Highway, Crowthorne

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

Tel: (0118) 974 6448 (Direct Line)
Email: Denise.Gumbrell@wokingham.gov.uk
Date: 29 May 2003
My ref: **F/2002/8018**

WOKINGHAM UNITARY
Aiming for Excellence

The Owner / Occupier
TUDOR HOUSE
DEVILS HIGHWAY

CROWTHORNE
BERKSHIRE
RG45 6BJ

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

Dear Sir/Madam

APPLICATION No: F/2002/8018
APPEAL BY: Millgate Homes Ltd
SITE: Lane End Devils Highway Crowthorne
PROPOSAL: Proposed erection of 4 dwellings. Demolition of existing dwelling.

I am writing to inform you, that this appeal has been lodged with The Planning Inspectorate, and will be dealt with by means of written statements by the appellant and the Council.

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. Please quote reference **APP/X0360/A/03/1116524**. Comments received after **24/06/2003** will not normally be seen by the Inspector & will be returned.

Documents relating to this appeal may be inspected in the Environmental Services Department (Planning) at the Civic Offices, Shute End, Wokingham, Berkshire during office hours (08:30- 17:00 Monday to Thursday, & 08:30-16:00 Friday).

A free booklet, "Guide to taking part in planning appeals" is available from this office.

If you would like a copy of the Appeal decision, please request one from Mrs Pocock at the Inspectorate.

Yours faithfully

Denise 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 0117-3726079
Switchboard 0117-3728000
Fax No 0117-3728624

GTN 1371-6079

B9008

DC

14 MAY

ACK FILE

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

Your Ref: F/2002/8018

Our Ref: APP/X0360/A/03/1116524

Date: 13 May 2003

2715 NAB.

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY MILLGATE HOMES
SITE AT LANES END, DEVILS HIGHWAY, CROWTHORNE, BERKS, RG45 6BJ

I have received an appeal form and accompanying documents for this site. I am the case officer. 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 appellant has requested the written procedure. Unless you tell me otherwise, I will assume that you do not want an inquiry. The date of this letter is the **starting date** for the appeal.

The following documents must be **submitted** 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 with copies of all necessary supporting documents, to the appellant and me. It is essential that details of all the relevant development plan policies are included with it at this early stage.

Within 6 weeks from the starting date -

You must submit 2 copies of your statement to me if the appeal questionnaire does not comprise the full details of your case. The appellant must submit 2 copies of any statement to me if it proves necessary to add to the full details of the case made in the grounds of appeal. I will send a copy of your statement to the appellant and send you a copy of their statement. Please keep your statement concise, *as recommended in Annex 1(i) of DETR Circular 05/2000.* 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.

Site visit arrangements

We will arrange for our Inspector to visit the appeal site and we will send you the details. Our aim is to arrange the visit within 12 weeks of the **starting date**, but from time to time it may take us a little longer.

You **must keep to the timetable** set out above and ensure 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. Inspectors will not accept representations at the site visit, nor will they delay the issue of their decision to wait for them. As I have given details of the timetable, I will not send you reminders.

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, you must submit a completed, signed and dated copy before the date of the site visit. An Inspector will not normally delay the issue of a decision to wait for the completion of an obligation.

Yours faithfully

Mrs Margaret Pocock

102(BPR)

The Planning Inspectorate

01 MAY 2003

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 MILLGATE HOMES

Address MILLGATE COURT
TERRACE ROAD NORTH, BINFIELD

Postcode RG42 5HZ

Daytime phone no 01344 489966

Fax no 01344 489967.

E-mail address

B. AGENT DETAILS (If any)

Name

Address

Postcode

Your reference

Daytime phone no

Fax no

E-mail address

C. LOCAL PLANNING AUTHORITY (LPA) DETAILS

Name of the LPA WOKINGHAM D.C.

Date of the planning application 13 NOV 2002

LPA's application reference no F/2002/8018

Date of LPA's decision notice (if issued) 17.3.03

D. APPEAL SITE ADDRESS

Address LANES END, THE DEVILS HIGHWAY, CROWTHORNE.

Postcode RG45 6BJ

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)

PROPOSED ERECTION OF FOUR DWELLINGS.
DEMOLITION OF EXISTING DWELLING.

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.

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.

1. THE PROPOSED DEVELOPMENT, TOGETHER WITH THE PROPOSAL RESURFACING WORKS WOULD NOT ADVERSELY AFFECT THE SAFETY OF USERS OF THE DENIS HIGHWAY AND RAVENSWOOD AVENUE. *.

2. THE PROPOSAL IS OTHERWISE ACCEPTABLE TO THE LOCAL PLANNING AUTHORITY.

*. PLEASE REFER TO PROOF OF EVIDENCE BY PETER BRETT ASSOCIATES ATTACHED.

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
MRS. A. PHILLIPS.	LANES END	30. APRIL 200
	THE DEVILS HIGHWAY	
	CROWTHORNE RG45 6BT	

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).	☑
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: PROOF OF EVIDENCE BY PETER BRETT ASSOCIATES.	☑
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 N.S. JACKSON (on behalf of) MILLGATE HOMES

Name (in capitals) N.S. JACKSON Date 30. APRIL 2003

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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E-mail copy
rec'd 14/3/03

ENVIRONMENT AGENCY

Our Ref : SP/2003/006943-2/1
Your Ref : F/2002/8018

Date : 14 March 2003

PLANNING ... 67253
PC
NAB
19 MAR 2003
COPIES TO

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

Dear Sir/Madam

4 NEW DWELLINGS, DEMOLITION OF EXISTING LANE END, DEVILS HIGHWAY, CROWTHORNE.

Thank you for your letter dated 14 February 2003, received on 17 February 2003. Please quote the following reference in any correspondence: SU86SW/23/4. 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.
(Note: the Environment Agency asks to be consulted on any details submitted in compliance with this condition)

CONDITION: There shall be no new development including hardstanding and fences within a buffer zone 5 metres wide alongside the stream on the western boundary of the site.
REASON: To maintain the character of the watercourse and provide undisturbed refuges for wildlife using the river corridor.

CONDITION: The developer must not store materials within a buffer zone 5 metres wide alongside the watercourses on site and should avoid gaining access in this zone. There must be no fires, dumping or tracking of machinery within the buffer zone which should be suitably marked and protected during development.
REASON: To reduce the impact of the proposed development on wildlife habitats upstream and downstream, including bankside habitats.

Environment Agency
Swift House, Frimley Business Park, Camberley, Surrey, GU16 7SQ, Tel no:01276 454300, Fax no:01276 454301

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 Claire Murphy on 01276 45 4509 for further details.*

Culverting of a watercourse requires the prior written approval of the Local Authority under 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 Environment Agency seeks to avoid culverting, and its consent for such works will normally be withheld. *Contact Mike Chapman on 01276 45 4331 for further details.*

ADVICE TO PLANNING AUTHORITY

Surface water 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 practicable. 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.

The Environment agency has asked as a planning condition for surface water control measures to be applied to this site. In order to check the proposals match our requirements we prefer that the information be submitted in the following format;

1) A clearly labelled drainage layout plan (scale 1:200 / 1:500), showing pipe networks, attenuation basins, soakaways and drainage storage tanks.
2) Run-off calculations showing that the critical 1 in 100 year rainfall event is attenuated on site through a combination of infiltration, off-site discharge (to the agreed maximum) and storage.
3) For attenuation gained by infiltration, soakage test results and soakage test locations, to be submitted in accordance with BRE digest 365.
4) Calculations showing storage provided. Invert and cover levels for the system.
5) Outfall discharge control device, limiting the discharge to the natural greenfield runoff rate of between 3 and 7 l/s/ha or to the 1 in one year storm runoff.

6) If it is believed that the natural runoff is higher than this rate, then justification must be provided for this.
7) A descriptive summary of the proposed SUDS system in a covering letter. The EA require that enough information be supplied to adequately describe the proposed SUDS system and attenuation. Calculations and plans support the application.
8) If it is believed that the site is currently already developed then plan showing the existing footprint to be supplied. The EA may still require that the run-off rate be reduced to meet natural run-off conditions.
9) We recommend that the developer refers to CIRIA 522 (SUDS Design Manual for England and Wales) and CIRIA 523 (Best Practice Manual) for advice on SUDS design.
10) We suggest submitting the above information at an early stage to the Environment Agency for comment.

There are alternatives to conventional storage for the control of surface water run-off that are favoured by the Environment Agency. These techniques not only cater for flood peak attenuation, but may also improve water quality and enhance the environment. Such systems include permeable pavements, grassed swales, infiltration trenches, ponds and wetlands. The developer is advised to discuss with the Agency how these techniques might be applied at this site.

ADVICE TO APPLICANT

Environment Protection

Surface water from hard surfaced areas should discharge via deep seal trapped gullies incorporating a minimum water seal of 85mm or similar.

Roof water downpipes should be connected to the drainage system either directly, or by means of back inlet gullies provided with sealing plates instead of open gratings.

All sewage or trade effluent should be discharged to the foul sewer if available subject to the approval of Thames Water Utilities or its sewerage agent.

Sustainable Construction & Water Conservation

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.

Water Conservation - Household Use
Water is one of our most precious natural resources, and the Environment Agency seeks 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 properties, 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 regarding their proper use is supplied.

Nature conservation

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 roost's are afforded special protection under the Wildlife and Countryside Act 1981. If bats are found, English Nature must be contacted for advice.

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 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.

DECISION NOTICE

Would you 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 do not hesitate to contact me on the number below, quoting the reference cited at the beginning of this letter.

Yours faithfully



SARAH PAXMAN

Environment Agency
Swift House, Frimley Business Park, Camberley, Surrey, GU16 7SQ, Tel no:01276 454300, Fax no:01276 454301

Development Planning Officer

Direct dial: 01276 454323
Direct fax: 01276 454352
email: sarah.paxman@environment-agency.gov.uk

CC: The Edwards Irish Partnership

OBS

PLANNING SERVICES | RPT
POL | TCP
DC NAB | ENG
APP
CS
25 FEB 2003
COPIES TO | ACT 27/2
FILE

Fairways
7 Ardwell Close
Crowthorne
Berks
RG45 6BA
England

Tel 01344 775606
Fax 01344 762510

22 February 2003

Dear Sir

Application No F/2002/8018
Lane End, Devils Highway, Crowthorne

I refer to your letter advising of revised plans relating to trees and repositioning of properties.

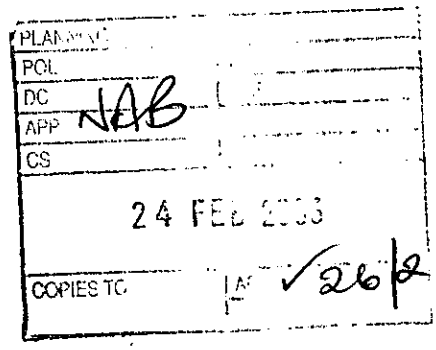
This is to advise that my original objection still stands.

Yours faithfully

J R Tamsitt

Planning Services
WUA

OBS



'The Oaks'
30 Ravenswood Ave.,
Crowthorne,
Berkshire,
RG45 6AY.

Date:-21/02/03
Ref:- anp2172

Wokingham Unitary
Environmental Services Dept.
Planning Services
PO Box 157, Shute End,
WOKINGHAM,
BERKS RG10 1WR

Ref:- Application No F/2002/8018

Revised Plans Notification

Dear Sirs,

Ref your letter of 14/02/03 regarding the revised plans, I have looked at the revisions; they are not material to my objections submitted on 27/12/02 which remain. I wish to re-emphasise my objection on the grounds of **HIGHWAY SAFETY**, in that the building of further residences in the area whose sole access is via RAVENSWOOD Ave., represents a serious increase in safety risk to all those who use Ravenswood Ave., especially to pedestrians, Ravenswood Village patients, and Valerie's Nursing Home patients. The road is just not suitable to support more traffic, and until such time that the condition of Ravenswood Avenue is upgraded to Local authority standards, no further permission should be given for additional dwellings in the area accessed via Ravenswood Avenue.

Yours Faithfully

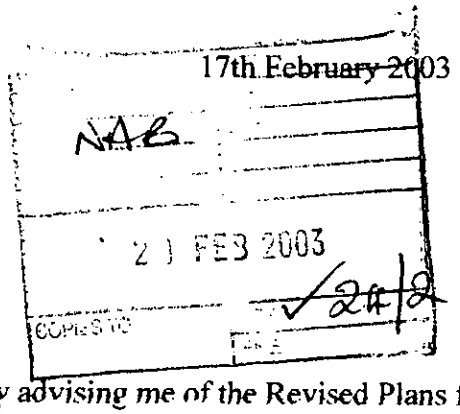
Andrew N Peers
B.Sc. C.Eng. M.I.Mech E.

0682

Rookwood,
Devils Highway,
Crowthorne,
Berkshire,
RG45 6BJ

17th February 2003

Your Ref:Natalie Brown
F/2002/8018



Dear Madam,

Application Number: F/2002/8018

Thank you for your letter of the 14th February advising me of the Revised Plans for this proposed development.

My previous objections based on the state of the access road(s) are still applicable so I would be grateful if these comments could still be taken into account.

Yours faithfully,

Roy Mander

Ms. N. Brown,
Development Control Officer,
Wokingham District Council,
Planning Services,
P.O. Box 157,
Shute End, Wokingham,
Berkshire. RG40 1WR

Date: 14 February 2003

To: Landscape & Trees 17 FEB 2003

We have received Revised & Additional Plans for the following planning application:

Application Number: F/2002/8018

Location: Lane End, Devils Highway, Crowthorne.

Proposal: Proposed erection of 4 dwellings. Demolition of existing dwelling.

Applicant: Millgate Homes Ltd C/O The Edwards Irish P/Ship.

Case Officer: Natalie Brown

The new plans show the following: Tree Survey and repositioning of dwellings to take into account trees on site. Drawing nos: 1536/01 Rev B, 4916/01.

Comments are required by 07/03/2003.

Should you have any queries regarding this application please contact the case officer Natalie Brown on (0118) 974 6492.

The trees on this site are included in Tree Preservation Order No. 788/1996. The relationship between trees and proposed development is acceptable and I have no objection to planning permission being granted.

Details of tree protection measures must be submitted prior to demolition and development commencing.

The ~~[illegible]~~ site is well planted with trees, hedges and shrubs and I therefore do not require a landscape scheme to be submitted.

Ned Etherington
21/2/03

WOKINGHAM DISTRICT COUNCIL

ENVIRONMENTAL SERVICES DEPARTMENT

M E M O R A N D U M

From: Natalie Brown
Development Control

My Ref: F/2002/8018

Ext: 6492

Date: 24 February 2003

To: Highways

LANE END, DEVILS HIGHWAY. APPLICATION TO ERECT 4 DWELLINGS

I have received information from the Agent relating to possible highway improvements (copy attached).

Please could I have your comments as to whether the details in their letter are enough to overcome the highway reason for refusal, within the next 14 days.

NMBrown

Natalie Brown
Planning Officer

See attached letter dated 6/3/03.
to Mitigate Harms.

Tel: 0118 974 6323 (Direct Line) Fax: 0118 974 6313
Email: keith.rogers@wokingham.gov.uk
Date: 6 March 2003
My ref: KR/KMJ/20034192
Your ref:
File ref: Planning – Wokingham Without

WOKINGHAM UNITARY
Aiming for Excellence

Environmental Services Department
Engineering Services
P.O. Box 153
Shute End, Wokingham
Berkshire RG40 1WL
Tel: (0118) 974 6000
Minicom No: (0118) 977 8909
DX: 33506 – Wokingham

Mr N S Jackson
Millgate Homes
Millgate Court
Terrace Road North
BINFIELD
Berkshire RG42 5HZ

Dear Mr Jackson

DEMOLITION OF EXISTING HOUSE AND ERECTION OF FOUR NEW HOUSES LANE END, THE DEVILS HIGHWAY, CROWTHORNE – REF: F/2002/8018

I refer to your letter dated 20 February 2003.

The resurfacing works you propose to carry out along The Devils Highway does not address the concerns raised in respect of access to the site and accordingly the highway objection is maintained.

Yours sincerely

KEITH ROGERS
TEAM LEADER
HIGHWAYS, DEVELOPMENT CONTROL

POSITIVE ABOUT DISABLED PEOPLE
INVESTOR IN PEOPLE

Date: 14 February 2003

To: Highways

We have received Revised & Additional Plans for the following planning application:

Application Number: F/2002/8018

Location: Lane End, Devils Highway, Crowthorne.

Proposal: Proposed erection of 4 dwellings. Demolition of existing dwelling.

Applicant: Millgate Homes Ltd C/O The Edwards Irish P/Ship.

Case Officer: Natalie Brown

The new plans show the following: Tree Survey and repositioning of dwellings to take into account trees on site. Drawing nos: 1536/01 Rev B, 4916/01.

Comments are required by 07/03/2003.

Should you have any queries regarding this application please contact the case officer Natalie Brown on (0118) 974 6492.

- No adverse comments on this plan.
- Recommendation as previous.

17/02/03.

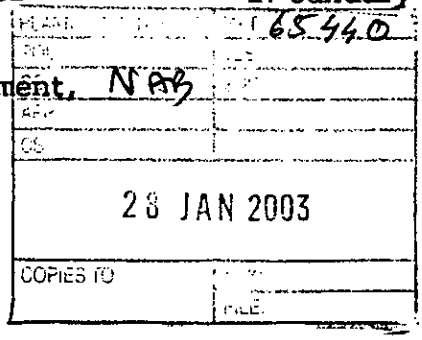
MICHAEL WILTSHIRE & PARTNERS

Architectural Building Surveying & Planning Consultants

Bay Tree House 26 West Street Alresford Hampshire SO24 9AT
Tel (01962) 734114 Fax (01962) 735318

your ref: our ref: date:

F/2002/8018 RMW/CP/FLD.3582 27 January 2003



For the attention of Ms Natalie Brown
Woking Unitary Environmental Services Department,
Planning Services,
PO Box 157,
Shute End,
WOKINGHAM,
Berkshire. RG40 1WR.

Dear Madam,

RE: LANE END, DEVILS HIGHWAY CROWTHORNE

We act on behalf of Mrs E Douglas-Griffin who resides at number 23 Linkway, Edgecombe Park, Crowthorne and we have been asked to consider the application which has been lodged to develop the adjoining property by the demolition of the existing dwelling and the erection of four replacement dwellings.

We have considered the proposals and wish on behalf of our client to formally object to the proposal on the grounds that our client's property will suffer considerably by the degree of overlooking which will occur as a result of siting these properties on the adjoining land and will very much reduce the private area she enjoys at the rear of her property.

We also wish to raise an objection on the grounds that to develop the site as proposed will add substantially to traffic movement, which given the nature of the existing facilities, would be inappropriate.

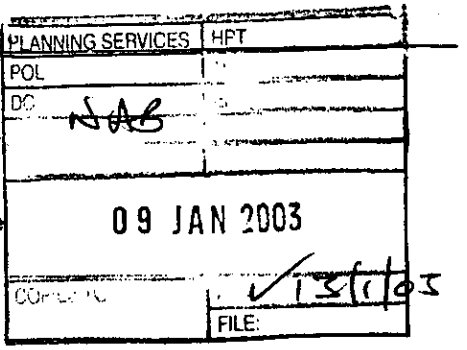
We should be grateful if you would kindly advise us as to the progress of this application so that if appropriate we may represent our client at a meeting held to determine the application to voice our client's objections.

Yours faithfully,

MICHAEL WILTSHIRE & PARTNERS

OBS

Carol Hurst



From: Chris King [christopher.king6@ntlworld.com]
Sent: 09 January 2003 14:15
To: Wokingham Development Control
Subject: App-F/2002/8018. Lane End, Devils Highway, Crowthorne

Mr CJ King
Loddon Valley Ramblers
49 Denmark Avenue
Woodley
RG5 4RS

0118-375-7480

App - F/2002/8018

Proposed erection of 4 dwellings. Demolition of existing dwelling.

I have reviewed the above planning application on behalf of the Ramblers Association and have no objections, but ask that the Public Right of Way be protected.

Yours faithfully

Chris King
Loddon Valley Ramblers
Footpath, Countryside and Access Secretary

Loddon Valley Rambler is a branch of the Ramblers Association.

ENGLISH NATURE

Thames & Chilterns Team
Foxhold House Crookham Common Thatcham Berkshire RG19 8EL
Tel 01635 268881 Fax 01635 268940
email thames.chilterns@english-nature.org.uk
www.english-nature.org.uk

Natalie Brown
Planning Services
Wokingham District Council
P.O. Box 157
Shute End
Wokingham RG40 1WR

PLANNING 64649
PCL
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CS
06 JAN 2002
COPIES TO
ACK:
FILE:

Your ref: F/2002/8018
Our ref: SU 86.12
Date: 03 January 2003

Dear Ms Brown

APPLICATION NUMBER: F/2002/8018
PROPOSED ERECTION OF FOUR DWELLINGS AND DEMOLITION OF EXISTING DWELLING
LANE END, DEVILS HIGHWAY, CROWTHORNE

Thank you for consulting English Nature in your letter of 3 December, which we received on the 8 December. English Nature's advice is set out below.

Wildlife And Countryside Act 1981, as incorporated by The Countryside and Rights of Way Act 2000

English Nature advises that in this instance the development is unlikely to affect a Site of Special Scientific Interest and we therefore do not object.

We would note however that Heath Lake SSSI, to the north of the proposed development, is sensitive to hydrological changes and is currently in unfavourable condition, probably due to the extensive development of the surrounding catchment. There appear to be a number of small developments proposed within 2 km of the SSSI and we are therefore concerned about possible cumulative effects on groundwater and surface water quality and quantity. We recommend that all proposed developments should incorporate sustainable drainage systems, and that further development within the catchment of Heath Lake should be minimised.

I draw your attention to the provisions of S28I (4) of the Wildlife and Countryside Act 1981, as incorporated by the Countryside and Rights of Way Act 2000. You are required to wait until the expiry of a period of 28 days from the date we receive the consultation notice before deciding whether to give the permission, unless English Nature advise that you need not wait until then.

Protected Species

If protected species are suspected or present on a proposed development site then the following information should be requested from the applicant, usually in the form of an ecological survey by an appropriately qualified consultant, prior to the planning application being determined.

1. What species are involved?

2. What is the population level at the site, or likely to be affected by the proposal?
3. What impact is the proposal likely to have upon the species present?
4. What can be done to mitigate this impact?
5. Is the impact necessary or acceptable?
6. Will a licence be required from English Nature or DEFRA?

If protected species are found to be present, English Nature should be consulted again.

Yours sincerely,

Samantha King
Conservation Officer – East Berkshire and South Oxfordshire

Email: sam.king@english-nature.org.uk

WOKINGHAM DISTRICT COUNCIL

ENVIRONMENTAL SERVICES DEPARTMENT
ENGINEERING SERVICES

MEMORANDUM

FROM: Keith Rogers **MY REF**: KR/8018

YOUR REF:

TO: Natalie Brown - Planning **DATE**: 31/12/02

PLANNING APPLICATION NO. F/2002/8018.
PROPOSED DEMOLTION OF EXISTING HOUSE AND THE ERECTION OF FOUR NEW HOUSES ON LAND AT LANES END, DEVILS HIGHWAY, CROWTHORNE.

Access to the site is to be derived by way of the substandard Ravenswood Avenue and also The Devil's Highway. Ravenswood Avenue has a poor road surface being an unmade private road that lacks street lighting and footway provision. While The Devils Highway has a better road surface it is effectively a single track road.

There is local concern about new development proposals in this area using the unmade private street known as Ravenswood Avenue as a means of access, thereby exacerbating an unsatisfactory situation. In connection with the Ardwell House proposed development (F/2002/6270) the Development Control Committee resolved at its meeting held on 23 October 2002 to refuse planning permission on highway grounds.

It is unclear as to what rights the applicant has to use these routes and indeed what improvements could reasonably and legally be carried out in connection with the proposal so as to address these concerns about inadequate access.

Against this background, it is recommended that permission be refused for the following reason:

1. The proposed development would generate additional traffic onto the substandard access routes known as Ravenswood Avenue and The Devil's Highway and this would adversely affect the safety of road users as a whole. Accordingly, it is considered that the proposal is contrary to Policy LD5 of the Berkshire Structure Plan and Policies WT7 & WT9 of the proposed modifications of the Wokingham District Local Plan (Deposit Draft).

Keith Rogers
Team Leader (Highway Development Control)

+ SEE ATTACHED AMENDMENT

THE FOLLOWING SCANNED IMAGES ARE DOCUMENTS OF BAD QUALITY OR ARE PHOTOCOPIES.



FOR THIS REASON THEY MAY APPEAR UNREADABLE ON SCREEN

Natalie Brown AMENDMENT TO HIGHWAY CONSULTATION DATED

From: Keith Rogers
Sent: 09 January 2003 13:22
To: Natalie Brown
Cc: Kerrin Lithgow
Subject: Application O/2002/8018 - Land at Lane End, D

Natalie
Further to my memorandum dated 31/12/02, I would advise that the road surf
condition and therefore does not have a better road surface than Ravenswood
Keith.

NAB. 7

PLANNING SERVICES	HPT
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DC	ENF
APP	
CS	

30 DEC 2002

Ack 31/12

Rushton Lodge
The Devil's Highway
Crowthorne
Berks
RG45 6BJ

30 Dec 2002

I did not receive until 7/1

By hand

Wokingham Unitary
Planning Services
PO Box 157
Shute End
WOKINGHAM
RG40 1WR

Dear Sir

The Devil's Highway Development
Reference F/2002/8018

As a resident of the Devil's Highway we wish to object to the above noted proposal.

The road surface in Ravenswood Avenue is, in itself, in a shocking state. The Devil's Highway is, in reality, a country lane and is certainly not up to the hard wear and tear to which it would be subjected to from builders' vehicles.

Also the use of The Devil's Highway by, say a further eight vehicles daily on completion of the proposed homes will cause even further deterioration of the road. As a single track lane refuse vehicles have to reverse along the lane as there is no turning space. At the moment if vehicles have to pass each other along the lane it is necessary to use the land belonging to some of the existing homes. To build additional homes at the end of the lane with the current access facilities is unthinkable.

Yours faithfully

J M Miller
Marshall Miller

M W and Mrs J Miller

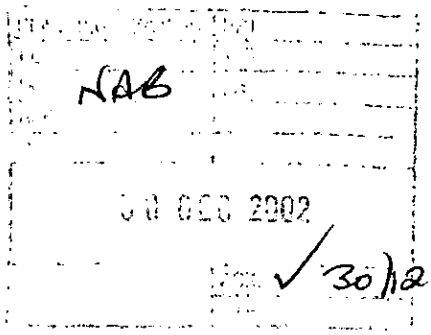
4

668

NAB

30 DEC 2002

✓ 30/12



Manor Court
Ravenswood Avenue
Crowthorne
RG45 6AY

29th December 2002

Dear Sirs,

re:Planning Application F/2002/8018 Devil's Highway

I do not object to the above application per se.

I do, however, object to the current (and any future) piecemeal development within an area that is accessed exclusively via an unadopted road, Ravenswood Avenue(RA), this road being in a seriously deteriorating condition and **having no known owner.**

Aristotle observed **".... that which no one owns, no one will care for."**

In October I advised you of the following by letter and supporting documentation (which was circulated between your Planning, Highway and Legal departments) that:-

- the freehold of the whole of Ravenswood Avenue is recorded in one Title at the Land Registry
- in August 2002 the freeholder was detailed as Fieldgain Ltd
- in 1995 Fieldgain Ltd was dissolved
- neither the above Company's solicitor nor secretary responded to recent enquiries

It seems likely, therefore, that ultimately, responsibility for the maintenance of RA will fall upon the residents of RA with a possible contribution from East Berks Golf Club but a most unlikely contribution from the residents of Ardwell Close (adopted) and Devil's Highway (unadopted).

Accordingly, I challenge the legal authority of WU to consider favourably **any** planning application that will increase traffic over RA unless one of the following is determined:-

- full adoption of RA by WU and BFBC
- full adoption of RA by a potential developer as a condition of approval
- agreement by all RA freeholders that the additional cost of RA maintenance occasioned by increased traffic following planning approvals will be willingly borne by them

Yours faithfully

Alan P Anning

OB-8 9

Glyn Lawrence

PLANNING SERVICES	HPT
POL	TLS
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30 DEC 2002	
COPIES TO	✓ 31/12

(I did not receive until 7/1)

Wokingham Unitary
Planning Services
PO Box 157
Shute End
Wokingham
Berks RG40 1WR

27th January 2002

Dear Sirs

Re: Planning Ref. F/2002/8018

I would like to register my objections to the above planning application.

This development would result in an unacceptable increase in traffic using Ravenswood Avenue.

The surface of Ravenswood Avenue is extremely badly pot-holed and, as there are no plans to adopt this road, there can be no enforceable traffic regulations either to speed or parking. The increase in traffic, as a result of this development, would inevitably result in danger to pedestrians - especially from the Ravenswood Home, (many residents use the road, either walking with carers or in wheelchairs).

Yours faithfully

GB Lawrence

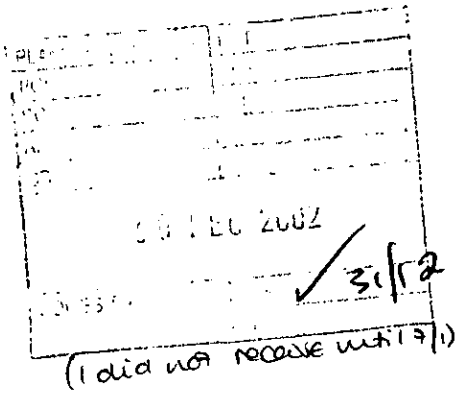
GB Lawrence (Mrs)

3 Bembridge Court, Crowthorne, Berkshire RG45 6BN
Tel: 01344 778528

8

GBS

Benita Humphreys



Wokingham Unitary
Planning Services
PO Box 157
Shute End
Wokingham
Berks RG40 1WR

27th January 2002

Dear Sirs

Re: Planning Ref. F/2002/8018

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Yours faithfully

B. E. Humphreys

BE Humphreys (Mrs)

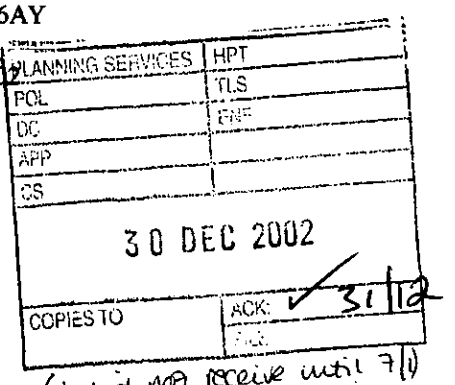
4 Bembridge Court, Crowthorne, Berkshire RG45 6BN
Tel: 01344 446790

10

0838

30 Ravenswood Avenue,
Crowthorne,
BERKS
RG45 6AY

27/12/02



(I did not receive until 7/1)

Environmental Services Dept.,
Planning Services,
P.O.Box 157,
Shute End,
Wokingham, BERKS
RG40 1WR

Dear Sir/Madam

Re Planning Application No:- F/2002/8018
4 x Dwellings on Devils Highway

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

There are serious implications with **Highway Safety** and the condition of Ravenswood Avenue. The sole access to Devils highway is via Ravenswood Avenue. Ravenswood Avenue is unadopted and not built to Local Authority standards for foundations, construction, drainage, pedestrian usage, and lighting, and is not maintained by the local authority. The condition of the road is exceptionally poor as witnessed recently by the Development Control Committee's site visit made under planning application No F/2002/6270 (erection of 18 flats in Ardwell Close). The condition of the road and its unsuitability for additional vehicular and pedestrian traffic was a major factor in turning down proposal F/2002/6270. When Ravenswood Avenue was developed the usage was for the residents; with very few houses, and car ownership at considerably under one per household, the road was adequate. The planners at the time could not have foreseen the vast growth in car ownership, leisure activities (Golf), and housing needs. House numbers in Ravenswood Avenue, Ardwell Close and Devils highway have steadily increased. With car ownership now averaging nearer 3 per household in this area, more people playing golf, and the club being used for more evening social activities, Ravenswood Avenue is no longer a 'sleepy' lane. It has become a major vehicular access for many not residing in Ravenswood Avenue; a role for which it was never intended and for which its construction is most unsuitable.

Increasingly, Carers from Ravenswood village regularly push wheelchairs and walk handicapped villagers the length of Ravenswood Avenue to the shops for an outing into the community. There is also an increasing number of Ravenswood Village staff travelling to Crowthorne by train; they walk up and down Ravenswood Avenue at the start and finish of their shifts, frequently in the dark during the winter months. Because of the lane-like nature of Ravenswood Avenue, pedestrians, carers, wheelchairs, handicapped villagers and resident children have to walk on the road, sometimes in the dark and without street lights, avoiding the numerous potholes, the 'all day' parked cars at the top of the road, and the floods caused by surface water collecting at the bottom of the road. The vastly increased vehicular traffic now using Ravenswood Avenue shares the road, avoiding the same potholes, floods and parked cars, and weaving around the pedestrians. **The safety of all who use Ravenswood Avenue especially those not in vehicles, is becoming seriously compromised; there is an accident waiting to happen.**

The writer would respectfully ask the planners:-

a) To look at the reasons given for not approving application No F/2002/6270 a few months ago.
b) That no further planning permission be given for additional dwelling schemes in Ravenswood Avenue/Ardwell Close/Devils Highway until the ownership, condition and maintenance of Ravenswood Avenue has been clarified, and can be adopted by the Local council and maintained to that standard.

Yours Faithfully

Andrew N Peers
B.Sc.Eng. C.Eng.

5

068

PLANNING SERVICES	HPT
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AMT	
CS	
30 DEC 2002	
COPIES TO	ACK 30/12 FILE

Sheila Viner

From: MrlyJoh@aol.com
Sent: 30 December 2002 13:09
To: Development.Control@wokingham.gov.uk
Subject: Re Appliocation : F/2002/8018

Attn.Natalie Brown
- Development Control Officer

I am in receipt of your letter and Comments sheet dated 03 December 2002, please find enclosed details of my stongest possible objection to this application and accept this e-maiol as my formal response.

Under the heading of **" Design , Appearance and Layout"**
I and the neighbors I have consulted feel that the proposed developmment would be totally out of character with all the other buildings that border onto the Devils Highway.
The exsisting houses are all detached properties of and individual nature and maintain a certain character which would be destroyed if this development is allowed to proceed.
Much deliberation took place some 18 years ago when "Overbrook House" and the corresponding property to the west of my house was planned, likewise the same careful process was carried out before "Tudor House" was given the go-ahead- but all the careful considerastion to the areas appearance now seems to be in danger of being disgarded in order that a development for "4 dwellings" be given permission to be built.
I am sure that if an application for the construction of a single property was put forward, then no resistance would be encountered.

Under the heading of **"Highway Safety"** there are many major objections.
Firstly- because both Ravenswood Avenue and The Devils Highway are private and unadopted roads, their surfaces are in a constant state of disrepair.
Currently the numerous potholes have to be seen and witnessed to be believed !
I personally have had several " near misses " with cars trying to avoid the potholes and nearly colliding with my car !
The condition of the surface of both roads is the responsibility of the residents and with addition traffic using Ravenswood Avenue and the Devilshighway itself the additional wear and tear on both roads would make both roads virtually unusesable.
If all 4 of the new dwellings had 2 cars each this would mean an increase from 2 cars using the end of the highway to at least 10 cars- an increase of 8 cars ie. 400% !

Already the surface of both roads is a hazard to driving and any such increase in traffic would render the roads impassable- which is a condition almost reached at this point in time.

Surface Water
Curently surface water drains down the highway onto the golf course and into the brook. The volume of drainage by this process is already at breaking point with much of the repairs to the road surface being washed away , especially after the particullarly wet winter we are experiencing- any further increase in traffic would severly add to this problem.
During the seventeen years that I have lived at my address I have paid for and seen at least 3 attempts to renew the road surface . I certainly do not want the frequency of such repair bills to increase.

Structural Safety
The condition of the road bridge which carries the Devils highway over the brook is certainly suspect and with the certain increase in traffic its life and safety must be considered.

Heavy Traffic
Contruction traffic bearing heavy loads certainly will affect the condition of the Devils Highway and Ravenswood Avenue. These roads were simply not desinged to take such loads over long construction periods.
Certainly the residents of this section of the DevilsHihway have all heard reassurances from previous developers that the road surfaces would be restored to original conditions but this has proved to be nothing more than idle promises and attempts to enforce such promises have been frustrated by not being able to trace the developers in subsequent years.

Under the heading of **"Residential Amenity"**

The detrimental affect on the local environment would be lasting and irrepairable.
Currently the Devils Highway is a delightful leafy and quiet country lane, but the sure increase in traffic would toally spoil and adversly affect an otherwise idealic corner of Crowthorne and create yet another housing developemtn and create yet another busy road- it would certainly loose its appeal as being a nice place to walk on a quiet Sunday afternoon- the severe increase in traffic would see to that !

Under the heading of **"Overshadowing/ Overlooking"**
The loss of privacy that would follow the granting of such planning consent would greatly affect the whole area, and turn the area into just another housing developemt

A point which would not occur to non residents would be the deforestation and the removal of many mature trees and shrubs which currently absorb much of the surface
water, this would greatly add to drainage and road surface problems.

The removal of the screening trees on the Lane End property would also increase the frequncy of "hooked " drives from the 15th tees on the golf course. entering the adjacent properties. Currently I get approx. 12 such gifts of golf balls per year, and with the tall, mature trees being removed I know this would become a real danger as has been addressed to the left hand side of the 13th.fairway and the subsequent erection of safety nets.

One of the main features of aquiring a property and living on the Devils Highway
has always been the fact that it is a quiet location with very little traffic and a delightful place to live if you value solitude and peace.

If this premise is to be compromised and destroyed which will surely happen if this consent is granted- then I must protest in the strongest possible way.

Under the heading of **" Noise and Distrurbance"**
Once the building work was finished the noise of the construction traffic would only be replaced by a very considerable flow in private cars with an associated and continuous level traffic noise- which would be out of place in this otherwise tranquil spot.

Please accept this series of objections as my formalo response to your letter dated 3rd. december 2002.

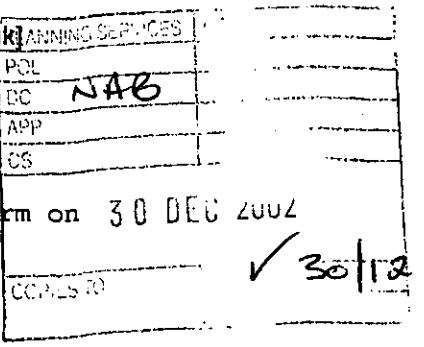
Yours sincerely

John Morley
The Red House
Devils Highway
Crowthorne

OBS 6

Sheila Viner

From: Easy Site Administrator [pauline.davis@wokingham.gov.uk]
Sent: 30 December 2002 12:22
To: development.control@wokingham.gov.uk
Subject: Feedback Received.: Standard Enquiry



The following information was sent from the Standard Enquiry Form on 12/30/02 12:22:01 PM

What do you want to do?: Object

Planning application number: F/2002/8018

Your comments

I object to the granting of this application on the grounds of the extra traffic. Devils Highway is very narrow and in a poor state of repair and would not stand a further 6 or more cars Ravenswood Avenue is also in a bad state of repair due to the large mumber of cars using it. If, nevertheless, you saw fit to grant this application then the Developer should,at least, be charged with resurfacing Devils Highway.

Name : Roy J. Mander

Address

Rookwood,
Devils Highway,
Crowthorne,
Berkshire.

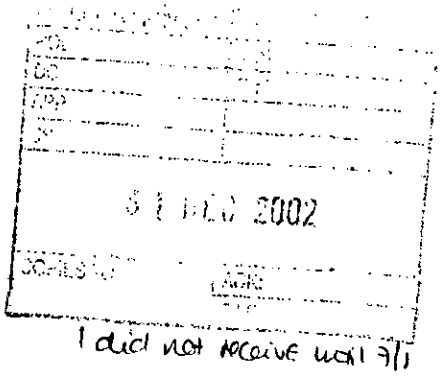
Postcode : RG45 6BJ

Telephone : 01344773435

Email Address : manderrookwood.uk@tesco.net

12

LINTON HOUSE
DEVILS HIGHWAY
CROWTHORNE
BERKS
RG45 6BJ
29TH.DEC. 2002.



DEAR SIR

APPLICATION F/2002/8165

MY REASONS FOR OBJECTING TO THE PROPOSED REDEVELOPMENT OF ARDWELL HOUSE ARE AS BEFORE (SEE ATTACHED).

THE PROPOSAL TO ERECT 4 NEW HOUSES IN DEVILS HIGHWAY WILL ONLY EXACERBATE THE DECLINE IN THE SAFETY AND STATE OF THE ROADS IE.BOTH DEVILS HIGHWAY AND RAVENSWOOD AV.

APPLICATION F/2002/8018

I HAVE ALREADY MADE MY OBJECTIONS TO THE PROPOSED REDEVELOPMENT OF LANE END. I REITERATE , THE STATE OF THE ROAD, AFTER THE BUILDERS HAVE LEFT ,WILL BE A MESS AND TOTALLY UNACCEPTABLE.

YOURS FAITHFULLY

E T SMITH

Fairways
7 Ardwell Close
Crowthorne
Berks
RG45 6BA
England

Tel 01344 775606
Fax 01344 762510

(I did not receive until 7/1)

24 December 2002

Dear Sir

RE: APPLICATION F/2002/8018 – DEVILS HIGHWAY

This application has just come to my notice.

I cannot comment on the site on which I understand four properties are proposed as I have not seen the plans. However, I wish to object as any such development can only increase traffic in Ravenswood Avenue, which is the subject of ongoing debate relating to safety and parking issues. These issues are fully documented in Application No F/2002/6270 (Ardwell House) which has been refused, although subject to appeal, for these reasons.

Yours faithfully

J R Tamsitt

Planning Services
Wokingham Unitary

Date	23/12/02
Case Officer	Natalie Brown
Location	Lane End, Devils Highway, Crowthorne
Proposal	Erection of 4 dwellings. Demolition of existing
Application Number	F/2002/8018

N.B. The Executive on the 4 December considered recommendations to modify the Local Plan. They agreed that the plan should be modified in accordance with the proposed modifications except for the following:

1. Minor changes to wording on Chatsworth Avenue
2. Further clarification on densities in Category B settlements following discussions with GOSE
3. Amendments to the Twyford Parking Zone
4. The Dowles Green housing site is to be split into 2 sites

In Line with regulation 29 of the T & CP (Development Plan) (Engalnd) Regs 1999, the Council will consult on the proposed modifications, this is expected to start on the 29 January 2003.

The following policies (as contained in the Modified Plan) are relevant to this application:

WOS1(b): Sustainable Development
WOS2: General Development Principles
WOS3: Development Control Principles
WBE1: Design and New Development
WH1A: Housing Development – Unidentified Sites
WH3A: Housing density
WH6: Variety of Housing
WH6A: Housing Design

The proposal is a previously developed piece of land located within the identified settlement of Crowthorne. Therefore, development is acceptable in principle under Policies WOS1(b) and WOS2. The proposal should however, be tested against Policies WOS3, WH1A, WH6A and WBE1. It should not lead to an adverse effect on the character and appearance of the area, neither should it have a detrimental effect on the amenities of the adjoining properties.

It should have satisfactory and safe access and should have no significant detrimental impact upon the highway safety along Devils Highway.

The proposal is a previously developed piece of land located within the identified settlement of Crowthorne. Therefore, development is acceptable in principle under Policies WOS1(b) and WOS2. It also complies with PPG3 (2000) which stresses the importance of concentrating additional housing on previously developed land within urban areas. The Consolidated Modified Local Plan classifies Crowthorne as a Category A settlement because it possesses a range of services, facilities and public transport opportunities that would permit residents to "*..occupy a reasonably self-contained community without the need to use a private motor car to reach those services in larger settlements*". It is in such settlements that the Council will seek new housing development.

Housing Density:

The net area of the site is 0.42ha, as the whole of the site is to be developed for housing and directly associated uses. Therefore, the net housing density proposed for the site is 9dph. This does not comply with WH3A: Housing Density, which requires a minimum density of 30 dph across the District. Furthermore, the site is located within 800m of the local centre on Dukes Ride; it therefore unfortunate

that a higher density has not been proposed, as PPG3 and WH3A, both seek a greater intensity of development (i.e. in excess of 50dph) at places with good public transport accessibility such as district and local centres.

Housing Mix:

Paragraph 5.17 of the WDLPDD suggests that applications should incorporate a mix of accommodation. The table below shows to what extent this application meets the suggested mix (as proposed to be modified).

No. of beds	% (para. 5.17)	No. of proposed dwellings	%
1&2 bed	Not less than 47%		
3 bed	21%		
4+ bed	Not more than 32%	4	100

This proposal does not comply with Policy WH6 as it fails to provide a variety of housing types.

Affordable Housing:

Policy WH7 (as proposed to be modified) requires up to 26% (25% under the Deposit Draft) of all new dwellings granted consent to be affordable, where the scheme is for 15 or more dwellings or of 0.5ha or more, in settlements with a population of greater than 3,000. The proposal consists of 4 units, so there is no affordable housing requirement. Even if the site were to be developed at a density of 30dph (13 dwellings), there would not be an affordable housing requirement.

Conclusions:

There are several policy objections to this application (proposed density and inadequate housing mix) which are not outweighed by any exceptions.

Debra Hammond
Policy and Plans

01344 777451

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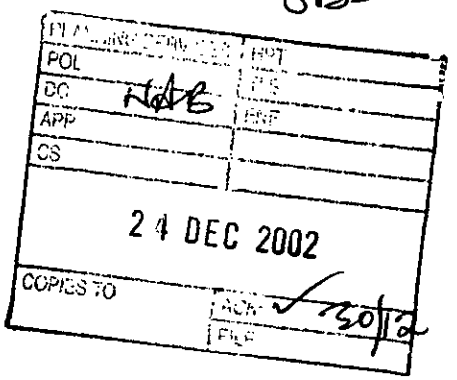

Natalie Brown
Environmental Services Dept.
Planning Services
Wokingham Unitary
P O Box 157
Shute End
Wokingham
RG40 1WR

22 December 2002

Dear Ms Brown

APPLICATION NO. F/2002/8018

I am writing with regard to the above planning application to build 4 new homes on the site at Lane End, Devils Highway, Crowthorne. We live in Tudor House, which is next door to Lane End, and have several reservations about the proposal, namely:

1) The site currently only has 1 house on it and so to build 4 homes will obviously greatly increase the traffic on what is a small unmade track. The new homes will be built at the end of this cul-de-sac so accentuating this problem.
2) There is the obvious inconvenience of living next to a building site for probably over a year, but our biggest concern is the damage that will be caused to the lane as a direct result of the amount of heavy traffic that will be using it. I believe a condition of the application, if it is granted, should be that the Developers will not just "put the road right" but more importantly, that they re-tarmac it from the East Berks Golf Club to the development. We have to contribute to the upkeep of the lane and so it is unfair to think the heavy plant using it will not cause a heavier toll of damage than a few cars and so it's the least they can do.
3) There is currently a hedge between our property and the existing premises which borders the walkway on their side, this maintains our privacy and we would appreciate if this hedge could be left in it's current form so as to ensure there is no intrusion into our privacy. The current drawings clearly indicate that the property on the right of the plan will overlook our garden and home including our bedroom window.

We would gratefully appreciate your assistance in ensuring these matters are considered as part of the proposed development.

If you would like to contact us with regard to our concerns then please call us on 01344 466777, alternatively I can be contacted on my mobile 07774 426900.

Yours sincerely

Richard Steer

Richard Steer

Tudor House, Devils Highway, Crowthorne, Berkshire, RG45 6BJ

Our Ref. **15713**
Your Ref. F/2002/8018
Date. 12 December 2002

64258

NAB

APP

CS

13 DEC 2002

COPIES TO

ACT

FILE

FAO Natalie Brown
Wokingham District Council
DX33506
WOKINGHAM

This matter is being dealt with by -
HPINDER

Dear Sir / Madam

TOWN AND COUNTRY PLANNING ACT 1990
Residential Development (1-20)

Lane End, Devils Highway
Crowthorne

I refer to your consultation received in this office on 03/12/2002

SEWERAGE

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

WATER

With regard to water supply, Thames Water Utilities Ltd., are unaffected by this development, and therefore have no comments to make.

Yours faithfully,

Admin
(For Technical Information Manager

RWE GROUP

Babtie Group
technical and
management
consultants

School Green
Shinfield
Reading
Berkshire RG2 9HL
Tel 0118 988 1555
Fax 0118 988 1666
reading@babtie.com

Babtie

Our ref Kgb02

Your ref As below

16th December 2002

PLANNING SERVICES	HP 66355
POL	TLS
DC NAB	ENF
APF	
CS	
17 DEC 2002	
COPIES TO	

Natalie Brown
Planning Services
Wokingham District Services
PO Box 157
Shute End
Wokingham
RG40 1WR

Dear Natalie,

APPLICATION F/2002/8018
Lane End, Devils Highway, Crowthorne

Regulation 4 Town and Country Planning (Applications) Regulations 1988
Request for further information

In line with advice contained in PPG16, Wokingham District Council Planning Policy WHE15 and 17 Development Affecting Archaeological Sites, Policy EN6 of the Berkshire Structure Plan, Policy LBE22 of the Loddon Area Local Plan. I would now advise you that the applicant should be required to provide further information relating to the archaeological impact of the proposed development. This should be achieved by means of an archaeological evaluation. This evaluation should be undertaken and reported on by a competent IFA registered archaeological contractor, ***before*** determination of this application, as per PPG16, Planning Applications, Paragraph 25:

"it would be entirely reasonable for the planning authority to satisfy itself before granting planning permission, that the developer has made appropriate and satisfactory provision for the excavation and recording of the remains."

I would advise you that the above application has potential archaeological implications. The site has the potential to contain Roman remains and consequently requires an archaeological evaluation to be undertaken in order to establish the potential impact of the development on any remains present.

Brief for archaeological evaluation enclosed, which should be forwarded to the applicant.

If you wish to discuss this matter, please contact me on 0118 988 1611.

Yours sincerely,

Elizabeth Rowe
Archaeologist

Group Offices:
Aberdeen
Aylesbury
Bedford
Belfast
Birmingham
Brighton
Cambridge
Cardiff
Chelmsford
Coventry
Croydon
Cumbria
Derby
Edinburgh
Exeter
Glasgow
Inverness
Ipswich
London
Manchester
Maidstone
Newcastle upon Tyne
Nottingham
Oxford
Preston
Reading
Telford
Wakefield

Ahmedabad
Dublin
Hong Kong
Hyderabad
Kuala Lumpur
Prague
Singapore

Babtie Group Ltd
Registered Office:
95 Bothwell Street
Glasgow G2 7HX
Registered in Scotland
No: 141100

Recycled Paper

Lane End, Devils Highway, Crowthorne

Brief for an Archaeological Evaluation & Hedgerow Assessment

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POL | TLS
DC | ENF
APP |
CS |
17 DEC 2002

Prepared For
Wokingham District Council
By
Babtie

Lane End, Devils Highway, Crowthorne
Brief for Archaeological Evaluation and Hedgerow Assessment

1 Introduction

1.1 This brief sets out the background and general conditions to enable a detailed specification for an archaeological scheme to be prepared and submitted for approval to the Principal Archaeologist of Babtie Group on behalf of Wokingham District Council. The brief is valid for six months only, after which time Babtie should be contacted. Specifications produced in accordance with this brief will be considered valid for the same period of time.

2 Site Location and Description

2.1 The site is located at Lane End, Devils Highway, at grid reference SU 8271 6424.

3 Planning Background

3.1 Planning application F/2002/8018, submitted to Wokingham District Council, proposes the erection of 4 dwellings. Demolition of the existing dwelling.

4 Archaeological Background

4.1 The property lies alongside the Roman Rd known as the Devils Highway. The proposed construction work may disturb archaeological remains associated with the road and possible associated roadside buildings.

5 Requirement for Work

5.1 In order to enable the planning authority to make an informed and reasonable decision on the planning application, further information on the archaeological remains is required. This will be obtained through a programme of archaeological evaluation encompassing the following stages:

- Hedgerow Assessment
- Evaluation trenching

6 Aims and Objectives

6.1 The aims and objectives of the evaluation are as follows:

(i) To determine or confirm the general nature of the remains present.

(ii) To determine or confirm the approximate date or date range of the remains, by means of artefactual or other evidence.

(iii) To determine or confirm the approximate extent of the remains.

(iv) To determine the condition and state of preservation of the remains.

(v) To determine the degree of complexity of the horizontal and/or vertical stratigraphy present.

(vi) To determine or confirm the likely range, quality and quantity of the artefactual evidence present.

(vii) To determine the potential of the site to provide palaeoenvironmental and/or economic evidence and the forms in which such evidence may be present.

7 Stages of Work and Techniques

7.1 The Project Specification will provide a clear statement of the archaeological objectives, detailing the relevant aims, objectives and recording strategies.

7.2 The general requirements of work are as follows:

Hedgerow Assessment

All existing archaeological information relating to an area up to 500m beyond the site boundary will be reviewed. The Hedgerow assessment should follow the guidelines as set out in the Hedgerows Regulations 1997.

The Hedgerow Regulations 1997 for determining important hedgerows (schedule 1 to the regulations) states that for a hedgerow to be historic' it must meet at least one of the following criteria.

'The hedgerow marks the boundary. Or part of the boundary, of at least one historic parish or township; and for this purpose, 'historic' means before 1850.'

The hedgerow incorporates an archaeological feature which is included in the schedule of ancient monuments under section 1 of the Ancient Monuments and Archaeological Areas act 1979 or recorded on a Sites and Monuments Record (SMR).

The hedgerow is situated wholly or partly within an archaeological site included or recorded as mentioned in paragraph 3.3 or on land adjacent to and associated with such a site; and is associated with any monument or feature on that site.

The hedgerow marks the boundary of a pre 1600 AD estate or manor recorded at that date in a SMR or in a document held at that date at a Record Office; or is visibly related to any building or feature of such an estate or manor.

The hedgerow is recorded in a document held at a document held at the relevant date at a Record Office as an integral part of a field system pre dating the Inclosure Act; or is part of, or visibly related to, any building or other feature associated with such a system, and that system: is substantially complete; or is of a pattern which is recorded in a document prepared

before the relevant date by a local planning authority, within the meaning of the 1990 Town and Country Planning Act, for the purposes of development control within the authority's area, as a key landscape characteristic.

The sources consulted in the literature survey shall be listed in the project specification. Relevant sources should be selected against the requirements of the specification. The main sources of information consulted should be:

- Wokingham Sites and Monuments Record
- Historic Mapping
- Published archaeological and historic literature

The literature survey shall be in line with the Standard and Guidance for Desk-Based Assessment issued by the IFA.

Evaluation trenching

A 10% sample of the entire site area will be excavated before any building works are carried out. The project specification must contain a plan of the trench layout.

(i) Any mechanical excavation will be carried out in such a manner as to avoid or minimise damage to the archaeological remains. All machinery used must be of an appropriate nature to suit the situation and be fitted with an appropriate bucket. All machine work must be directly supervised by an archaeologist.

(ii) Spoil should be scanned for artefacts, which should be recorded and retained.

(iii) Sufficient of the features located will be excavated by hand in order to fulfil the aims of the project specification, with reference to the general aims and objectives given above. This will be achieved through an agreed sampling strategy.

(iv) Care should be taken not to compromise the integrity of archaeological features or deposits which might better be excavated under the conditions pertaining to full excavation.

(v) The depth and complexity of the deposits across the whole site should be assessed. Written and drawn records shall be made of the stratigraphy of all trenches, even if no archaeological deposits have been identified.

(vi) Full written and drawn records of all excavated contexts shall be made in accordance with best archaeological practice. Archaeological deposits which are not excavated should be recorded to the maximum extent possible. Records shall include overall trench and site plans. All excavation and recording shall be in accordance with the IFA *Standard and Guidance for Field Evaluations.*

(vii) Recording, cleaning and conservation of finds should follow the IFA *Guidelines for Finds Work.*

(viii) Where human remains are encountered, they should initially be left in-situ and the coroner should be informed as soon as possible. Where their removal is necessary, an appropriate licence should be obtained from the Home Office.

(ix) A programme of soil sampling to recover palaeobotanical, palaeozoological and pedological evidence shall be undertaken as appropriate. The scope of the programme shall be agreed prior to work commencing. Specialist advice shall be sought as necessary and at least one visit to each site made by a relevant specialist during the course of the fieldworks on that site.

7.3 The project will be supervised on a daily basis by a competent archaeologist and managed on a regular, agreed basis by a Member of the Institute of Field Archaeologists registered with an appropriate area of competence.

8 Methods

8.1 The Project Specification will include a Method Statement detailing the methods and standards to be applied in the programme of evaluation, both field and post-field.

9. General Requirements

9.1 Staff structure must be agreed with Babtie Group. A list of key staff including sub-contractors/specialists with their qualifications and experience, will be provided. The use of unwaged staff, except where this is ancillary to an agreed minimum level of waged project staffing, is unacceptable.

9.2 All work on site will conform to the Health and Safety at Work Act. Site safety is the specific responsibility of the archaeological contractor.

9.3 The archaeological contractor will liaise with the site agent, foreman or other representative as appropriate, with regard to access, the timing of visits, and the health and safety requirements in force on the site.

9.4 All health and safety requirements in force on the site will be adhered to by the archaeological contractor's staff.

9.5 All reasonable precautions to ensure the security of the site will be taken, both to safeguard members of the public and to minimise the risk of damage to the archaeological resource through vandalism or theft.

9.6 The use of metal detectors on the site will be strictly controlled. In some circumstances, the use of reliable, reputable local machine users may be acceptable, subject to the approval of Babtie Group, adherence to the laws, policies and agreements covering ownership and deposition of finds from the site. All such activity should be carried out under archaeological supervision. All stratified finds will be excavated by an archaeologist and recorded three-dimensionally as part of the small-finds archive.

10 Timetable and Monitoring Arrangement

10.1 Details of timing should be the subject of discussion between the developer's representative, Babtie Group (the archaeological consultant for Wokingham District Council) and the archaeological contractor. A programme of works, monitoring, recording and access will be agreed in writing before the project commences.

10.2 Babtie Group will monitor the progress and quality of the work at intervals to be agreed. A representative of the archaeological contractor should be present at all monitoring inspections.

10.3 In order to facilitate the monitoring programme, the following will be required:

- a period of notice required to start site works following the award of the contract.
- a projected timetable of work on site.
- the contractor will notify the planning archaeologist and/or archaeological consultant when work commences, and at the start of agreed stages during the course of the project.

10.4 Monitoring is held to be complete only when the archive has been deposited and a suitable report presented in accordance with the brief and/or specification, and/or agreement on publication reached.

11 Site Archive

11.1 The site archive will contain all the data collected during the evaluation including records, finds and environmental samples. It should be quantified, ordered, indexed and internally consistent. Where the sample excavation has been preceded by other archaeological works on the same site, a single unified archive shall be prepared.

11.2 Adequate resources shall be provided during fieldwork to ensure that records are checked and internally consistent.

11.3 Archive consolidation shall be undertaken immediately following the conclusion of fieldwork.

11.4 The archive shall be assembled in accordance with the guidelines set out in English Heritage's 'Management of Archaeological Projects 2' (MAP2).

11.5 The integrity of the primary field record shall be preserved. Security copies in digital or fiche format shall be maintained where appropriate.

11.6 All finds (other than those of gold or silver) are the property of the landowner. The agreement of the landowner for the ownership of any finds to be transferred to an appropriate museum will be sought.

11.7 Provision shall be made for the deposition of archive and artefacts in the appropriate museum or other repository. The museum shall be advised of the proposed investigation before

excavation starts and the contractor shall adhere to any reasonable requirements they may have regarding conservation and storage of excavated material and archive. The archive shall be prepared in accordance with the guidelines published in *Guidelines for the preparation of Excavation Archives for long-term storage* (United Kingdom Institute for Conservation, 1990) and *Standards in the Museum care of archaeological collections* (Museum and Galleries Commission, 1994). Deposition shall take place after completion of the works.

12 Reporting Requirements

12.1 A report should be produced no later than 2 weeks after the completion of the fieldwork.

12.2 The report will address the aims and objectives of the evaluation.

12.3 An estimate of time and staff resources required for report production should be provided. This should include details of arrangements for specialist conservation and analysis of artefacts and ecofacts.

12.4 Details of style and format to be determined by the archaeological contractor. However, the report *must* have a front sheet providing the following information:

- Site name
- Grid Reference
- Site activity (eg Evaluation trenching, geophysical survey, fieldwalking, etc.
- Date and duration of project
- Site code
- Area of site
- Summary of results
- Monuments identified (this *must* be referenced to the RCHME Thesaurus of Monument Types)
- Location and reference of archive

12.5 It should also include:

(i) a summary of the project's background;
(ii) the site location;
(iii) a methodology;
(iv) a description of the project's results;
(v) an interpretation of the results in the appropriate context;
(vi) a summary of the contents of the project archive and its location (including summary catalogues of finds and samples);
(vii) site layout plans on an Ordnance Survey base, with the location of the trenches superimposed on the results of any earlier, non-intrusive surveys;
(viii) plans of each trench or area;
(ix) trench sections and feature sections;
(x) site matrices where appropriate and
(xi) a consideration of evidence within the wider setting.

13 Oasis Project Reporting

The Wokingham SMR is taking part in the pilot study for the *Online Access to Index of Archaeological Investigations* (OASIS) project. The overall aim of the OASIS project is to provide an online index to the mass of archaeological grey literature that has been produced as a result of the advent of large-scale developer funded fieldwork. **The archaeological contractor must therefore complete the online OASIS form at http://ads.ahds.ac.uk/project/oasis/.** If the archaeological contractor does not have internet access a paper copy of the form can be obtained from the Wokingham SMR, Babtie Group, School Green, Shinfield, Reading RG2 9HL. Contractors are advised to contact the Wokingham SMR prior to completing the form. Once a report has become a public document by forming part of a planning application, Wokingham District Council will place the information on a website. Please ensure that you and your client agree to this procedure in writing as part of the process of submitting the report to the Principal Archaeologist.

14 Standards

The project should be carried out to the highest professional standards and conform to the IFA *Code of Conduct and Code of Practice, Environmental archaeology and archaeological evaluations, Association for Environmental Archaeology 1995.* The IFA's *Code of approved Practice for the Regulation of Contractual Arrangements in Field Archaeology* will be applied throughout the selection procedure and contract period.

15 Publication and Dissemination

15.1 Two copies of the results will be supplied to the Wokingham SMR on the understanding that this will become a public document after an appropriate period of time (usually not exceeding six months).

15.2 The archaeological contractor will supply the SMR with a full set of catalogued slides taken during the projects, together with selected negatives, for future use in lectures, publications, or other publicity material.

16 Other Factors

16.1 The specification may be varied, subject to agreement between the contractor, the landowner/developer and Babtie Group, in response to significant discoveries during the evaluation process.

16.2 Once a satisfactory report has been submitted to Wokingham District Council, a completion notice will be issued to the applicant. The notice will confirm that the archaeological scheme of work has been completed and that it has complied to the brief and is of an acceptable standard. This notice has no statutory force, but if the work has been undertaken as part of a planning application, the planning authority may require it as proof of compliance with a planning condition or before they determine an application.

Wokingham Without Parish Council Consultation Sheet

Officer Natalie Brown

No F 2002 8018

Proposal erection of 4 dwellings. Demolition of existing dwelling.

Site Lane End, Devil's Highway, Crowthorne.

PLANNING SERVICES	
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10 DEC 2002

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	FILE

Committee's Comments

This council objects to this development: access along poor unadopted road used by disabled pedestrians; increased traffic nuisance to existing properties; danger at Dukes Ride junc., where inadequate parking; also increasing density on rural fringe.

Signed : _____
Clerk to Wokingham Without Parish Council

10 December 2002

1

PLANNING APPLICATION COMMENTS SHEET FOR F/2002/8018. (Case Officer:Natalie Brown)

WOKINGHAM UNITARY
Aiming for Excellence

PLEASE NOTE THAT **ALL** COMMENTS SUBMITTED ARE OPEN TO PUBLIC VIEW, **THIS INCLUDES THE APPLICANT.**

THINGS WE **CAN** TAKE INTO CONSIDERATION WHEN DETERMINING A PLANNING APPLICATION;
DESIGN, APPEARANCE AND LAYOUT.
HIGHWAY SAFETY.
RESIDENTIAL AMENITY (loss of attractive features within the locality; e.g. parks or woodland).
LOSS OF LIGHT.
OVERSHADOWING/OVERLOOKING (loss of privacy).
NOISE, DISTURBANCE, SMELL etc ONCE THE DEVELOPMENT IS IN USE (e.g. from a proposed restaurant, takeaway, public house or industrial unit).

PLANNING SERVICES RECEIVED
09 DEC 2002
11/12/02

THINGS WE **CAN'T** TAKE INTO CONSIDERATION WHEN DETERMINING A PLANNING APPLICATION;
PRIVATE PROPERTY ISSUES, FOR EXAMPLE BOUNDARY AND ACCESS DISPUTES.
LOSS OF VIEW OVER OTHER LAND.
EFFECT ON PROPERTY VALUES.
POTENTIAL INCONVENIENCE, NOISE AND DISTURBANCE CAUSED BY CONSTRUCTION WORKS.
MATTERS COVERED BY OTHER LAWS (e.g. alcohol, betting, restaurant, music licensing).
MATTERS SUBJECT TO MARKET COMPETITION (we can't refuse an application on the basis that its approval would harm other commercial activity of a similar nature in the area).
THE SPECULATIVE USE OF A DEVELOPMENT AFTER IT HAS BEEN BUILT.
RADIO OR TELEVISION INTERFERENCE CAUSED BY A DEVELOPMENT.
SUBSIDENCE TO NEIGHBOURING PROPERTIES.

COMMENTS CAN ALSO BE E-MAILED TO US AT: Development.Control@wokingham.gov.uk

COMMENTS ON APPLICATION: F/2002/8018

YOUR NAME: Hon. Mrs. J. Cohen

YOUR ADDRESS: (if these details are incorrect please amend)
OVERBROOK HOUSE DEVILS HIGHWAY
CROWTHORNE
BERKSHIRE
RG45 6BJ

PLEASE RETURN YOUR COMPLETED FORM TO:

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

I WISH TO (tick relevant box); OBJECT TO THE APPLICATION ☐
SUPPORT THE APPLICATION ☐ COMMENT ON THE APPLICATION ☑

Comments: (1) 3 houses would be more in keeping with rest of road - but no real objection.
(2) The road is unadopted and will need a lot work following the development - this is essential will object strongly if not guaranteed repair.
(3) Drainage - will it all go to main drainage at Edgewood Park via Shell

Continue over the page if more room required

stream cannot cope with any more water at all - aqui estadia

PLANNING APPLICATION COMMENTS SHEET
FOR F/2002/8018. (Case Officer:Natalie Brown)

2

WOKINGHAM UNITARY
Aiming for Excellence

PLEASE NOTE THAT **ALL** COMMENTS SUBMITTED ARE OPEN TO PUBLIC VIEW, **THIS INCLUDES THE APPLICANT.**

THINGS WE **CAN** TAKE INTO CONSIDERATION WHEN DETERMINING A PLANNING APPLICATION;
DESIGN, APPEARANCE AND LAYOUT.
HIGHWAY SAFETY.
RESIDENTIAL AMENITY (loss of attractive features within the locality; e.g. parks or woodland).
LOSS OF LIGHT.
OVERSHADOWING/OVERLOOKING (loss of privacy).
NOISE, DISTURBANCE, SMELL etc ONCE THE DEVELOPMENT IS IN USE (e.g. from a proposed restaurant, takeaway, public house or industrial unit).

PLANNING SERVICES	HPT
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09 DEC 2002	
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11/12/02

THINGS WE **CAN'T** TAKE INTO CONSIDERATION WHEN DETERMINING A PLANNING APPLICATION;
PRIVATE PROPERTY ISSUES, FOR EXAMPLE BOUNDARY AND ACCESS DISPUTES.
LOSS OF VIEW OVER OTHER LAND.
EFFECT ON PROPERTY VALUES.
POTENTIAL INCONVENIENCE, NOISE AND DISTURBANCE CAUSED BY CONSTRUCTION WORKS.
MATTERS COVERED BY OTHER LAWS (e.g. alcohol, betting, restaurant, music licensing).
MATTERS SUBJECT TO MARKET COMPETITION (we can't refuse an application on the basis that its approval would harm other commercial activity of a similar nature in the area).
THE SPECULATIVE USE OF A DEVELOPMENT AFTER IT HAS BEEN BUILT.
RADIO OR TELEVISION INTERFERENCE CAUSED BY A DEVELOPMENT.
SUBSIDENCE TO NEIGHBOURING PROPERTIES.

COMMENTS CAN ALSO BE E-MAILED TO US AT: Development.Control@wokingham.gov.uk

---

COMMENTS ON APPLICATION: F/2002/8018

YOUR NAME: E. SMITH

YOUR ADDRESS: (if these details are incorrect please amend)
LINTON HOUSE DEVILS HIGHWAY
CROWTHORNE
BERKSHIRE
RG45 6BJ

PLEASE RETURN YOUR COMPLETED FORM TO:

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

I WISH TO (tick relevant box); OBJECT TO THE APPLICATION ☐
SUPPORT THE APPLICATION ☐ COMMENT ON THE APPLICATION ☑

Comments:

MY ONLY COMMENTS ARE
THE ROAD IS UN-ADOPTED
THE COST OF REPAIRING THE ROAD IS
BORNE BY EACH HOUSE HOLDER.
THE HEAVY TRAFFIC THAT IS BOUND TO
TAKE PLACE WILL CREATE A GENERAL
DETERIORATION OF THE ROAD. GUARANTEES SHOULD
BE SOUGHT THAT THE ROAD WILL
BE REPAIRED BY THE
CONTRACTOR/BUILDER.

Continue over the page if more room required

Natalie Brown

From: Andy Glencross
Sent: 09 December 2002 16:06
To: Natalie Brown
Subject: PA F/2002/8018 Lane End Devils Highway Crowthorne

Hi Natalie

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. **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.**

In addition it would be good to improve the ditch crossing at the entrance as I imagine it is culverted at present. At worst it should be an oversized culvert.

Cheers

Andy Glencross
Countryside Officer (Biodiversity)
Wokingham District Council Countryside Service
Dinton Pastures Country Park
Davis Street
Hurst
Berkshire RG10 0TH
Tel: 0118 9342016

Natalie Brown

From: John Mullaney
Sent: 06 December 2002 10:00
To: Natalie Brown
Subject: Lane End, Devils Highway F/2002/8018

I have no objections to the proposal but would recommend that standard planning condition C070 regarding hours of work is attached should planning consent be granted.

John Mullaney
Senior Environmental Health Officer
Environmental Protection and Housing
Wokingham District Council
Tel. 0118 974 6766
Fax. 0118 974 6401
john.mullaney@wokingham.gov.uk
www.wokingham.gov.uk

TPO 788/1996

To:
Landscape and Trees

From: Natalie Brown

Date: 03 December 2002 05 DEC 2002

Application Number: F/2002/8018

Proposal: Proposed erection of 4 dwellings. Demolition of existing dwelling..

Site Address:
Lane End, Devils Highway, , Crowthorne.

Applicant:
Millgate Homes Ltd C/O The Edwards Irish P/Ship.

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

---

1. The trees on this site are included in Tree Preservation Order No. 788/1996.

2. In order to assess the impact on trees fully please ask the applicants to submit a full tree survey (BS 5837: 1991) and arboricultural implication study. This should include details of tree protection measures and any necessary tree works. It should also include a draft method statement outlining how development will be implemented without harming the trees (there is very little space available for positioning site huts, ~~and~~ & vehicles etc and for storage of topsoil, equipement, materials etc.).

Neil Etherington

9/12/02

~~To~~ From
Public Rights Of Way Officer
F A O Graham Barnwell

~~From~~ To
From: Natalie Brown

Date: 03 December 2002

Application Number: F/2002/8018

Proposal: Proposed erection of 4 dwellings. Demolition of existing dwelling..

Site Address:
Lane End, Devils Highway, , Crowthorne.

Applicant:
Millgate Homes Ltd C/O The Edwards Irish P/Ship.

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

No objection to this application

GB 13/12/2002 20031115.

GB.

Highways consideration of planning application.

TOWN AND COUNTRY PLANNING ACT

SECTION 78 APPEAL

APPELLANT: Millgate Homes Ltd

APPEAL SITE: Lane End, Devils Highway, Crowthorne

REASON FOR APPEAL: Refusal of application F/2002/8018 for the proposed erection of 4 dwellings and demolition of existing dwelling.

LOCAL PLANNING AUTHORITY REFERENCE: F/2002/8018

DEPARTMENT OF THE ENVIRONMENT, TRANSPORT AND THE REGIONS REFERENCE: APP/X0360/A/1116524

1.00 LOCATION AND SITE DESCRIPTION

1.01 The site is located within the settlement boundary of Wokingham Without, within a residential area. The northern and western boundaries of the site form the boundary between the settlement and countryside and is also the boundary with the adjacent golf course. Watercourses are also located along these boundaries. The site is accessed via a sub standard road.

1.02 See appendix 1 for 1:1250 site plan

2.00 RELEVANT PLANNING HISTORY

2.01 There are no previous applications relating to the redevelopment of the site.

2.02 On 17 March 2003, application F(2002/8018 (the subject of this appeal) was refused under delegated powers for the following reason:

"The proposed development would generate additional traffic on to the substandard access routes known as Ravenswood Avenue and The Devil's Highway, and this would adversely affect the safety of road users as a whole. Accordingly, it is considered that the proposal is contrary to policy LD5 of the Berkshire Structure Plan and policies WT7 and WT9 of the Wokingham District Local Plan (as proposed to be modified)."

2.03 Following the refusal of application (F/2002/8018), an application (F/2003/9257) was submitted in order to address highway concerns. The decision on this application is still pending.

3.00 POLICY BACKGROUND

3.01 The Development Plan which applies to the area in which the appeal site is located comprises the Berkshire Structure Plan and the South East Area Local Plan. The Wokingham District Local Plan (as agreed to be modified) will replace the adopted South East Area Local Plan. Relevant polices are found in appendix 2.

3.02 Berkshire Structure Plan

The Berkshire Structure Plan (1991-2006) was adopted on 4th November 1995 and is the statutory Structure Plan for the area.

LD5 – Transport Considerations in Dealing with Development Proposals

3.04 Wokingham District Local Plan (as proposed to be modified)

The Draft Wokingham District Local Plan was placed on deposit from 21st October to 2nd December 1997 and has formed the basis for development control decisions since 21st October 1997. The County Council issued a statement of general conformity with the structure plan in May 1997. The public local inquiry into the plan commenced on 6th October 1998. The Inspector's report on the local plan inquiry (with the exception of policy WSM1), was published by the Council on 22 November 2001. The Council has now considered the Inspector's reports and has agreed modifications. These were placed on deposit in spring 2003. The Council's Executive agreed on the 4 December 2002 that the Deposit Plan as agreed to be modified be implemented as the policy of the District Council for development control purposes with immediate effect.

WT7 – Road Safety

WT9 – Pedestrian Routes and Footpaths

4.00 THE CASE FOR THE LOCAL AUTHORITY

4.01 The case for the local authority is contained within the separate statement by the Highway Authority.

5.00 CONCLUSION

5.01 As outlined in the Highway Authority statement, it is considered that the proposed development would result in an increase in traffic using sub standard routes, which would have a detrimental impact upon highway safety and increase the risk of accidents to road users.

5.02 It is therefore respectfully requested that the appeal be DISMISSED.

6.00 SUGGESTED CONDITIONS IN THE EVENT PLANNING PERMISSION IS GRANTED

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

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

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.

   Reason: To ensure that the external appearance of the building is satisfactory.

3. The development shall not commence until details of all boundary treatment(s) has 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.

   Reason: To safeguard the visual amenities of neighbouring properties and the locality.

4. No development shall take place until a programme of archaeological work has been implemented in accordance with a written scheme for investigation which has been submitted to and approved in writing by the Local Planning Authority. The development shall only take place in accordance with the detailed scheme approved pursuant to this condition. The archaeological works shall be carried out by a suitably qualified investigating body approved in writing by the Local Planning Authority.

   Reason: To allow adequate archaeological investigation before any archaeological remains are disturbed by the approved development.

5. Prior to the commencement of the development hereby permitted (including any demolition), details of tree protection measures shall be submitted to and approved in writing by the Local Planning Authority. The protection measures shall not vary from the approved details.
   Reason: In the interests of the future health and amenity value of the trees on site.

6. Surface water 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
   (Note: The Environment Agency asks to be consulted on any details submitted in compliance with this condition)

7. There shall be no new development including hardstanding and fences within a buffer zone 5 metres wide alongside the stream on the western boundary of the site.
   Reason: To maintain the character of the watercourse and provide undisturbed refuses for wildlife using the river corridor.

8. The developer must not store materials within a buffer zone of 5 meters wide alongside the watercourses in site and should avoid gaining access in this zone. There must be no fires, dumping or tracking of machinery within the buffer zone which should be suitably marked and protected during development.
   Reason: To reduce the impact of the proposed development on the wildlife habitats upstream and downstream including bankside habitats.

9. 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.

Reason: To ensure that adequate parking space is available on the site, and reduce the likelihood of roadside parking.

10. No part of any building(s) hereby permitted shall be occupied or used until the vehicle parking space herein approved has been provided. The vehicle parking space shall be permanently maintained and used for no other purposes.

Reason: To ensure a satisfactory form of development and to avoid adverse *impact on the public highway in the interests of highway safety.*

11. Prior to the commencement of the development hereby permitted, a plan shall be submitted for approval in writing by the Local Planning Authority detailing turning area for vehicles (including service vehicles). The dwellings shall not be occupied until space has been provided within the curtilage for vehicles to turn so that they may enter and leave the site in a forward gear and this space shall thereafter be maintained at all times for this purpose.

Reason: In the interests of highway safety and convenience.

12. None of development hereby permitted shall commence until the scheme of highway works has been submitted to and approved in writing by the Local Planning Authority. No development shall commence until the approved scheme has been implemented and completed by the developer.

Reason: In the interests of highway safety and convenience.

APPENDICES

1. 1:1250 Site Plan
2. Berkshire Structure Plan and Wokingham District Local Plan (as proposed to be modified) Extracts

APPENDIX 1

APPENDIX 2

BERKSHIRE STRUCTURE PLAN 1991-2006

Adopted by Berkshire County Council 4 November 1995

December 1995
Price: £15.00

ISBN 1 85163 059 7

TRANSPORT REQUIREMENTS

4.17 In line with the County Council's intention to continue to develop an integrated approach to transport, it is important that the needs of all forms of transport are taken into account in dealing with proposals for development. Account also needs to be taken of:

(i) the aim of improving the overall level of safety on the transport network;

(ii) parking policies and standards; and

(iii) wider concerns to minimise traffic congestion which has adverse effects in the form of delay, air pollution, noise, visual intrusion and fuel consumption.

Transport Considerations in Dealing with Development Proposals

Policy LD5 **In considering proposals for development, the requirements of all users of transport will be taken into account, including the needs of the mobility handicapped.**

On and off-site provision of a standard appropriate to the nature and location of the proposed development and consistent with the integrated transport strategy needs to be made for :

(i) vehicular access and circulation;

(ii) parking;

(iii) public transport (including interchange facilities such as park and ride); and

(iv) facilities for pedestrians and cyclists.

Development will not be permitted where it is likely to give rise to serious problems of access, parking, road safety or traffic congestion.

Major development proposals should normally be located in areas which can be well served by public transport.

4.18 The distinction between major and small scale developments may vary in different parts of the County, but normally major developments will include those set out in paragraph 4.9 (i) to (iv).

WOKINGHAM UNITARY
Aiming for Excellence

WOKINGHAM DISTRICT LOCAL PLAN
DEPOSIT DRAFT

WITH PROPOSED MODIFICATIONS HIGHLIGHTED

Safety

0.38 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.~~ **The development control process gives the Council the opportunity to consider the road safety aspects of all new developments. All measures designed to improve safety must be carried out in an environmentally sensitive manner.**

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

10.40 ~~Although there has been opposition to traffic calming, the issue of excessive speed is a matter of great public concern, although generally resolution of the problem is outside the scope of land use planning. Speed is a major influence on the severity of accidents.~~ **The formation of certain vehicular cross-overs requires planning consent. In determining applications for cross-overs, the Council will pay particular attention to their implications for the safe flow of traffic and pedestrian safety. All schemes will be expected to provide adequate visibility.**

0.41A **The Council will seek to ensure that all new developments incorporating local or access roads are designed, in particular, to minimise speed and create safe conditions on the highway as well as an attractive environment. In the majority of cases this should be achieved by layouts and careful design, avoiding where possible the need to introduce superimposed features such as humps.** (M/10/25)

POLICY WT7: ROAD SAFETY

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

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

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

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

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

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

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

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

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

Street Lighting

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

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

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

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

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

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

10.46A **Wokingham district walks initiative is a joint sponsor of a community based research project aimed at promoting walking as opposed to the car. The main aims include the promotion of walking to school, commuting and to maintain and expand the 'its good to walk' scheme within the district. A comprehensive safer routes to school strategy which incorporates 70 schools has been established and is co-ordinated with the work on the health improvement programme. The types of measures being implemented and encouraged include toucan and puffin crossings, footway and cycleway improvements, school 'keep clear' markings and waiting restrictions to clear areas of parked vehicles and improve sight lines.** (M/10/30)

POLICY WT9: PEDESTRIAN ROUTES AND FOOTPATHS

IN ORDER TO REDUCE THE USE OF THE PRIVATE CAR AND ENCOURAGE WALKING, THE COUNCIL WILL SEEK TO SECURE CLEAR, DIRECT, PLEASANT, SAFE AND CONVENIENT ROUTES OF ADEQUATE WIDTH FOR PEDESTRIANS, WITH HIGH STANDARDS OF SIGNING, LIGHTING AND SURFACING WITHIN EXISTING DEVELOPMENT AND IN ADVANCE OF THE OCCUPATION OF NEW DEVELOPMENT.

~~IN APPROPRIATE CASES SPACE CURRENTLY USED FOR TRAFFIC CIRCULATION AND/OR ON STREET CAR PARKING WILL BE TRANSFERRED TO THE EXCLUSIVE USE OF THE PEDESTRIAN BY PAVEMENT WIDENING OR FULL PEDESTRIANISATION. THE COUNCIL WILL ALSO SEEK PROVISION FOR PEDESTRIANS IN NEW ROAD SCHEMES AND TRAFFIC MANAGEMENT MEASURES.~~

A HIGH PRIORITY WILL BE GIVEN TO PROVIDING ASSISTANCE TO PEDESTRIANS TO CROSS ROADS INCLUDING PELICAN AND PUFFIN CROSSINGS, TRAFFIC ISLANDS AND PEDESTRIAN REFUGES WHERE JUSTIFIED BY HIGH FLOWS, BY PROBLEMS OF SEVERANCE OR BY LACK OF SAFETY, AS WELL AS THE PROVISION OF FOOTPATHS IN AREAS OF DEMAND WHERE THEY DO NOT CURRENTLY EXIST.

~~IN ALL NEW DEVELOPMENT SUITABLE MEANS OF PEDESTRIAN ACCESS WILL BE PROVIDED FOR PEOPLE WITH MOBILITY PROBLEMS (SUCH AS THE ELDERLY, THOSE WITH PHYSICAL DISABILITIES AND THOSE ACCOMPANYING YOUNG CHILDREN) BOTH WITHIN THE DEVELOPMENT AND TO LINK WITH ADJACENT DEVELOPMENT.~~ (M/10/31)

Implementation: Through development control, ~~and~~ the annual capital programme of transport investment, ~~and~~ environmental improvement **and the Local Transport Plan Programme.**

Monitoring: Through road safety and accident monitoring, the Road Safety Plan, as **part of the Local Transport Plan process** ~~*Travel in Berkshire*~~, other transport statistics and surveys. (M/10/32)

Cycling

10.47 Cycling has an important role as part of the strategy of providing an alternative to the private car. In July 1996 the Government launched the National Cycling Strategy which sets targets for increasing cycle use. By 2002 the aim is to double

WOKINGHAM DISTRICT COUNCIL

TOWN AND COUNTRY PLANNING ACT 1990

APPEAL BY MILLAGTE HOMES LTD

PLANNING APPLICATION FOR THE PROPOSED ERECTION OF FOUR DWELLINGS ON LAND AT LANE END, DEVILS HIGHWAY, CROWTHORNE

PLANNING APPLICATION No. F/2002/8018

DETR REF : APP/X0360/A/03/1116524

STATEMENT BY THE HIGHWAY AUTHORITY

1 SCOPE OF EVIDENCE

1.1 The evidence provided within this statement addresses the Highway Authority's reason for refusal of Planning Application F/2002/8018 dated 17th March 2003, which stated the following:-

> ***1. The proposed development would generate additional traffic on to the substandard access routes known as Ravenswood Avenue and The Devil's Highway, and this would adversely affect the safety of road users as a whole.***

The proposal is therefore contrary to policy LD5 of the Berkshire Structure Plan, policy ST3 of the South East Area Local Plan and to policies WT7 and WT9 of the Wokingham District Local Plan (as proposed to be modified). (Appendix 1)

1.2 The application as submitted is for the erection of four dwellings, on land at the existing dwelling 'Lane End'. The site is situated 300 metres east of the junction Devils Highway/Ravenswood Avenue. Ravenswood Avenue then leads to Dukes Ride (B3348), Crowthorne (Appendix 2).

2 EXISTING SITUATION

2.1 Both the Devil's Highway and Ravenswood Avenue are Private Streets, which link to the main highway network via the Primary Distributor Road known as the B3348 Dukes Ride. Both are designated public footpaths.

2.2 Access to the appeal site is from The Devils Highway. The carriageway of Devils Highway is generally 3.0 – 3.5 metres in width. It has a verge of approximately 5 metres wide to the south (consisting of trees/posts/stones) and to the north of the carriageway are dense shrubs and trees. There is no street lighting or footways.

2.3 The carriageway of Ravenswood Avenue is generally between 5.2m and 5.8m wide with verges on either side. Towards its junction with Dukes Ride, Ravenswood Avenue experiences some on-street parking. There is no street lighting or footways and there are advisory 20 mph speed limit signs.

2.4 There has been no personal injury accidents recorded in the vicinity of the site or junctions during the past three-year period.

3 PROPOSAL

3.1 The proposed development will consist of an increase of 3 dwellings. Applying a typical traffic generation rate of 7 movements per dwelling per day, this will result in 21 additional vehicle movements per day along Ravenswood Avenue and The Devils Highway.

3.2 This will mean that the number of incidences when vehicles/pedestrians encounter vehicles at locations where the carriageway is either damaged or too narrow will increase.

The Devils Highway

3.3 Devils Highway is substandard in respect of width, with an average width of 3-3.5 metres along its length, with no formal passing-places (only entrances to private residences) and therefore does not allow two vehicles to pass safely.

3.4 'Places, Streets & Movements' states that the minimum width required for the free movement of traffic is 4.1 metres. Below 4 metres the carriageway will be too narrow for vehicles to pass safely except at very low speed and presents a danger to cyclists particularly in conjunction with larger vehicles. A minimum width of 4.8 metres is required to allow a service delivery vehicle and a car to pass safely. The lack of formal passing places means that this is not possible. (Appendix 3)

3.5 There is evidence to suggest that Devils Highway is not suitable to accommodate any additional traffic. The carriageway has a partially metalled surface and is in a poor state of repair. The surface is uneven with a number of potholes existing between the site and its junction with Ravenswood Avenue. Any increase in use will only result in parts of the carriageway deteriorating further.

3.6 It is also sub standard in terms of the lack of any footways or street lighting. Pedestrians and cyclists that choose to use Devils Highway would be vulnerable when passed by vehicles negotiating the narrow, uneven carriageway. Clearly, any increased conflict between pedestrians/cyclists and cars as a consequence of this proposal would not be in the interests of highway safety.

3.7 The development does not provide for any formal turning facility for service/delivery vehicles and visitors cars. Therefore vehicles may be forced to reverse along the narrow carriageway or try to turn in adjacent private entrances. This is not considered acceptable.

Ravenswood Avenue

3.8 As identified in The Berkshire Deisgn Guide and 'Places, Streets & Movement' a threshold of 25 dwellings is usually accepted as the change over between 'shared surface' cul-de-sacs with no specific pedestrian facilities and other access roads where footways or cycleways are required. Ravenswood Avenue currently serves over 50 dwellings, as well as East Berkshire Golf Club and Ravenswood Village.

3.9 Clearly, Ravenswood Avenue does not meet the current design criteria for a residential road and is considered to be substandard in terms of pedestrian facilities.

3.10 The surface of Ravenswood Avenue is also substandard. The carriageway is uneven and has experienced frequent repairs and patching. Recently many of potholes have been filled in, however this continuous patching only results in further deterioration once water gets into any cracks causing pot holes to form again.

3.11 Vehicles will try to avoid pot holes and negotiate the uneven surface. As a result they utilise the whole width of the road and this can leave pedestrians feeling very vulnerable with no safe margins on which to walk. When this is added to the considerable level of on-street parking that occurs to the south of Ravenswood Avenue it clearly presents a risk to highway safety.

3.12 As part of a recent appeal for development at Ardwell Lodge, which is served via Ravenswood Avenue, a pedestrian survey was carried out (Appendix 4). The survey showed pedestrian flows of 60 walking northbound and 47 walking southbound, between the hours of 0800 – 1800. This survey was taken during December and on a very cold day, and although this figure isn't low, there would usually be a much larger number of pedestrians using this route.

3.13 It is therefore clear that this is a popular route for pedestrians and a steady flow of pedestrians along Ravenswood Avenue and into The Devils Highway occurs.

4 CONCLUSION

4.1 The proposed development would result in an increase in traffic using the sub standard routes of Ravenswood Avenue and The Devils Highway. Furthermore, the proposal could set a precedent for further applications of a similar nature that would prove difficult to resist. Therefore, as the development if approved will have a detrimental impact on highway safety and increase the risk of accidents to road users, I respectfully ask that the appeal be dismissed.

Adam Coggins

20/06/2003

APPENDIX 1

RELEVANT POLICIES

POLICY WT7: ROAD SAFETY

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

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

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

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

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

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

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

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

Street Lighting

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

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

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

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

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

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

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

ALTERNATIVES TO THE PRIVATE CAR

POLICY WT9: PEDESTRIAN ROUTES AND FOOTPATHS

IN ORDER TO REDUCE THE USE OF THE PRIVATE CAR AND ENCOURAGE WALKING, THE COUNCIL WILL SEEK TO SECURE CLEAR, DIRECT, PLEASANT, SAFE AND CONVENIENT ROUTES OF ADEQUATE WIDTH FOR PEDESTRIANS, WITH HIGH STANDARDS OF SIGNING, LIGHTING AND SURFACING WITHIN EXISTING DEVELOPMENT AND IN ADVANCE OF THE OCCUPATION OF NEW DEVELOPMENT.

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Monitoring: Through road safety and accident monitoring, the Road Safety Plan, as part of the Local Transport Plan process ~~*Travel in Berkshire*~~, other transport statistics and surveys. (M/10/32)

Cycling

10.47 Cycling has an important role as part of the strategy of providing an alternative to the private car. In July 1996 the Government launched the National Cycling Strategy which sets targets for increasing cycle use. By 2002 the aim is to double the number of trips made by bicycle. It is the intention to raise the modal share of trips by cycle to 10% by 2012. The National Cycle Route ~~will cross the north of the District.~~ crosses the north of the district from Reading to Wargrave on the A4 and A321 and continues on to Maidenhead. (M/10/33)

10.48 Cycling is a potentially important, pollution free and healthy means of transport, which could be used for many short trips including journeys to school and work. Wokingham District is reasonably well suited to cycling since it is broadly flat with few steep inclines, especially in the well populated areas. Whilst ownership of cycles appears to be high, usage is low. This is because there is poor provision for cycling. The specific provision for cycling is very limited and some is of poor quality. It includes cycle routes and part of the Round Berkshire Cycle Route which mainly uses quiet routes. Increasing volumes of traffic have rendered many roads, especially at peak hours, unsuitable for cycling. Measures that reduce the volume

APPENDIX 2

SITE LOCATION PLAN

APPENDIX 3

PLACES, STREETS & MOVEMENT
(A COMPANION GUIDE TO DB32)
'Types of Road'

Types of road

In DB32 all streets have a designated road type with alternative carriageway widths related to different types of development. These road types can be varied according to the scale and location of a development.

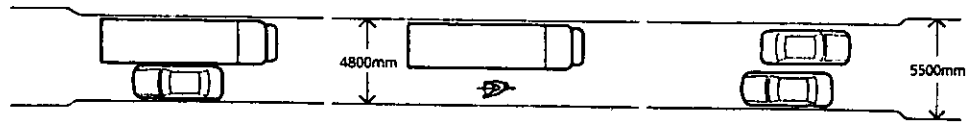
Road types need to be used as a part of the overall concept and detailed design for development. In most cases they should not be the leading factor in determining the form of development. If used as the starting point in the design, in isolation from considerations of place and context, they can lead to developments where the layout is dictated solely by the geometry and size of the road.

The carriageway widths quoted in DB32 are the minimum needed for the free movement of traffic (some delay is acceptable if, for instance, two removal vans meet). Areas for other functions of the street, such as parking or cycle lanes, should be included as an addition to the minimum widths.

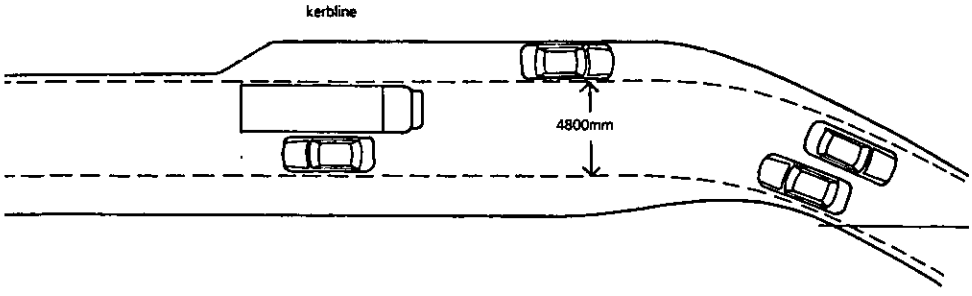
As a general guide it is suggested that the minimum width required for the free movement of traffic in residential areas be as follows:

	Around	Around	Up to around
No. dwellings served	50-300	25-50	25
Carriageway width (m)	5.5	4.8	4.1

This table applies mainly to the design of suburban housing areas. For urban areas reference should also be made to 'Transport in the Urban Environment' by the Institution of Highway and Transportation in Association with the then Department of Transport.



Typical example of minimum carriageway width.



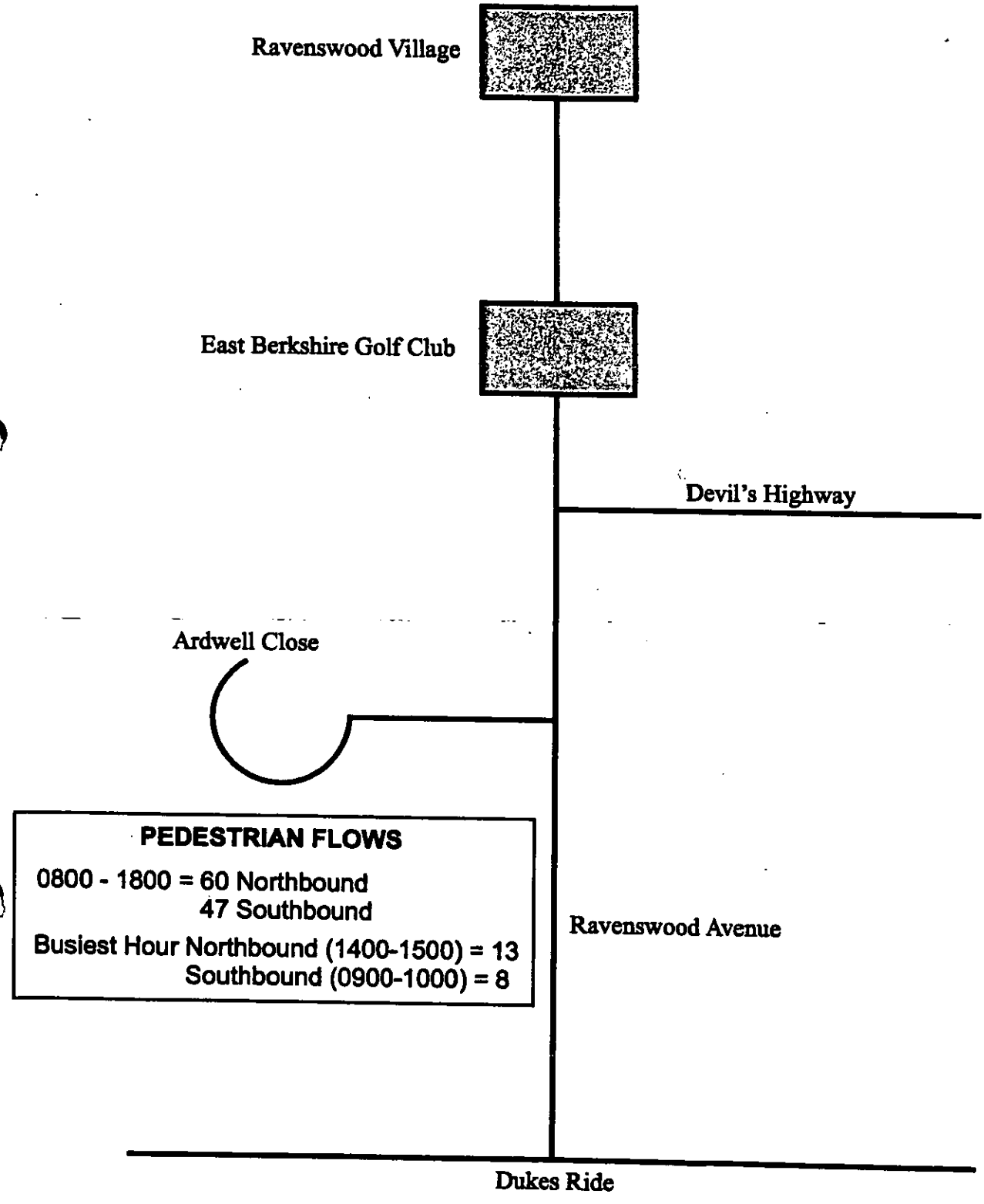
Zones for parking added to minimum width.

Line of kerb has traffic calming effect

Reference: DB32 p38 + p40

APPENDIX 4

PEDESTRIAN SURVEY



Scale: NTS	Client: Wokingham District Council	Job Title: Ardwell Close, Finchampstead	dfm consulting ltd	Job No: 0255
Date: 16/12/02	Drawing Title: Observed Pedestrian Flows 10/12/02			Fig. 2
Drawn: A.B.				

Lanes End
The Devils Highway
Crowthorne, Berkshire

Proof of Evidence

Project Ref: 13900

April, 2003

Application Number: F/2002/8018
Inspector Number:

Peter Brett Associates
Consulting Engineers

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Client:
N.S. Jackson
Land & Planning Director

Millgate Homes

Prepared by: Phil Brady

Checked by: Duncan Brodie

On behalf of Peter Brett Associates
Consulting Engineers

Peter Brett Associates disclaims any responsibility to the Client and others in respect of any matters outside the scope of this report. This report has been prepared with reasonable skill, care and diligence within the terms of the Contract with the Client and generally in accordance with ACE Conditions of Engagement (Agreement D) and taking account of the manpower, resources, investigations and testing devoted to it by agreement with the Client. This report is confidential to the Client and Peter Brett Associates accepts no responsibility of whatsoever nature to third parties to whom this report, or any part thereof is made known. Any such party relies upon the report at their own risk.

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4 GROUNDS OF APPEAL 6
5 EFFECT OF EXTRA TRAFFIC 8
6 ROAD IMPROVEMENTS 11
7 CONCLUSIONS 13

APPENDICIES

Appendix A – Notice of Refusal

Appendix B – Plan of Devils Highway Drawing Number LE1

Appendix C – Topographical Survey plan of the Devils Highway

Appendix D – Extract of DB32 paragraph 79-82

Appendix E – Letter from Appellants Solicitor, 28th March 2003

Appendix F – Letter from Highway Authority to Millgate Homes, dated 25th March 2003

1 INTRODUCTION

1.1 Witness Details

1.1.1 My name is Philip Daryn Brady. I hold an honours degree in Civil Engineering and I am employed as an Associate in the Transport Division at Peter Brett Associates (PBA).

1.1.2 I am a section leader responsible for a team dealing with a wide range of transport issues particularly relating to development and sustainable transport.

1.1.3 I have 15 years experience in this field, all served with PBA.

1.1.4 I am familiar with the site and the general area having lived in Berkshire all my life.

1.2 The Highway Authority

1.2.1 Wokingham District Council became a Unitary Authority on 1st April 1998 when Berkshire County Council ceased to exist. As from that date the District became The Highway Authority.

1.3 Company Details

1.3.1 Peter Brett Associates have been instructed by Millgate Homes to prepare this written representation for the appeal by Millgate Homes against the Local Planning Authority's decision to refuse planning permission for, "Proposed erection of 4 dwellings. Demolition of existing dwelling", at Lane End, Devils Highway, Crowthorne, Application Number F/2002/8018. PBA are a Consulting Engineering Practice based in Reading.

1.3.2 The practice has represented private clients and local authorities at appeals and local plan inquiries and is experienced in the planning application process and subsequent appeals.

2 APPEAL SITE AND SURROUNDINGS

2.1 The site is located at the eastern end of the Devils Highway. The Devils Highway runs in an east/west direction and at its western end the Devils Highway joins Ravenswood Avenue.

2.2 Ravenswood Avenue runs in a north/south direction. At its northern end it runs into the East Berkshire Golf Club. At its southern end if forms a "T" junction with the B3348 Dukes Ride. There is a local shopping areas in the vicinity and Crowthorne Station is close by.

2.3 Both Ravenswood Avenue and the Devils Highway are private streets; neither have been adopted by or are maintained by the highway authority.

2.4 The Devils Highway is a straight single track road. The majority of the road is about 3m in width but there are places where the road narrows to less than this. Access bellmouths to seven existing properties on the south side of the Devils Highway effectively serve as passing places. The road surface of the Devils Highway is potholed and loose in parts.

2.5 Ravenswood Avenue is a two way road serving residential properties on each side and also leading to the East Berkshire Golf Club at its northern end. The road surface is generally firm but there are potholes along its length.

3 REASON FOR REFUSAL

3.1 Notice of Refusal

3.1.1 Wokingham District Council issued a notice of refusal in respect of the Application No F/2002/8018 on 17 March 2003 (see Appendix A).

3.1.2 There was one reason for refusal and this is reproduced below:

1. The proposed development would generate additional traffic on to the substandard access routes known as Ravenswood Avenue and The devil's Highway, and this would adversely affect the safety of road users as a whole. Accordingly, it is considered that the proposal is contrary to policy LD5 of the Berkshire Structure Plan and policies WT7 and WT9 of the Wokingham District Local Plan (as proposed to be modified).

3.1.3 This written statement addresses the above reason for refusal.

4 GROUNDS OF APPEAL

4.1 Traffic Generation on the Devils Highway and Ravenswood Avenue

4.1.1 At present the Devils Highway serves to provide vehicular access to nine large properties including Lanes End.

4.1.2 TRICS is a computerised national database and trip rate analysis package for planning and development control purposes. It contains trip rate information for a variety of land uses, and is used extensively by highways and transportation engineers.

4.1.3 The existing houses along the Devils Highway are large detached houses and after interrogating the TRICS database I have adopted 7 vehicle trips two-way per day per dwelling as an appropriate trip rate to use. The existing 9 properties along the Devils Highway can therefore be expected to generate an average 63 total trips per day.

4.1.4 The property at Lanes End is proposed for demolition and replacement by 4 large detached houses; a net increase of 3 dwellings. These extra 3 properties can therefore be expected to generate on average 21 total trips per day.

4.1.5 There are some 50 existing dwellings served off Ravenswood Avenue, mostly large detached. These properties can therefore be expected to generate on average 350 total trips per day.

4.1.6 The East Berkshire Golf Club is an 18 hole course. It is a private course but welcomes visitors on weekdays on prior notification. Societies are catered for on Thursdays and Fridays only. The TRICS database contains trip rates for 19 private 18 hole golf courses in the south of England. The average weekday daily total trips is 275.

4.1.7 A summary of the above traffic generations is given below in Table 1.

Table 1

ROAD	EXISTING	NEW	EXISTING + NEW	% INCREASE
DEVILS HIGHWAY	63	21	84	33
RAVENSWOOD AVENUE	688	21	709	3

Notes: 1. Trips are average total daily trips
2. New trips are those resulting from the proposed development of the appeal site

5 EFFECT OF EXTRA TRAFFIC

5.1 Devils Highway

5.1.1 63 existing average daily total trips. 21 new average daily total trips as a result of proposed development of the appeal site. 33% increase in average daily total trips.

5.1.2 Wokingham District Council are preparing currently their own Design Guide on the Highway Aspects of Development Control, hence although out of date the previous countywide Berkshire Design Guide still offers a significant insight into the requirements for the development.

5.1.3 The fundamental issues are the width of the Devils Highway and the availability of the passing places which are accessible and suitable for vehicular use and not within the control of a third party.

5.1.4 The current design guide offers an insight into the requirements for such a road, being defined as a single-track road as set out below,

1. It should be a minimum of 3m in width;
2. No parking or frontage access;
3. The two ends are intervisible, with two way operation at each end;
4. If the narrowing covers a length of greater than about 45m passing places shall be necessary;
5. If 50 dwellings are served an alternative access or loop road design is required.

In principle the current link only fails to confirm to point 1, in that the majority of the road is around 3m, but there are places, where the road narrows to less than this.

5.1.5 The actual width of the Devils Highway is in the order of 12m. It is only the paved drive which is around 3m wide. Generally the paved drive is bounded by grass verge on the south side and bushes and trees on the northern side.

5.1.6 Design Bulletin 32 "Residential Roads and Footpaths Layout Considerations", first edition, published by HMSO contains in its Appendix 4 studies of delays to traffic on single lane carriageways with passing places. It suggests that for two way flows of up to 100 vph two passing places within 180m (ie a separation of 60m, centre-to-centre are sufficient). For higher flows of up to a two-way-total of 300 vph three passing places are probably necessary (separation of 45m, centre-to-centre).

5.1.7 The two way flows on the Devils Highway with the proposed development implemented on the appeal site will be 84 vehicles per day. This equates to about 8vph in peak hours (assuming that peak hour flows are about 10% of daily flow; this is a factor in general use and bourne out by TRICS data).

5.1.8 It can be seen therefore that the traffic capacity of the Devils Highway is more than adequate to accommodate the extra traffic from the appeal site, assuming that sufficient passing places are available.

5.1.9 Indeed, the reason for refusal does not raise the traffic carrying capacity of the Devils Highway as a problem, only its substandard nature.

5.1.10 The individual property access bellmouths on the south side of the Devils Highway (see Appendix B) are sufficient to allow a car to pull into to allow another oncoming vehicle to pass. The spacings of the passing places are 46m, 28m, 38m, 17m, 50m, 33m, 27m (from west to east and including the eastern end of the Golf Club Car Park). Only one spacing at 50m is greater than the about 45m mentioned in the Berkshire Design Guide, the other spacings are all less than the 45m guide spacing. At an average spacing of 45m, 5 number passing places would be required. In fact 7 number passing places are available, and this will further ease vehicular movements along the Devils Highway.

5.1.11 A topographical survey of the Devils Highway has been carried out since the notice of refusal was issued, and the survey drawing is included as Appendix C.

5.1.12 It can be seen that the depth of the passing places plus the width of the carriageway of the Devils Highway at each passing place location is always greater than 4.8m. 4.8m is the width at which a refuse vehicle and a car can pass easily. Two cars can pass easily within a width of 4.1m. These widths are recommended in DB32 paragraphs 79-82 and the extract is reproduced in Appendix D.

5.1.13 I consider that after taking account of, the guidance in the Berkshire Design Guide and DB32, and also the size of the development proposals for the appeal site (a net gain of only three dwellings) with its associated traffic generation, the Devils Highway can accommodate the extra traffic from the appeal site without any adverse effect on the safety of road users as a whole.

5.2 Ravenswood Avenue

5.2.1 688 existing average daily total trips. 21 new average daily total trips as a result of proposed development on the appeal site. 3% increase in average daily total trips.

5.2.2 This traffic increase is minimal and cannot be associated with adverse effect on the safety of road users as a whole, as the Notice of Refusal contends.

5.2.3 The Highway Authority accepts that the traffic likely to be generated by the proposed development is minimal given the amount of traffic which already uses Ravenswood Avenue, but comments that the proposal would still nevertheless result in more traffic using Ravenswood Avenue (see Appendix F).

5.2.4 I maintain that the increase is negligible as demonstrated by the traffic generation analysis above.

6 ROAD IMPROVEMENTS

6.1 The Devils Highway

6.1.1 The appellant recognises the deficiencies in the road surface of the Devils Highway and is willing to fill the potholes and resurface the whole length of the existing carriageway once construction has been completed. The narrow carriageway of the Devils Highway adds to the rural character of the locality and the appellant does not feel that more extensive widening is justified or desirable in the circumstances.

6.1.2 The appellant's solicitor has confirmed that the title associated with Lanes End (the appeal site) states that the property has the benefit of rights of way over Ravenswood Avenue and the Devils Highway subject to making good and repairing any damage caused by the exercise of these rights. (See Appendix E).

6.1.3 The right extends to using the passing spaces being part of the drives of the various properties fronting the Devils Highway. It follows that the owner of the property would be entitled to resurface the two roads and indeed these passing spaces should this be required to facilitate access to the property.

6.1.4 It is clear therefore that the appellant will be able to carry out the repair works to the carriageway of the Devils Highway as described above.

6.1.5 The appellant is also willing to provide a turning facility within the appeal site for general use. Although this matter was not on the reason for refusal, it addresses a concern of the highway authority (see Appendix F).

6.1.6 The above improvements will be of general benefit to all users of the Devils Highway, existing as well as those travelling to and from the appeal site.

6.1.7 The improvements to the carriageway of the Devils Highway are not such as would bring the highway up to adoptable standards, but are the sort of low key maintenance works which are carried out from time to time by residents in a private road.

6.2 Ravenswood Avenue

6.2.1 Even though the proposed development on the appeal site will only result in a negligible amount of extra traffic on Ravenswood Avenue, the appellant is willing to fill the potholes in the road.

6.2.2 Again these works will be of general benefit to all users of Ravenswood Avenue, existing as well as these travelling to and from the appeal site.

6.3 Conditions

6.3.1 If the Inspector is minded to allow the appeal the appellant is willing to accept conditions to the following effect:

i. No dwelling shall be occupied until the repair works to the carriageways of the Devils Highway and Ravenswood Avenue have been completed; namely the filling in of the potholes and the resurfacing of the carriageway of the Devils Highway and the filling in of the potholes on Ravenswood Avenue.

ii. No dwelling should be occupied until a turning facility within the appeal site for general use has been provided. The turning facility shall therefore be kept available for general use at all times.

6.3.2 Both conditions are appropriate in the interests of road safety.

7 CONCLUSIONS

7.1 The deficiencies of the carriageway of the Devils Highways can be dealt with by filling in the potholes and resurfacing the carriageway.

7.2 The appellant is willing to carry out these works and is able to do so.

7.3 Traffic from the appeal site can use the access bellmouths of other properties along the Devils Highway as passing places.

7.4 The Devils Highway can accommodate the traffic from the appeal site plus existing traffic.

7.5 The appellant is willing and able to provide a turning space for general use within the site.

7.6 The appellant is willing and able to fill the potholes in Ravenswood Road even though the extra traffic resulting from the appeal site is minimal.

7.7 I contend that the works set out above will be of general benefit to all road users and that the additional traffic from the appeal site will not adversely effect the safety of road users as a whole.

7.8 The appellant is willing to accept conditions as mentioned in Section 6.

7.9 The Inspector is requested respectfully to allow this appeal.

Appendix A

WOKINGHAM DISTRICT COUNCIL

TOWN AND COUNTRY PLANNING ACTS

Notification of Refusal of Permission

Millgate Homes Ltd
C/O The Edwards Irish Partnership
36 Langborough Road
Wokingham
Berks
RG40 2BT

Application Number: F/2002/8018

Parish:	**WOKINGHAM WITHOUT**
Location:	**Lane End, Devils Highway, Crowthorne.**
Proposal:	**Proposed erection of 4 dwellings. Demolition of existing dwelling.**

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

Reasons

1. The proposed development would generate additional traffic on to the substandard access routes known as Ravenswood Avenue and The Devil's Highway, and this would adversely affect the safety of road users as a whole. Accordingly, it is considered that the proposal is contrary to policy LD5 of the Berkshire Structure Plan and policies WT7 and WT9 of the Wokingham District Local Plan (as proposed to be modified).

Informatives

1. This refusal is in accordance with the following drawings:

1536/01B: 1:200 site plan, received by the Local Planning Authority on 4 February 2003.
1536/02A: 1:100 elevations and floor plans (plot 2), received on 28 November 2002.
1536/03A: 1:100 elevations and floor plans (plot 3), received on 28 November 2002.
1536/04A: 1:100 elevations and floor plans (plot 1), received on 28 November 2002.
1536/05A: 1:100 elevations and floor plans (plot 4), received on 28 November 2002.
4916/01: 1:200 arboricultural plan, received on 12 February 2003.
IJK/4916/ms: tree survey, received by the Local Planning Authority on 4 February 2003.

T. G Watson

Trevor Watson
Development Control Manager
Date: 17/03/2003

Notice checked by: _____

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

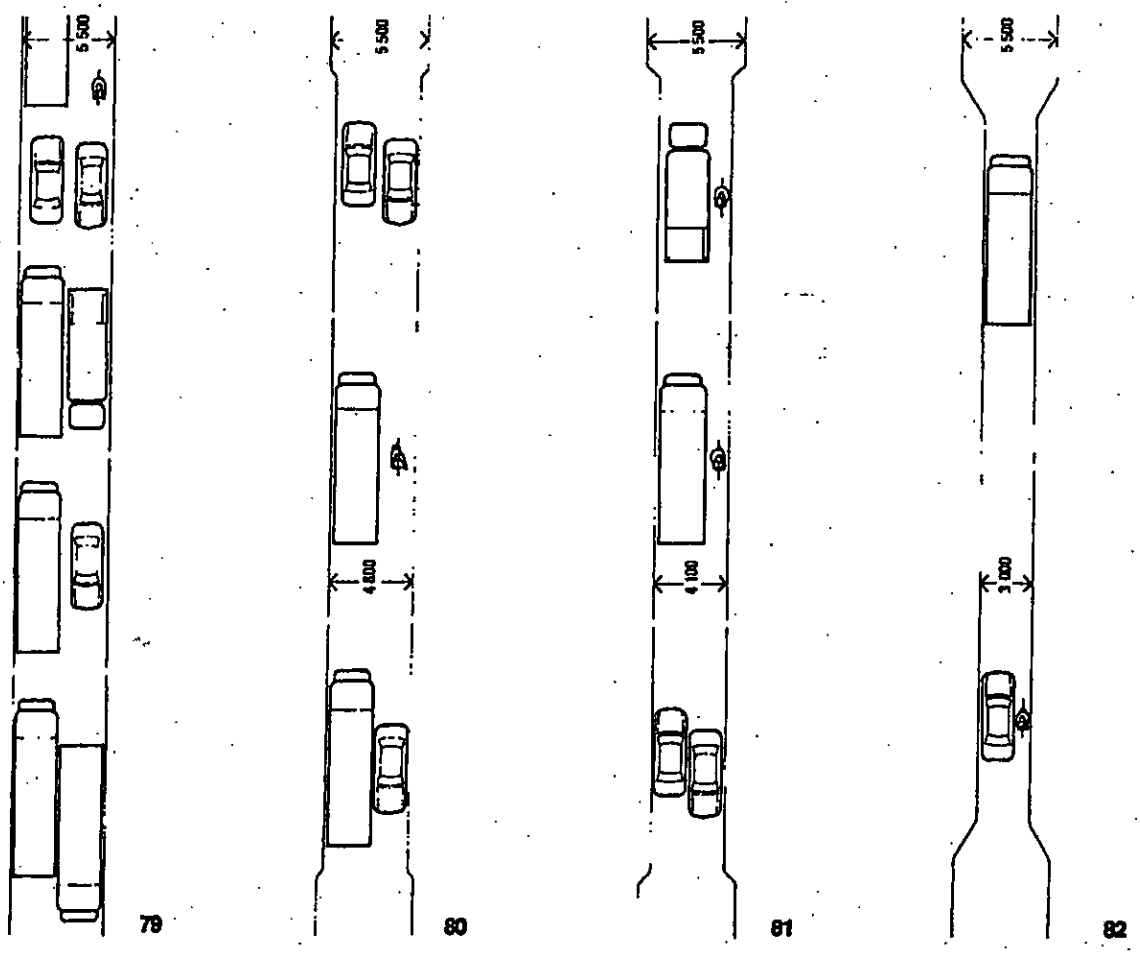
Appendix B

Appendix C

Appendix D

3.07 Verges should be designed to take into account any requirements for services underground, clearances for vehicles to overhang or provision for trees and shrubs to be planted.

3.08 The layout and dimensions of on-street parking spaces, parking bays and forecourts in grouped parking areas and parking spaces within dwelling curtilages should ensure they are convenient to use. Grouped parking bays should be demarcated to help avoid the waste of space and obstructions that can be caused by indiscriminate parking.



79 80 81 82

Carriageways

Vehicles

3.09 The dimensions of carriageways, junctions and turning spaces must be determined in part by the size and geometric characteristics of vehicles. Not all types of vehicles are likely to use residential roads, and those which do may not need access to all parts of a site. For such reasons a range of vehicle types and their turning and manoeuvring characteristics are given in Appendix 1. They have been chosen from studies of the types of vehicles which may generally be expected to use residential roads.* Each vehicle represents the larger size range of its type and residential roads designed to accommodate them should therefore be more than adequate for the majority of other vehicles.** The space required for vehicles to move and manoeuvre will also be influenced by the context in which they operate and the additional factors outlined below will need to be considered.

Tolerances

3.10 The ease, and hence the speed, with which vehicles may move along carriageways depends in part upon the tolerances available both between vehicles and between vehicles and kerbs. On distributor roads where ease of traffic flow is of high priority and where drivers will normally expect to be able to proceed at speeds of up to 30mph carriageway widths will need to be in accordance with the recommendations given in Roads and Traffic in Urban Areas.[45]

3.11 On residential roads however, where traffic flows are light and where journey distances are short, drivers may be expected to accept smaller tolerances consistent with the aim of restraining vehicle speeds and encouraging careful driving.

3.12 Whether or not smaller tolerances will cause unacceptable delay, reduce safety, or result in damage to footways and verges, will depend upon the types and volumes of traffic, the design of the carriageway surrounds and the distances over which drivers have to proceed. Such factors may vary considerably within a layout. The tolerances provided by various carriageway widths for the vehicles listed in Appendix 1 are shown in Figures 79-82.

3.13 As indicated in Figure 79, a width of 5.5m is normally required to enable the largest vehicles to pass each other. Most vehicles, however, will be private cars and traffic capacity will rarely be a critical issue even in larger schemes. For example a 5.5m carriageway collecting traffic from around 300 dwellings is likely to have a capacity far greater than that required, even at peak times. Such spare capacity should enable carriageways to be narrowed in places to reduce the road area and its visual impact, preserve existing features such as trees or to complement speed restraints (see Section 2).

79 *A 5.5m width allows all vehicles to pass each other, with an overall tolerance of 0.5m for the largest vehicles but with ample clearance for all others. Given the infrequency of large vehicles on residential roads, this width will normally be the maximum required to cope with residential traffic. Below 5.5m the carriageway will be too narrow for the free movement of large service vehicles such as pantechnicons. Where such vehicles are allowed access passing places may be required. The carriageway width required between passing places will then depend upon the combinations of vehicle types expected; the frequency with which vehicles may meet each other and the delay which may be caused to traffic movement. These factors may be expected to vary with traffic volume.*

80 *At 4.8m the carriageway will allow a wide car to pass a large service vehicle such as a pantechnicon with an overall tolerance of 0.5m, and traffic may therefore still be regarded as being in free flow.*

81 *At 4.1m the carriageway will be too narrow for large service vehicles such as a pantechnicons to pass vehicles other than cyclists. It does however allow wide cars to pass each other with a tolerance of 0.5m. Hence, while being more restrictive on the movement of large vehicles, a width of 4.1m will still provide two-way flow for the majority of residential traffic. Below 4m the carriageway will be too narrow for private cars comfortably to pass each other except at very low speed and may be uncomfortable for cyclists in conjunction with large vehicles. Widths of less than 4m therefore should be regarded as catering only for single-file traffic.*

82 *The choice of width below 4m will depend largely upon the frequency and ease with which cyclists and cars may need to pass each other. It is suggested that 3m be regarded as the minimum width between passing bays on a single-track system, but where narrow sections are introduced solely as pinch points a width of 2.75m will normally be adequate to allow all vehicles to pass through on their own. Widths below 2.75m may, however, be considered where private cars only are allowed access, for example in driveways. In such circumstances clearances will be necessary to allow passengers and drivers to get out of the vehicle at rest.*

* The vehicles illustrated in Appendix 1 do not include the largest delivery vehicle which could theoretically be used. For example, rigid vehicles can be constructed up to 12m long with a 7.5m wheelbase. Because of their size and onerous turning and manoeuvring requirements such vehicles are likely to be used primarily for inter-depot long-distance travel rather than for domestic deliveries, and have therefore not been taken into account in this bulletin. Also, Appendix 1 does not include examples of buses. Local public transport operators should be consulted about the turning and manoeuvring characteristics of the buses they propose to use. Dimensional data for buses is also available in 'Roads and Traffic in Urban Areas' and in Local Transport Note 1/91.[43]

** A possible exception to this is the fire appliance. The vehicle selected is of the type normally used for dwellings with floor levels up to 9m above ground. For medium and high-rise developments turn-table ladders and/or hydraulic platforms may be required. Such vehicles will have larger turning and manoeuvring requirements and it is essential to consult the local fire service (See also Fire Prevention Note 1/70).[44]

Appendix E

Penman Johnson
SOLICITORS

5 George Street
Watford
Herts WD18 0SQ
Telephone (01923) 225212
Fax (01923) 223522
DX 4509 Watford

Email: pbutler@penmanjohnson.com

N S Jackson Esq
Millgate Developments Limited
Millgate Court
Terrace Road North
Binfield
Berkshire
RG42 5HZ

OUR REF: PRB/GG/M1013

YOUR REF:

DATE: 28 March 2003

Dear Mr Jackson

Purchase of Lane's End Devils Highway Crowthorne

I enclose a copy of the Land Registry plan for title BK224804 which relates both to Ravenswood Avenue and the Devil's Highway. This was the plan used by the owner of Lane's End to support her application for there to be noted on her title a right to use Ravenswood Avenue and the Devil's Highway to give access to her property. That application has now been completed and the title states that the property has the benefit of rights of way over these two roadways subject to making good and repairing any damage caused by the exercise of such rights.

The right extends to using the passing spaces being the drives of the various properties fronting the Devil's Highway in so far as they fall within the land edged red on this plan. It follows that as owner of the property you would be entitled to resurface the two roads and indeed these passing spaces should this be required to facilitate your access to the property.

Yours sincerely

P R Butler

Partners: Paul Butler MA Ian Avent BA* Julie Windsor LLB Jacqueline Alderton LLB BCL Deborah Harris MA**
Associates: Anthony Browne Michelle Spill LLB

*Deputy District Judge and Member of the Law Society's Children Panel **Member of the Law Society's Personal Injury Panel

Regulated by the Law Society

Appendix F

Tel: 0118 974 6323 (Direct Line) Fax: 0118 974 6313
Email: keith.rogers@wokingham.gov.uk
Date: 25 March 2003
My ref: KR/DF/20035172
Your ref: NSJ/SC/61
File ref: Planning WWO

WOKINGHAM UNITARY
Aiming for Excellence

Environmental Services Department
Engineering Services
P.O. Box 153
Shute End, Wokingham
Berkshire RG40 1WL
Tel: (0118) 974 6000
Minicom No: (0118) 977 8909
DX: 33506 – Wokingham

Mr N S Jackson – Land & Planning Director
Millgate Homes
Millgate Court
Terrace Road North
Binfield
Berkshire RG42 5HZ

RECEIVED
27 MAR 2003

Dear Mr Jackson

FOUR NEW HOUSES – LANES END, THE DEVILS HIGHWAY, CROWTHORNE
REF: F/2002/8018

I refer to your letter dated 14th March 2003 and also to our subsequent telephone conversation on 21st March 2003.

With regard to 'The Devils Highway' the Council is concerned about the narrow width and the poor construction of the road and also the fact that there is no formal turning facility for service/delivery vehicles and visitors cars.

While Ravenswood Avenue is equally in poor condition I accept that the traffic likely to be generated by the proposed development is minimal given the amount of traffic which already uses that road. However, the proposal would still nevertheless result in more traffic using Ravenswood Avenue.

We discussed the possibility of a turning facility (for use by all) being provided within the proposed development site. Also I am not convinced that the proposed surfacing of 'The Devils Highway' would be adequate. In addition there is some doubt as to whether your company could legally undertake such off-site works and there is also a query as to what the future maintenance arrangements would be for the road to ensure the same is maintained in reasonable repair in perpetuity.

I understand that planning permission for the proposal has now been formally refused.

Yours sincerely

Keith Rogers
Team Leader – Highways Development Control

17 May 1996

Town and Country Planning Act 1990

THE WOKINGHAM DISTRICT COUNCIL

(PARISH OF WOKINGHAM WITHOUT)

TREE PRESERVATION ORDER NO. 788/1996

(Emergency Order Made in accordance with Sections 198 and 201 of the Act)–

Relating to trees on land north of Linkway, Edgcumbe Park, Crowthorne, Berkshire

IMPORTANT - THIS COMMUNICATION AFFECTS YOUR PROPERTY

TOWN AND COUNTRY PLANNING ACT 1990

WOKINGHAM DISTRICT COUNCIL

PARISH OF WOKINGHAM WITHOUT

TREE PRESERVATION ORDER NO. 788/1996

The Wokingham District Council (in this Order called 'the Authority') in pursuance of the powers conferred in that behalf by Sections 198 and 201 of the Town and Country Planning Act 1990 and subject to the provisions of the Forestry Act, 1967, hereby makes the following Order:-

1 In this Order -
'the Act' means the Town and Country Planning Act, 1990; 'owner' in relation to any land, means a person, other than a mortgagee not in possession, who, whether in his own right or as trustee for any other person, is entitled to receive the rack rent of the land or, where the land is not let at a rack rent, would be so entitled if it were so let; and 'the Secretary of State' means the Secretary of State for the Environment.

2 Subject to the provisions of this Order and to the exemptions specified in the Second Schedule hereto, no person shall, except with the consent of the Authority and in accordance with the conditions, if any, imposed on such consent, cut down, top, lop, uproot, wilfully damage or wilfully destroy or cause or permit the cutting down, topping, lopping, uprooting, wilful damage, or wilful destruction of any tree specified in the First Schedule hereto or comprised in a group of trees or in a woodland therein specified, the position of which trees, groups of trees and woodlands as defined in the manner indicated in the said First Schedule on the map annexed hereto which map shall, for the purpose of such definition as aforesaid, prevail where any ambiguity arises between it and the specification in the First Schedule.

3 An application for consent made to the Authority under Article 2 of this Order shall be in writing stating the reasons for making the application, and shall by reference, if necessary to a plan, specify the trees to which the application relates, and the operations for the carrying out of which consent is required.

4 (1) Where an application for consent is made to the Authority under this Order, the Authority may grant such a consent either unconditionally, or subject to such conditions (including conditions requiring the replacement of any tree by one or more trees on the site or in the immediate vicinity thereof), as the Authority may think fit, or may refuse consent. Provided that where the application relates to any woodland specified in the First Schedule to this Order the Authority shall grant consent so far as accords with the principles of good forestry, except where, in the opinion of the Authority, it is necessary in the interest of amenity to maintain the special character of the woodland or the woodland character of the area and shall not impose conditions on such consent requiring replacement or replanting.

(2) The Authority shall keep a register of all applications for consent under this Order containing information as to the nature of the application, the decision of the Authority thereon, any compensation awarded in consequence of such decision and any directions as to replanting of woodlands, and every such register shall be available for inspection by the public at all reasonable hours.

5 Where the Authority refuse consent under this Order or grant such consent subject to conditions, they may, when refusing or granting consent, certify in respect of any trees for which they are so refusing or granting consent that they are satisfied:-

(a) that refusal or condition is in the interests of good forestry; **or**

(b) in the case of trees, other than trees comprised in a group of trees or in a woodland, and that the trees have an outstanding or special amenity value; **or**

(c) in the case of trees which are comprised in a group of trees or in a woodland, that the trees or the woodland, as the case may be, has an outstanding or special amenity value,

but a certificate shall not be given in the case of trees falling within (c) above if the application in respect of them has been referred by the Forestry Commissioners under section 15(1)(b) or 15(2)(a) of the Forestry Act 1967(c).

6. (1) Where consent is granted under this Order to fell any part of a woodland other than consent for silvicultural thinning then unless-

(a) such consent is granted for the purpose of enabling development to be carried out in accordance with a permission to develop land under Part III of the Act; **or**

(b) the Authority with the approval of the Secretary of State dispense with replanting

the Authority shall give to the owner of the land on which that part of the woodland is situated a direction in writing specifying the manner in which and the time within which he shall replant such land and where such a direction is given and the part is felled the owner shall subject to the provisions of this Order and Section 203 and 204 of the Act, replant the said land in accordance with the direction.

(2) Any direction given under Paragraph (1) of this Article may include requirements as to -

(a) species;
(b) number of trees per acre;
(c) the erection and maintenance of fencing necessary for protection of the replanting;
(d) the preparation of ground, drainage, removal of brushwood, lop and top; **and**
(e) protective measures against fire.

7. On imposing any condition requiring the replacement of any tree under Article 4 of the Order, or on giving a direction under Article 6 of this Order with respect to the replanting of woodlands, the authority shall if such condition or direction relates to land in respect of which bylaws made by a river authority, or a drainage board, restrict or regulate the planting of trees, notify the applicant or the owner of the land, as the case may be, of the existence of such bylaws and that any such condition or direction has effect subject to the requirements of the river authority, drainage board, the Conservators of the River Thames or the Lee Conservancy Catchment Board, under those bylaws and the condition or direction shall have effect accordingly.

NOTE: If it is desired to fell any of the trees included in this Order, whether included as trees, groups of trees or woodlands, and the trees are trees for the felling of which a licence is required under the Forestry Act 1967, application should be made not to the Authority for consent under this Order but to the Conservator of Forests for a licence under that Act (Section 15(5)).

8. The provisions set out in the Third Schedule to this Order, being provisions of Part III of the Act adapted and modified for the purposes of this Order, shall apply in relation thereto.

9. Subject to the provisions of this Order, any person who has suffered loss or damage in consequence of any refusal (including revocation or modification) of consent under this Order or of any grant of any such consent subject to conditions, shall, if he makes a claim on the Authority within the time and in the manner prescribed by this Order, be entitled to recover from the Authority compensation in respect of such loss or damage.

Provided that no compensation shall be payable in respect of loss or damage suffered by reason of such refusal or grant of consent in the case f any trees the subject of a certificate in accordance with Article 5 of this Order.

10. In assessing compensation payable under the last preceding Article account shall be taken of;

(a) any compensation or contribution which has been paid, whether to the claimant or any other person, in respect of the same trees under the terms of this or any other Tree Preservation Order under Section 198 of the Act or under the terms of any Interim Preservation Order made under Section 8 of the Town and Country Planning (Interim Development) Act 1943, or any compensation which has been paid or which could have been claimed under any provision relating to the preservation of trees or protection of woodlands contained in an operative scheme under the Town and Country Planning Act, 1932;

and

(b) any injurious affection to any land of the owner which would result from the felling of the trees the subject of the claim.

11. (1) A claim for compensation under this Order shall be in writing and shall be made by serving it on the Authority, such service to be affected by delivering the claim at the offices of the authority, addressed to the District Secretary thereof or by sending it by prepaid post so addressed.

(2) The time within which any such claim shall be made as aforesaid shall be a period of twelve months from the date of the decision of the Authority, or of the Secretary of State, as the case may be, or where an appeal has been made to the Secretary of State against the decision of the Authority, from the date of the decision of the Secretary of State on the appeal.

12. Any question of disputed compensation shall be determined in accordance with the provisions of Section 205 of the Act.

13. (1) The provisions of Section 201 of the Act as amended by Schedule 15 Local Government Planning and Land Act 1980 shall apply to this Order and the Order shall take effect on 17 May 1996.

(2) This Order shall apply to any tree specified in the First Schedule hereto which is to be planted as mentioned therein, as from the time when that tree is planted.

14. This order may be cited as the Wokingham District Council (Parish of Wokingham Without) Tree Preservation Order No. 788/1996.

NOTE: Any person contravening the provisions of this Order by cutting down, uprooting or wilfully destroying a tree, or by wilfully damaging, topping or lopping a tree in such a manner as to be likely to destroy it is guilty of an offence and liable on summary conviction to a fine not exceeding £20,000 or on indictment to a unlimited fine. The penalty for any other contravention of this Order is a fine not exceeding £2,500 on summary conviction.

If a tree other than one to which an Order applies as part of a woodland is removed, uprooted or destroyed in contravention of an Order or is removed, uprooted or destroyed or dies at a time when its cutting down or uprooting is authorised only by a Section 198(6) of the Town and Country Planning Act 1990 relating to trees which are dying or dead or have become dangerous, it is the duty of the owner of the land, unless on his application the local planning authority dispense with the requirement, to plant another tree of appropriate size and species at the same place as soon as he reasonably can. Except in emergency, not less than 5 days previous notice of the removal, etc., Should be given to the authority to enable the latter to decide whether or not to dispense with the requirement.

In respect of trees in a woodland it is sufficient to replace the trees removed, uprooted or destroyed by planting the same number of trees either on or near the land on which the trees removed, uprooted or destroyed stood or on such other land as may be agreed between the authority and the owner of the land, and (in either case) in such places as may be designated by the authority.

FIRST SCHEDULE

TREES SPECIFIED INDIVIDUALLY
(encircled in black on the map)

No. on Map	Description	Situation
	NONE	

TREES SPECIFIED BY REFERENCE TO AN AREA
(within a dotted black line on the map)

No. on Map	Description	Situation
A1	ALL TREES OF WHATEVER SPECIES WITHIN THE BOUNDARY OF A1	NORTH OF LINKWAY EDGCUMBE PARK, CROWTHORNE, BERKS GRID REF SU 828642

GROUPS OF TREES
(Within a broken black line on the map)

No. on Map	Description	Situation
	NONE	

WOODLANDS
(Within a continuous black line on the map)

No. on Map	Description	Situation
	NONE	

SECOND SCHEDULE

This Order shall not apply so as to require the consent of the authority to

(1) the cutting down of any tree on land which is subject to a forestry dedication covenant where;

(a) any positive covenants on the part of the owner of the land contained in the same deed as the forestry dedication covenant and at the time of the cutting down binding on the then owner of the land and fulfilled:

(b) the cutting down is in accordance with a plan of operations approved by the Forestry Commission under such deed.

(2) the cutting down of any tree which is in accordance with a plan of operations approved by the Forestry Commission under the approved woodlands scheme or other grant scheme under Section 4 of the Forestry Act 1967, except a scheme which applies to a forestry dedication covenant;

(3) the cutting down, uprooting, topping or lopping of a tree

(a) in pursuance of the power conferred on British Telecommunications by virtue of Section 5 of the Telegraph (Construction) Act 1908 and Section 11 of the British Telecommunications Act 1981, or by or at the request of British Telecommunications where the land on which the tree is situated is operational land as defined by the Post Office Operational Land Regulation (as applied to British Telecommunications under Section 88 and paragraph 1 of Schedule 4 to the British Telecommunications Act 1981) and either works on such land cannot otherwise be carried out or the cutting down, topping or lopping is for the purpose of securing in the operation of the undertaking

(b) by or at the request of:

(i) a statutory undertaking where the land on which the tree is situated is operational land as defined by the Act and either works on such land cannot otherwise be carried out or the cutting down, topping, lopping is for the purpose of securing safety in the operation of the undertaking;

(ii) an electricity board within the meaning of the Electricity Act 1947, where such tree obstructs the construction by the board of any main transmission line or other electric line within the meaning respectively of the Electricity (Supply) Act 1919 and the Electric Lighting Act 1882 or interferes or would interfere with the maintenance of working of any such line;

(iii) a river authority drainage board or water utility established under the Water Act 1989, where the tree interferes or would interfere with the exercise of any of the functions of such a river authority, drainage board or water utility, in relation to the maintenance improvement or construction of water courses or of drainage works; or

(iv) The Secretary of State for Defence, the Secretary of State for Trade and Industry, the Civil Aviation Authority or the British Airports Authority where in the opinion of such Secretary of State or Authority the tree obstructs the approach of aircraft to, or their departure from, any aerodrome or hinders the safe and efficient use of aviation or defence technical installations;

(c) Where immediately required for the purpose of carrying out development authorised by the planning permission granted on an application made under part III of the Act, or deemed to have been so granted for any of the purposes of that Part;

(d) which is a fruit tree cultivated for fruit production growing or standing on land comprised in an orchard or garden.

THIRD SCHEDULE

Provisions of the following parts of Part III of the Town and Country Planning Act 1990, as adapted and modified to apply to this Order.

75. (1) Without prejudice to the following provisions as to the revocation or modification of consents, any consent under the Order, including any direction as to replanting given by the Authority on the granting of such consent, shall (except insofar as the consent otherwise provides), enure for the benefit of the land and all persons for the time being interested therein.

77. (1) The Secretary of State may give directions to the Authority requiring applications for consent under the Order to be referred to him instead of being dealt with by the Authority.

(2) A direction under this Section may relate either to a particular application or to applications of a class specified in the direction.

(3) Any application in respect of which a direction under this Section has effect shall be referred to the Secretary of State accordingly.

(4) Where an application for consent under the Order is referred to the Secretary of State under this Section, the provisions of Articles 4 and 5 of the Order shall apply as They apply to an application which falls to be determined by the Authority.

(5) Before determining an application referred to him under this Section the Secretary of State shall, if either the applicant or the Authority so desire, afford to each of them an opportunity of appearing before, and being heard by, a person appointed by the Secretary of State for the purpose.

(6) The decision of the Secretary of State on any application referred to him under this Section shall be final.

78. (1) Where an application is made to the Authority for consent under the Order and that consent is refused by that Authority or is granted by them subject to conditions, or where any certificate or direction is given by the Authority, the applicant, if he is aggrieved by their decision on the application, or by any such certificate, or the person directed if he is aggrieved by the direction, may by notice under this section appeal to the Secretary of State.

(2) A notice under this Section shall be served in writing within twenty-eight days from the receipt of notification of the decision, certificate or direction, as the case may be, or such longer period as the Secretary of State may allow.

(3) Where an appeal is brought under this Section from a decision, certificate or direction of the Authority, the Secretary of State, subject to the following provisions of this section, may allow or dismiss the appeal, or may reverse or vary any part of the decision of the Authority, whether the appeal relates to that part thereof or not, or may cancel any certificate or vary any direction, and may deal with the application as if it has been made by him in the first instance.

(4) Before determining an appeal under this section, the Secretary of State shall, if either the appellant or the Authority so desire, afford to each of them an opportunity of appearing before, and being heard by, a person appointed by the Secretary of State for the purpose.

(6) The decision of the Secretary of State on any appeal under this section shall be final.

(7) Where an application for consent under the Order is made to the Authority, then unless within two months from the date of receipt of the application, or within such extended period as may at the time be agreed upon either in writing between the applicant and the Authority, the Authority either:-

(a) give notice to the applicant of their decision on the application; or

(b) give notice to him that the application has been referred to the Secretary of State in accordance with directions given under Section 77 of the Act;

the provisions of the last preceding section shall apply in relation to the application as if the consent to which it relates had been refused by the Authority, and as if notification of their decision had been received by the applicant at the end of the said period of two months, or at the end of the said extended period, as the case may be.

97. (1) If it appears to the Authority that it is expedient to revoke or modify any consent under the Order granted on an application made under Article 3 of the Order, the Authority may by Order revoke or modify the consent to such extent as they consider expedient.

(2) (Subject to the provisions of Section 99 and 201 of the Act) an Order under this section shall not take effect unless it is confirmed by the Secretary of State; and the Secretary of State may confirm any such Order submitted to him either without modification or subject to such modifications as he considers expedient.

(3) Where an Authority submit an Order to the Secretary of State for his confirmation under this section, the Authority shall furnish the Secretary of State with a statement of their reason for making the Order and shall serve notice together with a copy of the aforesaid statement on the owner and on the occupier of the land affected, and on any other person who in their opinion will be affected by the Order, and if within the period of twenty-eight days from the service thereof any person on whom the notice is served so requires, the Secretary of State, before confirming the Order, shall afford to that person, and to the Authority, an opportunity of appearing before, and being heard by, a person appointed by the Secretary of State for the purpose.

(4) The power conferred by this section to revoke or modify a consent may be exercised at any time before the operations for which consent has been given have been completed;

Provided that the revocation or modification of consent shall not affect so much of those operations as has been previously carried out.

(5) Where a notice has been serviced in accordance with the provisions of sub-section (3) of this Section; no operations or further operations as the case may be, in pursuance of the consent granted, shall be carried out pending the decision of the Secretary of State under sub-section (2) of this section.

99. (1) The following provisions shall have effect where the local planning authority have made an order (hereinafter called 'such Order') under Section 97 above revoking or modifying any consent granted on an application made under a tree preservation order but have not submitted such Order to the Secretary of State for confirmation by him, and owner and the occupier of the land and all persons who in the Authority's opinion will be affected by such Order have notified the Authority in writing that they do not object to such Order.

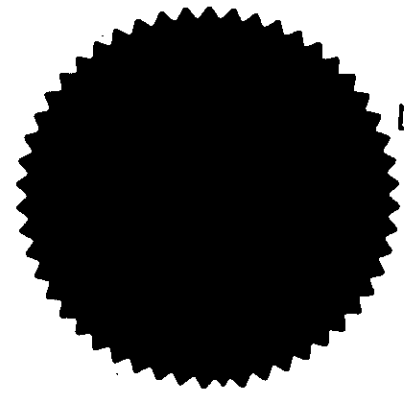
(2) The Authority shall advertise the fact that such Order has been made and the advertisement shall specify (a) the period (not less than twenty-eight days from the date on which the advertisement first appears) within which persons affected by such Order may give notice to the Secretary of State that they wish for an opportunity of appearing before, and being heard by, a person appointed by the Secretary of State for the purpose and (b) the period (not less than 14 days from the expiration of the period referred to in paragraph (a) above) at the expiration of which, if no notice is given to the Secretary of State, such Order may take effect by virtue of this section and without being confirmed by the Secretary of State.

(3) The Authority shall also serve notices to the same effect on the persons mentioned in sub-section (1) above.

(4) The Authority shall send a copy of any advertisement published under sub-section (2) above to the Secretary of State, not more than three days after the publication.

(5) If within the period referred to in sub-section (2)(a) above no person claiming to be affected by such Order has given notice to the Secretary of State as aforesaid and the Secretary of State has not directed that such Order be submitted to him for confirmation, such Order shall at the expiration of the period referred to in sub-section (2)(b) of this section take effect by virtue of this section and without being confirmed by the Secretary of State as required by Section 95 of the Town and Country Planning Act 1990.

(6) This section does not apply to such Order revoking or modifying a consent granted or deemed to have been granted by the Secretary of State under Parts III, IV or V of the Town and Country Planning Act 1990.



12743

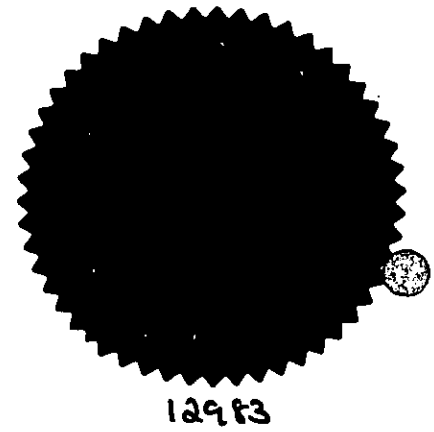
THE COMMON SEAL OF THE
WOKINGHAM DISTRICT COUNCIL
was hereunto affixed this Seventeenth day of May in the year Nineteen hundred and ninety six in the presence of:-

District Secretary

THE WOKINGHAM DISTRICT COUNCIL in
exercise of the powers conferred
on them in that behalf hereby
confirm the foregoing Order No.788/1996
relating to trees on land north of Linkway, Edgcumbe Park, Crowthorne.

with the modifications shown on the attached schedule.

IN WITNESS whereof the Common Seal
of the WOKINGHAM DISTRICT COUNCIL was
hereunto affixed in the presence of



12983

District Solicitor

Dated: 11 November 1996

FIRST SCHEDULE

TREES SPECIFIED INDIVIDUALLY
(encircled in black on the map)

No. on Map	Description	Situation
	NONE	

TREES SPECIFIED BY REFERENCE TO AN AREA
(within a dotted black line on the map)

No. on Map	Description	Situation
A1	Scots Pine (Pinus sylvestris) Oak (Quercus robur) Birch (Betula pendula)	North of Linkway Edgcumbe Park, Wokingham Without. Grid Ref: SU 828 642

GROUPS OF TREES
(within a broken black line on the map)

No. on Map	Description	Situation
	NONE	

WOODLANDS
(within a continuous black line on the Map)

No. on Map	Description	Situation
	NONE	



BERKSHIRE STRUCTURE PLAN 1991-2006

Incorporating Alterations adopted in August 1997





Babtie
Public Services Division

TRANSPORT REQUIREMENTS

4.17 In line with the County Council's intention to continue to develop an integrated approach to transport, it is important that the needs of all forms of transport are taken into account in dealing with proposals for development. Account also needs to be taken of:

(i) the aim of improving the overall level of safety on the transport network;

(ii) parking policies and standards; and

(iii) wider concerns to minimise traffic congestion which has adverse effects in the form of delay, air pollution, noise, visual intrusion and fuel consumption.

Transport Considerations in Dealing with Development Proposals

Policy LD5 **In considering proposals for development, the requirements of all users of transport will be taken into account, including the needs of the mobility handicapped.**

On and off-site provision of a standard appropriate to the nature and location of the proposed development and consistent with the integrated transport strategy needs to be made for :

(i) vehicular access and circulation;

(ii) parking;

(iii) public transport (including interchange facilities such as park and ride); and

(iv) facilities for pedestrians and cyclists.

Development will not be permitted where it is likely to give rise to serious problems of access, parking, road safety or traffic congestion.

Major development proposals should normally be located in areas which can be well served by public transport.

4.18 The distinction between major and small scale developments may vary in different parts of the County, but normally major developments will include those set out in paragraph 4.9 (i) to (iv).



WOKINGHAM UNITARY
Aiming for Excellence

WOKINGHAM DISTRICT LOCAL PLAN
DEPOSIT DRAFT

WITH PROPOSED MODIFICATIONS HIGHLIGHTED

January 2003

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.~~ **The development control process gives the Council the opportunity to consider the road safety aspects of all new developments. All measures designed to improve safety must be carried out in an environmentally sensitive manner.**

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

10.40 ~~Although there has been opposition to traffic calming, the issue of excessive speed is a matter of great public concern, although generally resolution of the problem is outside the scope of land use planning. Speed is a major influence on the severity of accidents.~~ **The formation of certain vehicular cross-overs requires planning consent. In determining applications for cross-overs, the Council will pay particular attention to their implications for the safe flow of traffic and pedestrian safety. All schemes will be expected to provide adequate visibility.**

10.41A **The Council will seek to ensure that all new developments incorporating local or access roads are designed, in particular, to minimise speed and create safe conditions on the highway as well as an attractive environment. In the majority of cases this should be achieved by layouts and careful design, avoiding where possible the need to introduce superimposed features such as humps.** (M/10/25)

POLICY WT7: ROAD SAFETY

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

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

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

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

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

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

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

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

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

Street Lighting

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

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

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

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

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

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

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

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

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

ALTERNATIVES TO THE PRIVATE CAR

Pedestrians

10.43 ~~Walking is a particularly suitable mode for short trips. At the present time a marked proportion of such trips is made by car. Apart from a perceived saving of time the reason for this is a lack of a high quality environment for pedestrians. Good pedestrian access is required to ensure ease of movement to shops, schools, health facilities and community services. Easy pedestrian movement within town centres can enhance their attractiveness and reduces the demand for driving between different parts of the centre. At present some pavements are of inadequate width to accommodate the number of people using them, making their use unpleasant and, if pedestrians are forced in the road, dangerous.~~ **Walking is the most sustainable mode of transport with most journeys starting or ending with a walk element. Walking is therefore the key to achieving integration between different modes of transport - bus/bus, bus/rail, car/rail etc. In addition, Central Government research, 'Personal Security Issues in Pedestrian Journeys' concluded that a walking journey is only as strong as its weakest link and that if any aspect is felt to be unsafe then that journey will not be undertaken in that way. It is therefore necessary to look both at 'whole routes' rather than a series of unconnected paths and to consider walking as part of a longer journey. The local centres study and the interchanges study address both these issues and the study outcomes will be developed into measures for inclusion in the local transport plan.** (M/10/28)

10.44 Particular problems are created when a road with a substantial volume of traffic creates a problem of severance. This can be rectified by providing facilities to make crossing the road more easy.

10.45 Over the years patterns of activity have changed. This has meant that either traffic flows have increased, making roads unsuitable to be shared by pedestrians and motor vehicles, or by a higher demand from pedestrians. In both cases there can be a need to provide a footpath where none exists at present.

10.45A In order to mitigate the effects of the increased traffic generated by new developments the Council will make every effort to secure the provision of footpaths along rural roads affected by such traffic. (M/10/29)

10.46 An important aspect of making proper provision for pedestrians is to ensure that an adequate proportion of the 'public realm' is reserved for them. There are examples of successful pedestrianisation schemes in the District e.g. Woodley precinct, Wokingham Market Place. Where necessary, in order to make walking more attractive and to improve the environment by controlling motor vehicle use, the widening of pavements and even full pedestrianisation will be considered.

10.46A **Wokingham district walks initiative is a joint sponsor of a community based research project aimed at promoting walking as opposed to the car. The main aims include the promotion of walking to school, commuting and to maintain and expand the 'its good to walk' scheme within the district. A comprehensive safer routes to school strategy which incorporates 70 schools has been established and is co-ordinated with the work on the health improvement programme. The types of measures being implemented and encouraged include toucan and puffin crossings, footway and cycleway improvements, school 'keep clear' markings and waiting restrictions to clear areas of parked vehicles and improve sight lines.** (M/10/30)

POLICY WT9: PEDESTRIAN ROUTES AND FOOTPATHS

IN ORDER TO REDUCE THE USE OF THE PRIVATE CAR AND ENCOURAGE WALKING, THE COUNCIL WILL SEEK TO SECURE CLEAR, DIRECT, PLEASANT, SAFE AND CONVENIENT ROUTES OF ADEQUATE WIDTH FOR PEDESTRIANS, WITH HIGH STANDARDS OF SIGNING, LIGHTING AND SURFACING WITHIN EXISTING DEVELOPMENT AND IN ADVANCE OF THE OCCUPATION OF NEW DEVELOPMENT.

~~IN APPROPRIATE CASES SPACE CURRENTLY USED FOR TRAFFIC CIRCULATION AND/OR ON STREET CAR PARKING WILL BE TRANSFERRED TO THE EXCLUSIVE USE OF THE PEDESTRIAN BY PAVEMENT WIDENING OR FULL PEDESTRIANISATION. THE COUNCIL WILL ALSO SEEK PROVISION FOR PEDESTRIANS IN NEW ROAD SCHEMES AND TRAFFIC MANAGEMENT MEASURES.~~

A HIGH PRIORITY WILL BE GIVEN TO PROVIDING ASSISTANCE TO PEDESTRIANS TO CROSS ROADS INCLUDING PELICAN AND PUFFIN CROSSINGS, TRAFFIC ISLANDS AND PEDESTRIAN REFUGES WHERE JUSTIFIED BY HIGH FLOWS, BY PROBLEMS OF SEVERANCE OR BY LACK OF SAFETY, AS WELL AS THE PROVISION OF FOOTPATHS IN AREAS OF DEMAND WHERE THEY DO NOT CURRENTLY EXIST.

~~IN ALL NEW DEVELOPMENT SUITABLE MEANS OF PEDESTRIAN ACCESS WILL BE PROVIDED FOR PEOPLE WITH MOBILITY PROBLEMS (SUCH AS THE ELDERLY, THOSE WITH PHYSICAL DISABILITIES AND THOSE ACCOMPANYING YOUNG CHILDREN) BOTH WITHIN THE DEVELOPMENT AND TO LINK WITH ADJACENT DEVELOPMENT.~~ (M/10/31)

Implementation: Through development control, ~~and~~ the annual capital programme of transport investment, ~~and~~ environmental improvement **and the Local Transport Plan Programme.**

Monitoring: Through road safety and accident monitoring, the Road Safety Plan, **as part of the Local Transport Plan process** ~~*Travel in Berkshire*~~, other transport statistics and surveys. (M/10/32)

Cycling

10.47 Cycling has an important role as part of the strategy of providing an alternative to the private car. In July 1996 the Government launched the National Cycling Strategy which sets targets for increasing cycle use. By 2002 the aim is to double