APPLICATION NO:

F/2000/2840

LOCATION:

Sandmartins Golf Club Finchampstead Road, Finchampstead Wokingham.

APPLICANT:

Sandmartins Golf Club C/Othe Roger Wenn Partnership Ltd

PROPOSAL:

Proposed extension to clubhouse and *erection of health and fitness club.*

EARLIEST DATE FOR DECISION: **22/12/2000**

APPLICATION WILL HAVE EXPIRED ON:
12/01/2001

CASE OFFICER: **Mrs B Polnik**

1227 x 3

WITHDRAWN

Finchampstead

RAILEX
Marbleboard

EASIFILE EP7

Tel. (0118) 974 6450 (Direct Line)
Fax. (0118) 974 6484
Email. Basia.Polnik@wokingham.gov.uk
Date May 1, 2001
My ref. BP/TAB/F/2000/2840
Your ref. PAD/HCC/130/00

Mr P A Darking
The D & M Planning Partnership
Riverside Chambers
20 Bridge Street
GODALMING
Surrey
GU7 1HY

F/2000/2840

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

Dear Mr Darking

PROPOSED EXTENSION TO CLUBHOUSE AND ERECTION OF HEALTH AND FITNESS CLUB AT SANDMARTINS GOLF CLUB, FINCHAMPSTEAD ROAD, WOKINGHAM

I refer to your facsimile dated 27th April 2001 regarding the above-mentioned planning application and apologise for not having the opportunity to return your call of 27th April 2001.

As requested I confirm that the application has now been withdrawn.

For your information I enclose a copy of the Highway Authority's comments, which I received only last week, together with the Committee Report which explains the Local Planning Authority's position in respect of the proposal. A copy of the highway comments have already been passed to your Highway Consultant, Mr J Tricker (on 26th April 2001).

I hope this is of assistance.

Yours sincerely

MRS B POLNIK
Senior Planning Officer

Encl

Tel: 0118 974 6450

Date:

My ref: F/2000/2840

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

CONFIDENTIAL

Councillor Marinos
10 Wildcroft Drive
Wokingham
RG40 3NY

Dear Councillor

Application Number: F/2000/2840
Sandmartins Golf Club, Finchampstead Road, Finchampstead, Wokingham.
Proposed extension to clubhouse and erection of health and fitness club.

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

If you have any questions please do not hesitate to contact **Mrs B Polnik** on **0118 974 6450**. If you then feel the application needs to be transferred to the next available Development Control Committee for decision please fill in the form below.
This form must be received no later than _____

Yours faithfully

John Mitchell
Development Control Manager

LISTING FORM
Case officer: **Mrs B Polnik** *Application Number:* **F/2000/2840**
Sandmartins Golf Club, Finchampstead Road, Finchampstead, Wokingham.
Proposed extension to clubhouse and erection of health and fitness club.

Transfer: Yes ☐ No ☐
Reason for Transfer:
_____
_____

Signed: _____ Date: _____

Councillor Marinos

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

CONFIDENTIAL

SAI PANEL BRIEFING NOTE

APPLICATION NO: F/2000/2840
CASE OFFICER: BASIA POLNIK

APPLICANT: SANDMARTINS GOLF CLUB
LOCATION: SANDMARTINS GOLF CLUB, FINCHAMPSTEAD ROAD, WOKINGHAM
PROPOSAL: PROPOSED EXTENSION TO CLUB HOUSE & ERECTION OF HEALTH & FITNESS CLUB

This site is located outside the settlement boundary of Wokingham in a rural area and green gap/wedge where there is a general presumption against development.

Part of the site was originally used for sand and gravel extraction dating back to 1956. The site also contained a hotel (595m^2) and a number of agricultural buildings (1,904m^2), Various proposals for residential development have been refused and dismissed at appeal. In 1991 an application (37813) for use of the land as a golf course was considered at Committee and it was resolved to grant permission subject to S106 agreement for a management scheme and transfer of The Moors. The legal agreement was not signed and therefore the decision notice was not issued. This proposal also included an outline application for a clubhouse (1,500m^2). A subsequent application was received and planning permission (38836) was granted in 1993 for use of the land as a golf course, change of use of the hotel to clubhouse (595m^2) and extensions, erection of new hotel (1,160m^2) and maintenance building (280m^2). This consent was implemented although the new hotel has not been built.

The proposal can be subdivided into 2 elements:

(i) Proposed single storey extensions to existing clubhouse (504m^2) on 2 sides of the building (north and west) to provide additional and improved facilities and internal alterations to layout. The extension would total 270m^2.

(ii) Erect a new building located 4.75m north of the proposed extension to the clubhouse for use as a Health and Fitness Centre with ancillary facilities such as a food area.

The building would measure 54.8m in length, 28m in width with a maximum height of 10.8m and a total floorspace of 2,732m^2. It would be sited 1.5m lower than the existing clubhouse. The proposal also includes

alterations to the parking layout to provide 179 spaces for the Health and Fitness Club.

The primary considerations for the SAI Panel are:

- **Highway requirements:** contributions/improvements
- **Recreation:** requirements
- **Education:** not applicable in this case
- **Community Facilities/Libraries:** requirement for contributions
- **Social Housing:** not applicable in this case.

28.03.01

Tel: 0118 974 6450

Date:

My ref: F/2000/2840

CONFIDENTIAL

Councillor D Morgan
Valois Farm
Range Road
Wokingham
RG40 3NR

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 Councillor

Application Number: F/2000/2840
Sandmartins Golf Club, Finchampstead Road, Finchampstead, Wokingham.
Proposed extension to clubhouse and erection of health and fitness club.

I write to let you know that the above mentioned application has been recommended for

APPROVAL: ☐ REFUSAL: ☐ under delegated powers.

If you have any questions please do not hesitate to contact **Mrs B Polnik** on **0118 974 6450**. If you then feel the application needs to be transferred to the next available Development Control Committee for decision please fill in the form below.
This form must be received no later than _____

Yours faithfully

John Mitchell
Development Control Manager

LISTING FORM

Case officer: **Mrs B Polnik** Application Number: **F/2000/2840**
Sandmartins Golf Club, Finchampstead Road, Finchampstead, Wokingham.
Proposed extension to clubhouse and erection of health and fitness club.

Transfer: Yes ☐ No ☐
Reason for Transfer:

_____

_____

Signed: _____ Date: _____

Councillor D Morgan

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

Tel: 0118 974 6450

Date:

My ref: F/2000/2840

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

CONFIDENTIAL

Councillor C Hudson
4 Sapphire Close
Wokingham
RG41 3DU

Dear Councillor

Application Number: F/2000/2840
Sandmartins Golf Club, Finchampstead Road, Finchampstead, Wokingham.
Proposed extension to clubhouse and erection of health and fitness club.

I write to let you know that the above mentioned application has been recommended for

APPROVAL: ☐ REFUSAL: ☐ under delegated powers.

If you have any questions please do not hesitate to contact **Mrs B Polnik** on **0118 974 6450**. If you then feel the application needs to be transferred to the next available Development Control Committee for decision please fill in the form below.
This form must be received no later than _____

Yours faithfully

John Mitchell
Development Control Manager

LISTING FORM
Case officer: **Mrs B Polnik** Application Number: **F/2000/2840**
Sandmartins Golf Club, Finchampstead Road, Finchampstead, Wokingham.
Proposed extension to clubhouse and erection of health and fitness club.

Transfer: Yes ☐ No ☐
Reason for Transfer:

_____

_____

Signed: _____ Date: _____

Councillor C Hudson

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

ADDITIONAL NEIGHBOUR CONSULTATION SHEET

APPLICATION NUMBER: F/2000/2840
CASE OFFICER: Mrs B Polnik

ADDRESS OF ADDITIONAL NEIGHBOUR CONSULTATION	NUMBER OF DAYS FOR RESPONSE	DATE LETTER ISSUED (for Admin use)

Applicationo	Name & Address
F/2000/2840	G W Corbett 12 Russley Green Wokingham RG40 3HT
F/2000/2840	Mrs L Jones 14 Russley Green Wokingham Berkshire RG40 3HT
F/2000/2840	Owner/Occupier 4 Russley Green WOKINGHAM Berkshire
F/2000/2840	G W Corbett 12 Russley Green WOKINGHAM Berkshire RG40 3HT
F/2000/2840	Cllr Tina Marinos 10 Wildcroft Drive WOKINGHAM Berkshire RG40 3HY
F/2000/2840	The Roger Wenn Partnership Limited C/O J Sullivan & Others 8 Noway Close YATELEY Hampshire
F/2000/2840	Mr D Blythen 36 Nash Grove Lane WOKINGHAM Berkshire RG40 4HD
F/2000/2840	Mr D Blythen 36 Nash Green Lane WOKINGHAM Berkshire RG40 4HD

App WITHDRAWN
Letter sent 16/05/01

THE ROGER WENN PARTNERSHIP LIMITED

17.NOV.2000 2840

REGISTER OF DRAWINGS AND ISSUE

PROJECT: **ALTERATIONS TO GOLF CLUB, WOKINGHAM** PROJECT No: **A252**

CLIENT: **SANDMARTINS COLF CLUB** SHEET No: Page 1 of 1

DRAWING CATEGORY:

Issue Status Code:

I: Information T: Tender

P: Preliminary C: Construction PL: Planning

DAY	09	10	15
MONTH	11	11	11
YEAR	00	00	00
STATUS	PL	PL	PL

DRG.NO	DRAWING DESCRIPTION	SIZE	SCALE	REVISION
AL(00)04	Elevations and Section	A1	1:50 1:100	~~B~~ ~~B~~ ~~C~~ D rec'd 14.12.00
AL(00)09	Ground Floor Plan	A1	1:100	* * A
AL(00)10	First Floor Plan	A1	1:100	* * A

Distribution		Number of Copies (E = Email issue)
Client:	Edward Fox - Sandmartins Golf Club	1
Client	Andrew Hall - Golf Professional Sand Martins Golf Club	1
Developer	Leisure Express Developments	
Planning Supervisor:	TRWPL	
Structural Engineer:	Upton McGoughan Plc	
M&E Consultant:	Upton McGoughan Plc	
Contractor:	Mowlems	1
Local Authority:	Wokingham District Council	6
Local Authority:	Building Regulations	
Planning Consultants:	D & M Planning	
Landscape Architects:		

THE ROGER WENN PARTNERSHIP LIMITED

REGISTER OF DRAWINGS AND ISSUE

PROJECT: **HEALTH & FITNESS CLUB, WOKINGHAM** PROJECT No: **A253**

CLIENT: **SANDMARTINS GOLF CLUB** SHEET No: Page 1 of 1

DRAWING CATEGORY:

Issue Status Code:

I: Information T: Tender

P: Preliminary C: Construction PL:Planning

DAY	09	10	15																
MONTH	11	11	11																
YEAR	00	00	00																
STATUS	PL	PL	PL																

DRG.NO	DRAWING DESCRIPTION	SIZE	SCALE	REVISION															
	ABA Site Survey	A1	1:500	*	*	A													
AX(00)01	Site Layout	A1	1:500	G	G	H													
AX(00)02	Location Plan	A2	1:1250	*	*	*													
AL(00)05	Health & Fitness Club Section & *Elevations*	A1	1:200	~~B~~	~~B~~	~~B~~	C	rec'd	14.	12.	00								
00.A23.D01	Esquisse Ground & First Floor Plans	A2	1:200	*	*	*	B	rec'd	14.	12.	00								
AX(00)03A																			

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M&E Consultant:	Upton McGoughan plc																		
Contractor:	Mowlem	1																	
Operator:	*Esporta Health and Fitness*																		
Local Authority	Wokingham District Council Planning Department			6															
Fitout Architect	Esquisse Design																		
Planning Consultant	D & M Planning																		
Landscape Architect:	Robert Rummey Associates																		

D & M

The D &M Planning Partnership
Chartered Town Planners

RIVERSIDE CHAMBERS 20 BRIDGE STREET GODALMING SURREY GU7 1HY
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March 2001

THE TOWN & COUNTRY PLANNING ACT 1990 (AS AMENDED)

PROPOSED HEALTH & FITNESS CLUB ON LAND AT SAND MARTINS GOLF CLUB FINCHAMPSTEAD ROAD WOKINGHAM

SUPPORTING STATEMENT

Planning Application Reference Number BP/F/2000/2840

Our Ref 130/00

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   - Location
   - Existing Site Features

2. **BACKGROUND PHILOSOPHY.**

3. **THE APPLICATION PROPOSAL.**

4. **NATIONAL GUIDANCE AND GOVERNMENT POLICY.**

5. **DEVELOPMENT PLAN POLICIES.**

6. **CONCLUSIONS.**

1. INTRODUCTION.

1.01 A planning application has been submitted to the Wokingham District Council for consideration which seeks detailed planning permission for the erection of a new Health and Fitness Club together with associated car parking on land at Sand Martins Golf Club, Finchampstead Road, Wokingham. The application, reference number BP/F/2000/2840, is currently before the Local Planning Authority for determination and this statement seeks to address all outstanding matters concerning the proposal. The application is accompanied by full drawings, layouts, landscaping scheme, Traffic Impact Assessment Study and Green Transport Plan.

1.02 During the preparation of the detailed design of the current proposal, account has been taken of both National and Local guidance concerning the provision of leisure facilities. These include Planning Policy Guidance Notes, Government Circulars and Ministerial Advice as well as Development Plan policies. In particular, regard has been paid to The Wokingham District Local Plan which sets out the planning policies for the District. Of particular importance are Chapter 1, under the heading 'Overall Strategy' which provides overall policies which relate to all development; Chapter 2 entitled 'Countryside, Landscape and Nature Conservation' which deals with Green Gaps and Wedges; and Chapter 9 which specifically refers to 'Recreation, Leisure and Tourism'.

1.03 The concept for the proposed new health and fitness centre is to create a development which is on an existing site that is used for sport and recreation purposes; to provide a much needed facility for which there is a recognised demand; and to provide a quality development that is set in a well landscaped environment.

Location.

1.04 Sand Martins Golf Club is strategically located on the Finchampstead Road, less than a mile from the centre of Wokingham Town Centre. The site, which extends to some 112 acres also serves other nearby major population centres including Bracknell and Reading. Indeed, the census shows that within a 5 mile radius of Wokingham Town Centre there is an estimated population of 180,000 rising to 610,000 within a 10 mile radius.

1.05 In addition, the excellent local communications provide easy access from the existing Golf Club to all nearby towns, and a local bus service runs along the Finchampstead Road linking it to the town centre. The site is surrounded by residential development and benefits from cycle ways (both existing and proposed networks) and public footpaths which cross the site. It is therefore without doubt an extremely sustainable location.

Existing Site Features.

1.06 The site forms part of the existing complex of buildings comprising Sand Martins Golf Club and is located on the eastern side of Finchampstead Road (A321). The whole of the Golf Club, which extends to some 112 acres is identified on the proposals map to the Wokingham District Local Plan as forming a Green Gap/Wedge separating the main centre of Wokingham with Finchampstead North.

1.07 The site is surrounded on three sides by existing and established residential development to the north, east and south.

1.08 The current proposal for the erection of a Health & Fitness Centre lies on the same site as the extant permission for the hotel building that was granted planning consent back in April 1993 along with the use of the land for the golf course, the club house, car parking etc. The existing building complex are all concentrated within the existing developed part of the Green Gap/Wedge and are surrounded by existing and mature landscape features. The proposal will protect and enhance the surrounding land and its importance as a Green Wedge separating the surrounding residential settlements.

1.09 The site, which forms part of the Sand Martins Golf Club, was formerly partly grazed by cattle for agricultural purposes and part disused sand pit. It comprised a number of large agricultural and associated buildings together with an existing hotel which now forms the Club House. During the development of the Golf Club, which was opened in May 1993, considerable regard was paid to the importance of the site as a Green Gap/Wedge together with the existing landscape and wildlife features. The site was enhanced by extensive earth sculpture and mounding to provide a course that is not only an exciting challenge to the handicapped golfer but also has much character and aesthetic appeal.

1.10 Consultation with experienced conservationists, wild life experts, architects, arboriculturalists, as well as close liaison with the Local Authority has resulted in the considerable enhancement to the landscape quality of the site with its flower-rich grasslands, lake, ponds, ditches, hedgerows and trees supporting a wide range of plants and wildlife.

1.11 The course embraces three distinct habitats – dry sandy heath, acidic bog and lowland clay. These areas all adjoining, are a host to a great many species of plants, bird and animal including Little Owls, Woodpeckers, Sky Larks, Roe

Deer, small Amphibians and of course Sand Martins. All of these species have flourished with the development of the site.

1.12 In addition to providing increased public footpaths across the site, areas of specifically dedicated woodland were developed and covenanted to the Local Authority.

1.13 We confirm that the same high level of care and attention to the surrounding flora and fauna will be afforded during the construction and operation of the proposed Health & Fitness Club. Additional areas of car parking provision, which have been located sensitively within the existing built complex will be enhanced and supplemented by additional landscaping and planting features.

1.14 The landscape strategy showing the organisation of the site as well as views and visual organisation, together with the landscape plan have all been prepared by Robert Rummey Associates, well recognised Masterplanners, Environmentalists, Designers and Landscape Architects. The landscape strategy is shown on drawings 150/001 and 002 which form part of the application submission.

1.15 The siting of the proposed building utilises the change of site levels and sloping topography to optimum effect thereby reducing the overall height, mass, bulk and appearance of the building. The design strategy aims to integrate the building, the hard and soft landscaping, the lighting and the signage with the existing recreational use of the site and its location within a Green Gap between settlements.

1.16 The form and external appearance of the completed design clearly responds to the Client Design Brief and the necessary functions of the health and fitness facility, whilst paying due regard to the rural characteristics of the site.

1.17 In essence, the ground floor facilities include reception and bar area, with pool, spa, sauna and changing rooms with accommodation at first floor including the gymnasium and dance/fitness studios.

2. BACKGROUND PHILOSOPHY.

2.01 A number of reports and studies have been undertaken on the leisure markets, most notably by Gratton and Taylor in 1996 and which contains a detailed analysis of trends in leisure time, expenditure and provision.

2.02 As Gratton and Taylor point out, the post-war trend towards ever increasing leisure time has slowed or even reversed. British people work longer hours than the rest of Europe and many are working longer weeks and taking shorter holidays than they did ten years ago (Social Trends 1997). Job insecurity, the shift from manufacturing to service industries, the growing proportion of women in full or part-time work and a change to a more 'workaholic' ethic are all contributory factors.

2.03 Despite the reduction in leisure time, expenditure on leisure goods and services continues to rise (Gratton and Taylor Section 4.1 1996) reflecting the growth in Personal Disposable Income. This might suggest a 'work hard, play hard' culture, or simply a desire to make the best use of a limited amount of leisure time. This is supported by the evidence that the largest areas of expenditure are on eating and drinking out of the home and holidays, while the fastest growing are home computers, television equipment and holidays abroad.

2.04 One thing that is certain is that we will all get older. A study of demographic patterns can therefore form a basis for a discussion of trends in the leisure market.

2.05 The desire of working people to make the best use of their diminishing leisure time creates a critical attitude to the quality of leisure provision. The expectations they bring to out-of-home leisure have also been raised by the quality of in-home entertainment available through modern technology.

2.06 The boom in commercial health and fitness clubs can also be traced back to the longer and more stressful working hours of the urban professional. As fewer people are undertaking hard physical work, to keep fit they have to take exercise in their leisure time, and they are prepared to pay for a short intensive work-out. Increasing awareness of the benefits of exercise as a result of continuing health education has led to a long-term increase in sports participation over the last twenty years, particularly among women.

2.07 However, General Household Survey figures emphasise that the most spectacular growth area has been in keep-fit/yoga and that participation in other types of sport shows signs of levelling off in the 1990's. Smith (Leisure Management September 1997) attributes this to a shift away from competitive sport to individual fitness activities, resistance to rising prices, the growth in family leisure and the declining numbers in the 15-24 age group, the core market for sports participation.

2.08 Nevertheless, there is still an untapped latent market for sports fitness. According to the Allied Dunbar National Fitness Survey (1991) 80% of the population had a strong belief in the value of exercise but only a minority engaged in regular exercise. Tests showed that most people were less fit than they believed themselves to be.

2.09 The market is no longer driven by a dominant youth culture but is divided into a volatile mixture of age and lifestyle groupings.

2.10 The involvement now of major companies in leisure illustrates the way the industry is changing. John Carroll (1997) notes that in the 1960s and 1970s it was characterised by small independent operators who financed their capital programme themselves or through high street banks. The City was reluctant to invest in such a volatile and high risk sector. He identifies the arrival of the American-backed multiplex as the main agent for change. This demonstrates the effectiveness of quality presentation, choice and generous on site parking. At the same time there was new investment by UK operators and new multiple operators have emerged in the health club sector.

2.11 This has led to the industry being perceived as more mature and respectable and has fuelled a leisure boom with easier finance and rising land valves.

2.12 Demand is growing, particularly across Europe, for the best quality fitness equipment.

2.13 Our Client, Esporta, is a leading operator at the premium end of the market with health & fitness and racquets clubs located throughout the United Kingdom. Esporta Clubs offer superior facilities and excellent levels of service. Each embodies the functional aspect of fitness and marries it with an interior scheme designed to create an exercise experience. The Clubs range in size and include key features such as fitness suites, aerobics studios, swimming pools, beauty treatment rooms, together with sauna steam room, spa and crèche facilities.

2.14 Our Client Company is committed to a continuous expansion programme with a considerable number of new facilities expected to open by the end of 2002. They have a flexible approach to design and a strong track record in obtaining planning consents for the conversion of Listed Buildings, the provision of new facilities and the development of sensitive green field sites. The proposed site at Wokingham is a direct response to the strong demand for a quality health and fitness club and is within easy reach of the surrounding residential community.

3. THE APPLICATION PROPOSAL.

3.01 The application proposes the erection of a purpose built health and fitness centre.

3.02 The proposed development is strongly in keeping with the objective of creating high quality health and fitness facilities of real architectural quality. The new facility has been designed to both enhance the enjoyment of users and make a positive contribution to the local community and to the existing Sand Martins Golf Club. The building has a floor area of 2665 square metres and will provide users with a 20m swimming pool; changing rooms; sauna, spa and steam rooms; gym and dance studios; together with lounge and staff areas.

3.03 The proposed building is of contemporary design internally, whilst externally has been specifically designed with its location in mind and is commensurate with the feel of the existing Golf Club. It is to be constructed using Cedar board timber cladding and fairfaced brickwork under a metal profile roof, the final colours of which are to be agreed with the Local Planning Authority.

Fully detailed plans accompany the application and also show sections through the building.

3.04 The car park provides some 183 spaces, including spaces for the disabled, and is arranged on the lower level reflecting the topography of the site, see drawing A253 AX (00) 01 J. This area has already the benefit of planning permission for car parking under the original consent for the Golf Club and new Hotel.

3.05 A fully detailed and comprehensive landscaping scheme forms part of the application. The drawings show both existing and proposed planting features, including new mounding/grading works and boundary treatments. Great importance has been given to the relationship between the proposal and its surroundings, particularly the adjacent Club House, to ensure that it retains its parkland setting.

4. NATIONAL GUIDANCE AND GOVERNMENT POLICY.

4.01 Planning Policy Guidance Note 17 "Sport and Recreation" contains advice relating to this proposal. Paragraph 1 recognises that there is a growing awareness of the importance of sports and recreational facilities of all kinds in our towns and cities and increasing use of the countryside for these purposes. Paragraph 2 states that sport and recreation are important components of civilised life and have a valuable social and economic role. It is the policy of Government to promote the development of sport and recreation in the widest sense.

4.02 Paragraph 3 says that it is part of the function of the planning system to ensure, through the preparation of Development Plans, that adequate land and water resources are allocated both for organised sport and for informal recreation.

4.03 It is also part of the Planning Authority's responsibilities to take full account, in their development control decisions, of the community's need for recreational space, to have regard to current levels of provision and sufficiency, and to resist pressures for the development of open space which conflict with a wider public interest.

4.04 Paragraph 6 of PPG 17 refers to the general "ageing" of the population and how this currently affects sport and recreation. It says the decline in the school age population in the 1980's means that those in the 25-44 and 45-59 age groups are growing. It goes on to say that as a consequence of this, health-related activities are likely to gain popularity during the decade (the decade 1990-2000). The paragraph also states that there is evidence that there is a 25+ age group who are "*the first generation to experience the wider range of modern sports and exercise facilities in and outside school, (and who) are demanding a better range and quality of facilities.*"

4.05 The base data for PPG17 is in the late 1980's, and what has happened since then is that the demand for exercise facilities, particularly health and fitness facilities and centres, has outstripped supply.

4.06 The Government does not consider it helpful to prescribe national standards of recreational provision, since circumstances differ greatly from one area to another. It is therefore a factor for the market to identify and shortfalls in provision and for local planning authorities to justify the amount and location of new provision against other competing pressures for the use of land.

4.07 Sport and recreation facilities form an important component of housing and major office and retail developments, as is the case with the Wokingham, which has expanded considerably in recent years. The current proposal fulfils this aim whilst helping to sustain the vitality of the area and reducing development pressures on the surrounding countryside. The proposed recreational use of the site for health and fitness purposes would be entirely compatible with the existing recreational use that surrounds the site. Paragraph 32 of PPG 17 under the sub-heading 'The Urban Fringe' says that planning authorities should consider the scope for encouraging recreational facilities and increased public access to open land on the urban fringe. Paragraph 33 goes on to say that recreational opportunities may arise in connection with new developments on the urban fringe.

4.08 Planning Policy Guidance Note 6, entitled 'Town Centres and Retail Developments' was published in June 1996. That PPG discusses the importance that leisure activities can play within or close to town centres, particularly uses that support the evening economy of town centres. It says that the appropriate strategy will vary with the nature and role of the centre, site availability, quality and availability of car parking, the likely traffic generated, and the compatibility with adjoining uses.

4.09 The PPG recognises that some leisure uses may disturb nearby residents and consequently those leisure uses which need to attract customers from a wider catchment area maybe best situated on the edge of town centres. Paragraph 2.22 says that "*where appropriate sites can be found in or on the edge of town centres, these should be considered for major leisure uses and planned in conjunction with parking and complimentary uses*".

4.10 Planning Policy Guidance Note 13, entitled 'A Guide to Better Practice' was published by the Department of the Environment in October 1995 and sets out the Government's aims for land-use and transport planning. In short, these are to reduce growth in the length and number of motorised journeys i.e. to create sustainable forms of development. The current proposal fully accords with these aims particularly since many users of the proposed health and fitness club live within a short walking distance of the site and it will also attract users of the existing Golf Club.

4.11 In our opinion, the proposed use of the site for leisure purposes entirely accords with the advice set out by the government as contained in the relevant PPG's. It is well located to the centre of the town to ensure its vitality and viability. It is an extremely sustainable location in terms of the surrounding road network and its accessibility to users. It is entirely compatible with the surrounding land use and to the philosophy and rationale behind the establishment of the Sand Martins Golf Club to provide sport and recreation to the community.

5. DEVELOPMENT PLAN POLICIES.

5.01 The site does not lie within the Metropolitan Green Belt nor is it identified as an area of Special Landscape Importance. It does, however, lie within a Green Gap/Wedge as identified on the Proposals Map to the Local Plan and as such is subject to Policy WCC2. That policy states:-

> *"In seeking to maintain a clear separation of settlements within the plan area, development will not be permitted in the Green Gaps and Wedges that would affect or detract from their open or countryside appearance and character. These areas are of special significance because they are essential to the maintenance of*

physical and visual separation between distinct settlements and the countryside setting they provide for them.

Existing settlement boundary features such as woodlands, copses and hedgerows should be retained and, where possible, enhanced. Positive management of landscape features that contribute to the separation of settlements will be encouraged.

Any development adjoining areas important to the separation of settlements must not undermine those boundary features important to the landscape.

The Green Gaps and Wedges are identified on the Proposals Map."

5.02 Material to the consideration of this application is the recognition and acceptance that the site can be developed. The principle for new development has already been established by the grant of planning application reference no. 38836 in April 1993. That consent allowed the change of use of the land and extensive agricultural buildings to a golf course, together with the change of use of the existing hotel to form the Club House with the provision of a new hotel. The new hotel element remains extant.

5.03 Accordingly, the proposal will not in any way undermine or be contrary to Policy WCC2 contained within the Wokingham District Local Plan.

5.04 The proposed development relates extremely well to the established surrounding community and provides for a valuable recreation facility which meets local needs. Its association with the surrounding leisure uses encourages the principles of sustainable development and in doing so it provides for a new development that makes a positive contribution to the character, environment and quality of life in the district whilst enhancing the existing pattern of development and activities.

5.05 The accompanying Traffic Impact Assessment Study together with the Green Transport Plan prepared by Highway Consultants, Denis Wilson Partnership, provide specific evidence as to the suitability of the site in terms of the existing infrastructure and the surrounding road network pattern. The proposal will encourage the use of the various public footpaths and cycle routes (both existing and proposed) and the immediate adjacent residential settlements to the north, east and south of the site will allow for a considerable number of users to walk to this new Health & Fitness facility.

5.06 Chapter 9 of the Wokingham District Local Plan deals specifically with the provision of leisure and the chapter combines consideration of the land use implications of leisure facilities and tourism development in the District together with consideration of open space provision.

5.07 The main issues in relation to leisure which have land use implications for the Local Plan include the provision of opportunities for formal leisure activity and the recognition that:-

i) leisure is an important area of responsibility;
ii) there is a need to ensure adequate provision of leisure opportunities for the whole community;
iii) all services should be demand led and meet identified needs;
iv) the Council should act as a catalyst rather than as a provider of services.

5.08 The social and individual benefits of an appropriate leisure strategy are potentially great, as are the economic benefits of a successful tourist sector. The part that the planning system can play in the development of both should be recognised.

5.09 Indeed, recreational provision of new development can impact greatly on a community and can raise morale and enrich the lifestyles of residents. Recognition also needs to be given to the particular needs of certain sections

of the community including the elderly and those with disabilities. The proposed development has been specifically designed with all sections of the community in mind.

5.10 Policy WR13, under Chapter 9 of the Local Plan, deals specifically with recreational and leisure facilities in the countryside. That Policy states:-

> *"in the countryside recreational development (including the extension of existing facilities) will only be permitted subject to the detailed provisions of Policy WR1, Countryside Policy WCC1, and provided that:*
>
> *a) It can be shown that there is a need, taking into account existing and committed provision in the District.*
>
> *b) The nature of the proposal does not adversely affect the rural character of the area.*
>
> *c) The proposal will not lead to an excessive concentration of recreation provision that would unacceptably damage the environment of the area.*
>
> *d) Full use is made of existing rural buildings that are worthy of retention. Any new building must be genuinely required for the functioning of the sport/recreation, modest in scale, and sensitively designed and located.*
>
> *e) The proposal does not result in any unacceptable disturbance to the amenity of local residents or the surrounding area in terms of noise, lighting or other forms of pollution."*

5.11 The current proposal for the establishment of a Health & Fitness Centre is, in our opinion, ideally suited to this location. The proposed building is sited on an existing parcel of land that already benefits from planning permission for a community/recreational/tourism use (in the form of the hotel) and this together

with the associated car parking required all lies within the existing central complex of the site, thereby protecting the surrounding rural gap.

5.12 Although in the Local Plan the Phoenix Plaza and adjoining land in Wellington Road in Wokingham has been identified for the purposes of recreational/leisure uses, we consider the site not suitable to the needs of our client. There exists an extant planning permission for office development on part of the site and any scheme requires alternative provision being made for the cadet forces and scout facilities. In our opinion such town centre sites are best suited to the provision of leisure and entertainment facilities including cinemas, theatres, bowling alleys, night clubs, pubs and other eateries. Such uses can attract a wide range of age group and are best located within the central core of the town.

5.13 Considerable debate has taken place over whether the issue of 'need' applies in development control determination of individual applications, as well as in the formulation of local plan policies. Consensus seems to be that need is a material consideration, although a recent appeal decision indicates that a 'lack of need' in itself is not reason enough to refuse planning permission (the Hambleton/Safeway High Court decision).

5.14 This aspect of need and the question of the necessity of the scheme having to follow the sequential approach seems to have been addressed in a recent appeal to the Secretary of State for the Environment, Transport and the Regions in the determination of a proposal for the development of a racquet and health club incorporating fitness suites, indoor tennis facilities, swimming pools and ancillary accommodation in Elmbridge. In that decision, dated August 1999, it was considered that the proposed uses were all ancillary to the main sporting purpose and therefore it was more appropriate to view the

scheme under PPG17 rather than PPG6 and the Minister's statement of February 1999.

5.15 With regard to the sequential approach, which was introduced in connection with new retail development under PPG6, the Government recognises that this approach requires flexibility and realism from local planning authorities. Where out-of-centre developments are proposed, including commercial and public offices, entertainment, leisure and other such uses, the key considerations should be applied:-

- the likely harm to the development plan strategy;
- the likely impact of the development on the vitality and viability of existing town centres, including the evening economy, and on the rural economy;
- their accessibility by a choice of means of transport; and
- their likely effect on overall travel patterns and car use.

5.16 These points are addressed above and covered within the traffic Impact Assessment study that forms part of the current application.

5.17 Our Clients have identified that there is a marked shortfall and deficiency in the provision of health and fitness facilities within the immediate area through their extensive investigations. As one of the country's leading providers of such facilities they are continually monitoring and reviewing market trends and patterns across the UK and identifying where such shortfalls exist.

5.18 It is considered that there are no other suitable town centre sites within Wokingham for the establishment of the proposed health and fitness centre. Moreover, the proposal adjacent to Sand Martins Golf Club, on a site which currently benefits from planning permission for the establishment of additional

recreation/tourism facilities in the form of a new hotel, allows for the cross-flow of dual use of facilities for members of the Golf Club and the Health and Fitness Centre.

5.19 In light of the above, we remain firmly of the opinion that the proposal fully accords with the relevant policies contained with the Development Plan for the area.

6. CONCLUSIONS.

6.01 The case for the proposed development can be summarised as follows:

1. The site comprises a vacant or brownfield site at Sand Martins Golf Club where the principle of built development has been agreed and accepted. Indeed, there remains an extant planning permission for the erection of a hotel building on the site.

2. Extensive research by the applicant's and their professional advisors has been carried out with regard to the demand and need for the provision of the proposed development within the locality.

3. The proposal includes a comprehensive landscaping scheme for the site which will ensure for the protection and enhancement of the area, be compatible with the landscaping strategy for the existing Golf Club.

4. The new building proposed is designed to a high standard to ensure its compatibility to its surroundings. In addition, the associated works such as car parking provision and landscaping both hard and soft will

be implemented to a high standard. The result will be a new leisure facility that will be an asset to the area.

5. The proposed development makes full provision for disabled access, not only to the building and its facilities but also in terms of car parking.

6. The proposal fully accords with National Guidance in particular that contained within Planning Policy Guidance Notes Nos. 6, 13, and 17.

7. Further in accordance with Section 54A, it complies with both Strategic and Local Plan Policy.

8. The proposed development has been designed to be in sympathy with the natural contours and lie of the land and has special regard to its relationship between buildings and its surroundings.

9. The proposed development does not prejudice the function of the gap in that it maintains the separation between Wokingham and Finchampstead North. The development is contained within the existing built complex and does not extend beyond these boundaries into the open fairways that make up the local gap.

10. No harm will result to occupiers of surrounding neighbouring residences.

11. The results of the Traffic Impact Assessment study show that the existing vehicular access arrangements are more than sufficient to cater for any increase in traffic movements to and from the site.

12. It is considered that there are no alternative town centre sites suitable to meet the needs and requirements for the provision of the proposed Health & Fitness Centre.

6.02 In light of the above we trust you will agree that the application is meritorious and should be approved. Should you require any further information then please do not hesitate to contact this office.

The D&M Planning Partnership.

Date: 22 March 2001

To: Case Officer

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

Application Number: F/2000/2840

Location: Sandmartins Golf Club, Finchampstead Road, Finchampstead, Wokingham.

Proposal: Proposed extension to clubhouse and erection of health and fitness club.

Applicant: Sandmartins Golf Club C/Othe Roger Wenn Partnership Ltd.

Case Officer: Mrs B Polnik

The new plans show the following: Additional plan to show landscape strategy and amended layout plan 01H incorporating landscape strategy. Drawing nos 150/001 & 150/002, 01H.

Comments are required by 01/04/2001.

Should you have any queries regarding this application please contact the case officer Mrs B Polnik on 0118 974 6450.

(RING ONE)

REVISED PLANS | ADDITIONAL PLANS | MINOR AMENDMENTS | ADDITIONAL / REVISED PLANS TO COMPLY WITH CONDITIONS

App No. F/2000/2840 (Planaps) / (Ludhouse) Date Rec. 7.3.01

Location: SANDMARTINS GOLF CLUB, FINCHAMPSTEAD RD

Parish WOKINGHAM

Applicant:

Description of attached plans Additional plan to show landscape strategy and amended layout plan OIH ~~to~~ incorporating landscape strategy

Drawing No's: 150/001 and 150/002, OIH.

CONSULTEES

Copies of plans will automatically be sent to Woodley Library, Part 1 Reg., Parish Council, Ward Councillors and the Case Officer unless specified.

Please tick which of the following you wish consulted.

OTHERS:

Drawing No's

1. NK (Landscape & Trees) ☑
2. NK (Env. Design)
3. XA (Highways)
4. NF (Building Control)
5. BC/DC Liaison

A full set of plans will be sent to all consultees unless particular drawing No's are specified in the spaces above.

NEIGHBOURS:

Date for Responses

FURTHER ACTION

Re-advertise App. Y / N (Delete as required)

Redate Application Y / N From

New Site Notice Y / N

New Description

CASE OFFICER

Consultations Sent by Admin. on 22.03.PS.

Yellow - Part One Copy
Green - Officer's Copy

D & M

The D&M Planning Partnership
Chartered Town Planners

RIVERSIDE CHAMBERS 20 BRIDGE STREET GODALMING SURREY GU7 1HY
Tel. No. 01483 425705 Fax. No. 01483 425707
e-mail: info@dm-planning.co.uk website: www.dm-planning.co.uk

Our Ref PAD/HCC/130/00
Your Ref BP/F2000/2840

6 March 2001

40778

BP

07 MAR 2001

COPIES TO:

ACK:

FILE:

Mrs B Polnik
Wokingham District Council
Planning Services
PO BOX 157
Shute End
WOKINGHAM
Berkshire RG40 1WR

2840

Dear Mrs Polnik

THE TOWN & COUNTRY PLANNING ACT 1990 (AS AMENDED)
PROPOSED EXTENSION TO CLUB HOUSE AND ERECTION OF HEALTH & FITNESS CLUB AT SANDMARTINS GOLF CLUB
FINCHAMPSTEAD ROAD WOKINGHAM

I refer to our recent telephone conversations and correspondence in connection with the above planning application, currently before your Authority for consideration and determination.

In this regard, please find enclosed 5 copies of drawing numbers 150/001 and 002 indicating the Landscape Strategy prepared by Robert Rummey and Associates.

I also enclose 5 copies of the site layout plan, reference number A253-AX(00)01J, which is submitted in substitution of the previous site layout plan 01H. The current plans have been revised in accordance with the Landscape Strategy referred to above.

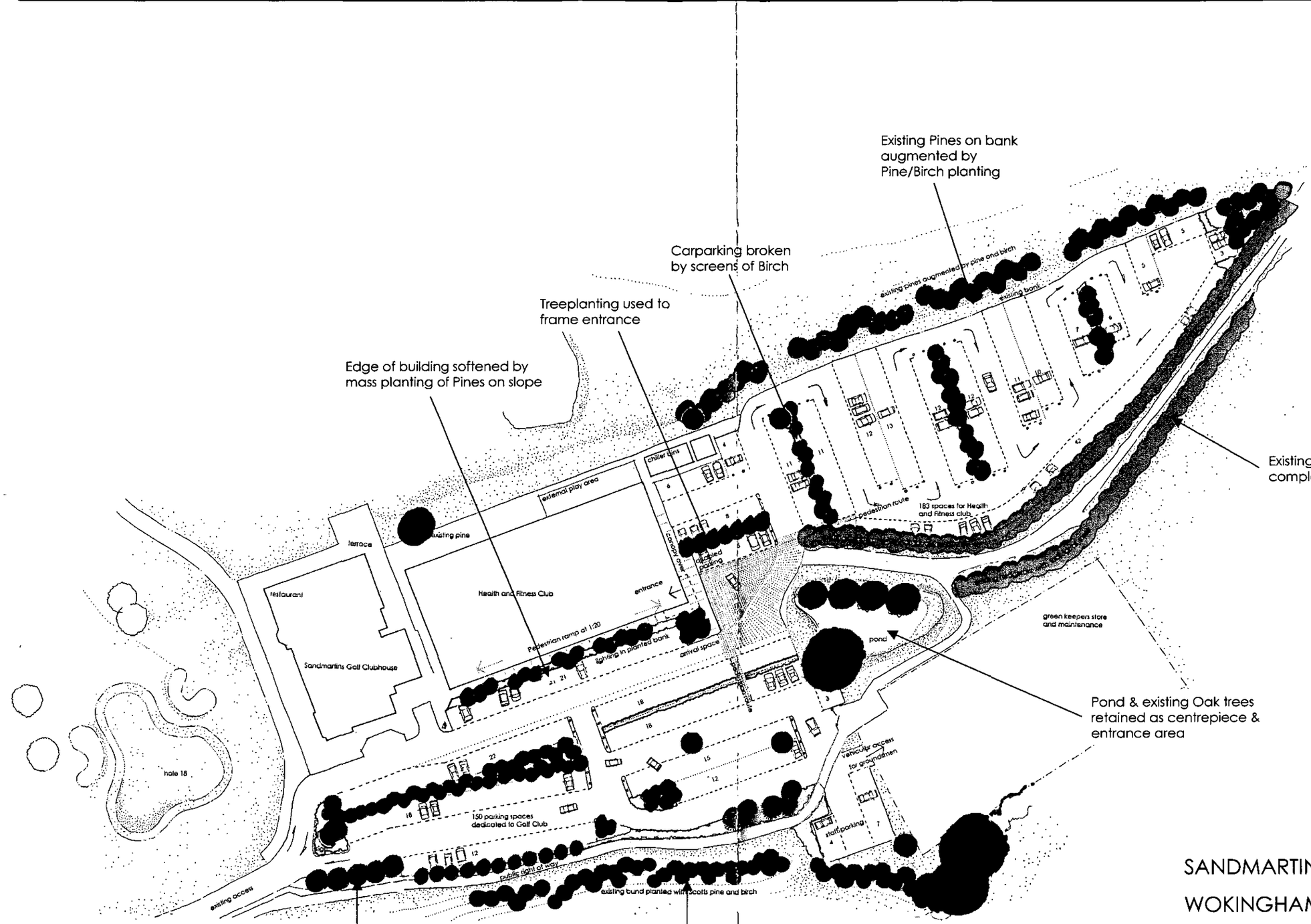
I understand that the traffic impact assessment study will be with you shortly.

Yours sincerely
THE D&M PLANNING PARTNERSHIP

Paul Darking

PAUL A DARKING

Encl



- Masterplanners
- Environmentalists
- Designers
- Landscape Architects

2840

ADDITIONAL PLAN

SANDMARTINS GOLF CLUB

WOKINGHAM, SURREY

Proposed Health & Fitness Club

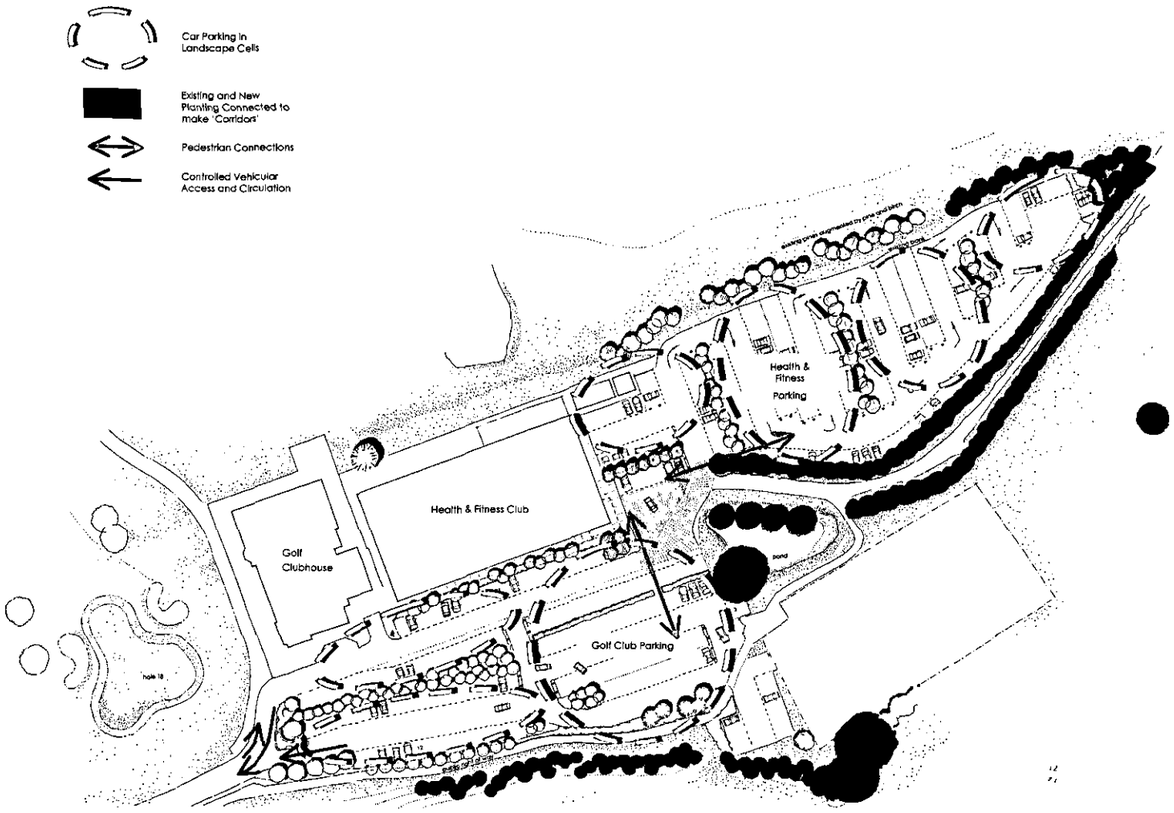
LANDSCAPE PLAN

1:400 (at A1) Feb 2001

Drawing no. 150/001

Robert Rummey Associates

Landscape Strategy, Organisation of the site



The Landscape Strategy for the integration of the existing Golf Club and proposed Health and Fitness club with the surroundings is simple and direct. It aims to

- relate new plantings to existing hedgerows and major trees to "connect", rather than fragment the landscape
- use bold new plantings of pine and birch to create specific "cells" within the scheme to limit the impact of cars
- eliminate the view of cars from residential development to the east
- further integrate the new building into the landform (it is already well sited in an existing bowl in the landform)
- create a clear and understandable sequence through the scheme

The existing site is characterised by well drained sandy soils and heath land. Birch and pines grow well in these conditions, and are already present on the site. We propose to introduce bold new plantings of primarily birch and pine. **Pine** will be used

- as accents defining entrances and significant points

and

- introducing some evergreen component.

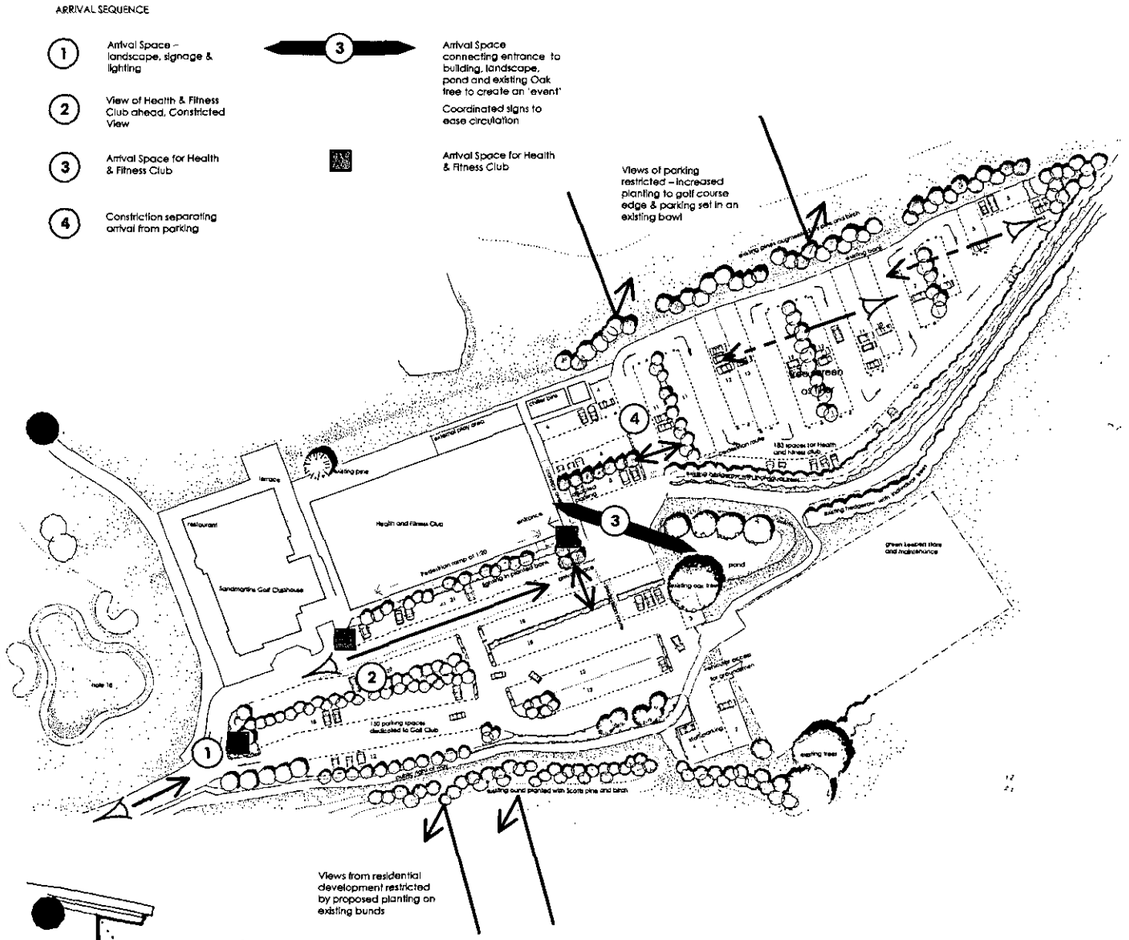
Birch will be used in mass plantings to create a form of woodland edge, but also as close plantings forming hedges. They are also used adjacent to the building on the slope dividing the pedestrian ramp from the parking as larger specimen to be seen against the materials of this relatively imperforate side of the building. Lighting will be set into this bank to project, at night, shadows of the birch trees onto the building to create in effect a "ceiling" of illuminated foliage to the ramp.

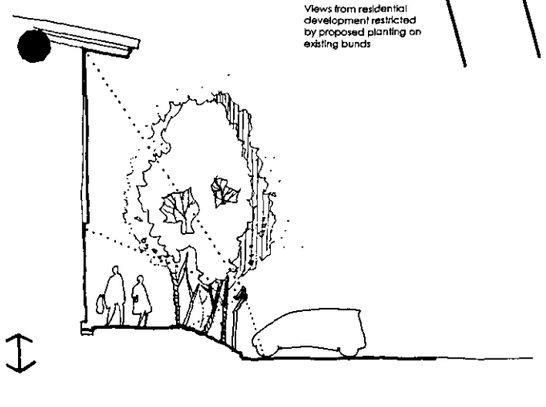
Elsewhere lighting will be as low key as possible commensurate with safety, and will be used to illuminate the surfaces, not the general surroundings. Signs will be carefully integrated into the landscape.

Paving materials will be limited to stabilised gravel type materials e.g. fibredec or "spraygap". This will be relieved by brick or block edgings and pavings at important spaces, such as the arrival area to the Health and Fitness building.

- Masterplanners
- Environmentalists
- Designers
- Landscape Architects

Landscape Strategy, Views & Visual Organisation





Diagramatic Section through pedestrian ramp showing lighting, planting and ramp integrated

SANDMARTINS GOLF CLUB

WOKINGHAM, SURREY

Proposed Health & Fitness Club

N.T.S. Feb 2001

Drawing no. 150/002

Robert Rummey Associates

2840

ADDITIONAL PLAN

Date: 09 April 2001

To: Case Officer

We have received Additional Plans for the following planning application:

Application Number: F/2000/2840

Location: Sandmartins Golf Club, Finchampstead Road, Finchampstead, Wokingham.

Proposal: Proposed extension to clubhouse and erection of health and fitness club.

Applicant: Sandmartins Golf Club C/Othe Roger Wenn Partnership Ltd.

Case Officer: Mrs B Polnik

The new plans show the following: Supporting statement.

Comments are required by 19/04/2001.

Should you have any queries regarding this application please contact the case officer Mrs B Polnik on 0118 974 6450.

1970

(RING ONE)

REVISED PLANS | (ADDITIONAL PLANS) | MINOR AMENDMENTS | ADDITIONAL / REVISED PLANS TO COMPLY WITH CONDITIONS

App No. F/2000/2840 (Planaps) / (Ludhouse) Date Rec. 2.4.01

Location: SANDMARTINS GOLF COURSE, FINCHAMPSTEAD RD

Parish WOKINGHAM

Applicant: Sandmartins Golf Club

Description of attached plans Supporting Statement

Drawing No's:

CONSULTEES

Copies of plans will automatically be sent to Woodley Library, Part I Reg., Parish Council, Ward Councillors and the Case Officer unless specified.

Please tick which of the following you wish consulted.

OTHERS:

Drawing No's

1. NK (Landscape & Trees) ☐
2. NK (Env. Design) ☐
3. XA (Highways) ☐
4. NF (Building Control) ☐
5. BC/DC Liaison ☐

A full set of plans will be sent to all consultees unless particular drawing No's are specified in the spaces above.

NEIGHBOURS:

Date for Responses

FURTHER ACTION

Re-advertise App. Y / (N) (Delete as required)

Redate Application Y / (N) From

New Site Notice Y / (N)

New Description

CASE OFFICER BP.

Consultations Sent by Admin. on 09.04.PS

Yellow - Part One Copy
Green - Officer's Copy

D & M

The D &M Planning Partnership
Chartered Town Planners

RIVERSIDE CHAMBERS 20 BRIDGE STREET GODALMING SURREY GU7 1HY
Tel. No. 01483 425705 Fax. No. 01483 425707
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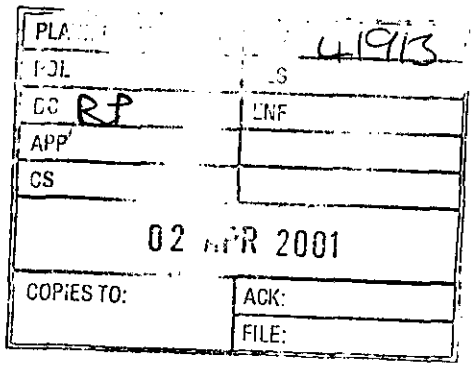
Our Ref PAD/HCC/130/00
Your Ref BP/F2000/2840



27 March 2001

Mrs B Polnik
Wokingham District Council
Planning Services
PO BOX 157
Shute End
WOKINGHAM
Berkshire RG40 1WR

ADDITIONAL PLAN

2840

Dear Mrs Polnik

THE TOWN & COUNTRY PLANNING ACT 1990 (AS AMENDED)
PROPOSED EXTENSION TO CLUB HOUSE AND ERECTION OF HEALTH & FITNESS CLUB AT SANDMARTINS GOLF CLUB FINCHAMPSTEAD ROAD WOKINGHAM

I refer to our recent telephone conversations and correspondence in connection with the above planning application, currently before your Authority for consideration and determination.

As agreed, please find enclosed a further supporting statement in connection with the application and which I trust addresses all outstanding issues, particularly with regard to need and Local Plan Policy.

If you require any additional information, then please do not hesitate to contact me. I understand that the application will be presented to Members of your Planning Committee Meeting on 2 May, and I trust you may be able to make a favourable recommendation.

Yours sincerely
THE D&M PLANNING PARTNERSHIP

Paul Darking

PAUL A DARKING

Encl

D & M

The D&M Planning Partnership
Chartered Town Planners

RIVERSIDE CHAMBERS 20 BRIDGE STREET GODALMING SURREY GU7 1HY
Tel. No. 01483 425705 Fax. No. 01483 425707
e-mail: info@dm-planning.co.uk website: www.dm-planning.co.uk

Our Ref PAD/HCC/130/00
Your Ref BP/F2000/2840

6 March 2001

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	ENF
07 MAR 2001	
COPIES TO:	ACK:
	FILE:

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Wokingham District Council
Planning Services
PO BOX 157
Shute End
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Berkshire RG40 1WR

2840

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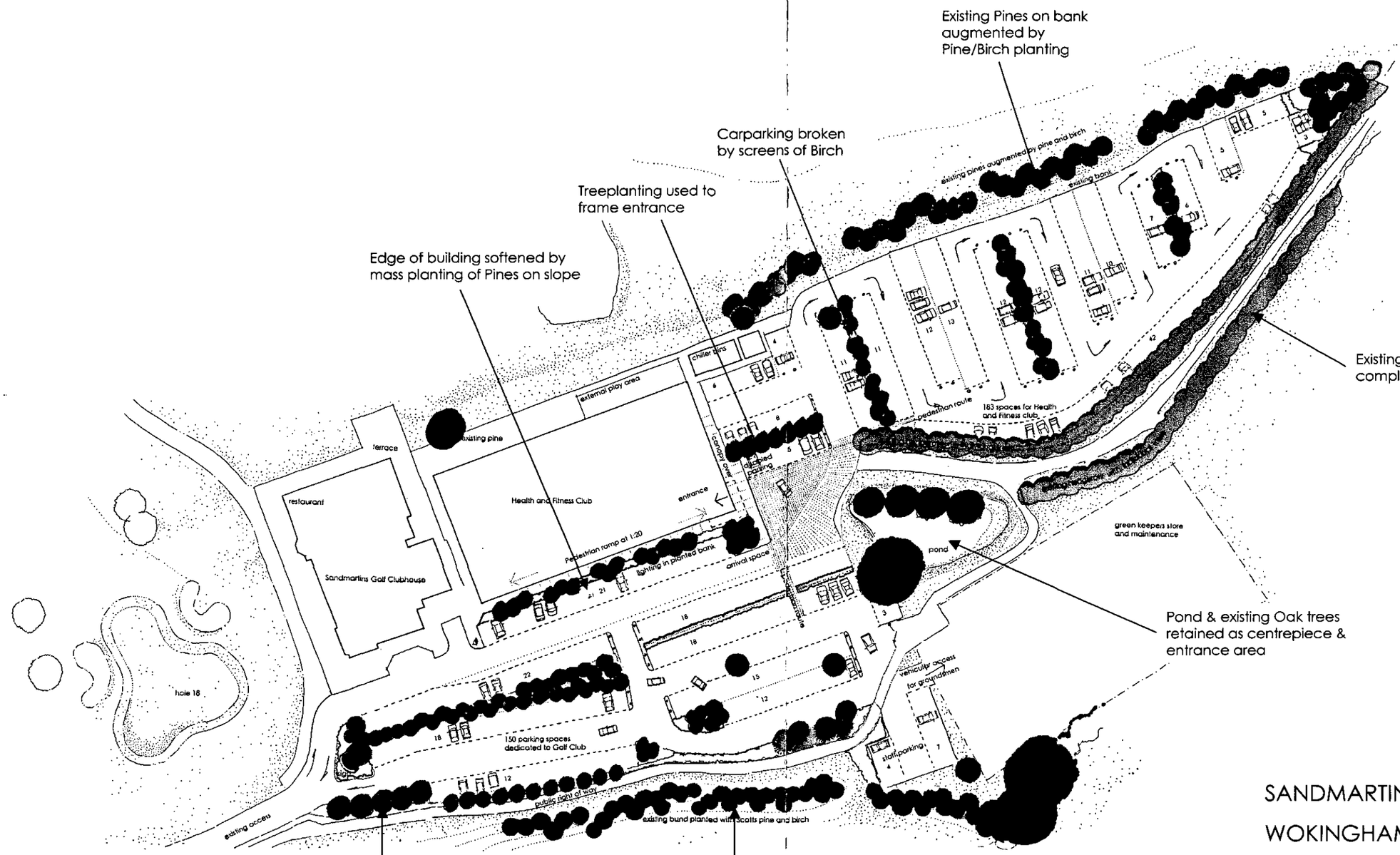

- Masterplanners
- Environmentalists
- Designers
- Landscape Architects

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ADDITIONAL PLAN

SANDMARTINS GOLF CLUB

WOKINGHAM, SURREY

Proposed Health & Fitness Club

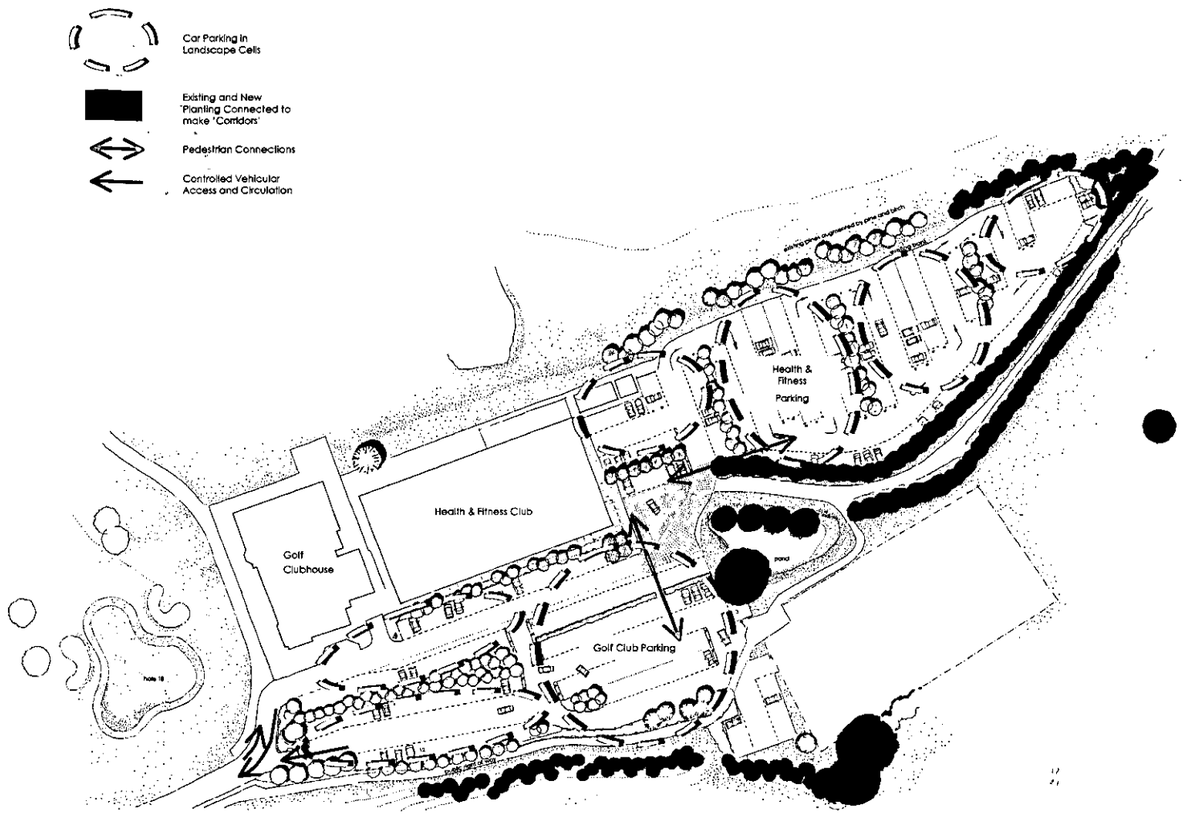
LANDSCAPE PLAN

1:400 (at A1) Feb 2001

Drawing no. 150/001

Robert Rummey Associates

Landscape Strategy, Organisation of the site



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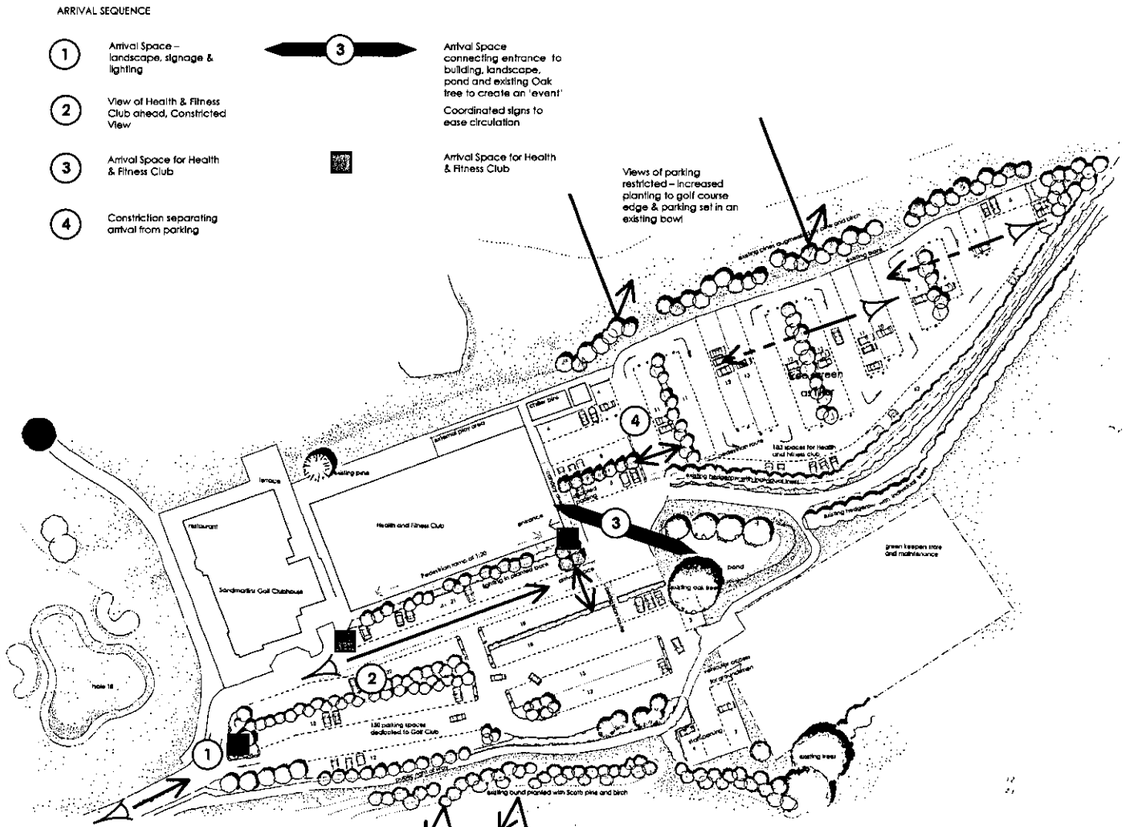

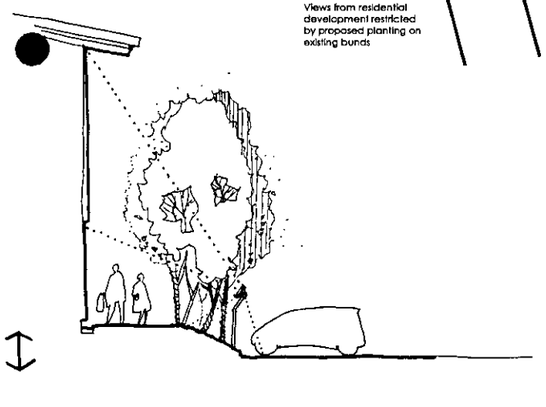

Diagramatic Section through pedestrian ramp showing lighting, planting and ramp integrated

SANDMARTINS GOLF CLUB

WOKINGHAM, SURREY

Proposed Health & Fitness Club

N.T.S. Feb 2001

Drawing no. 150/002

2840

ADDITIONAL PLAN

Robert Rummey Associates

1933

(1) SAND HUTCHINS GOLF CLUB

ADDRESS FINCHAMPSTEAD ROAD PARISH PART FINCHAMPSTEAD / PART WOKINGHAM

PLOT No. X EVENDONS FARM ORD. SHEET No.

BUILDER ACCESS - FINCHAMPSTEAD. CLUB HOUSE - WOKINGHAM

Plan No.	Applicant	Description of Development	Date of Decision	Decisi
0/238/60				
299/55	R.J. HUTCHINGS	O/L. RES. DEV	23.6.55	Re
162/56	KNIGHT, FRANK & RUTLEY	"	11.5.56	Re
908/56	AMEYS AGGREGATES	EXTR. OF GRAVEL	8.10.56	Re
640/72	MR. PARKER B. SOCS. LTD.	O/L. RES. DEV.	14.6.72	Re
02181	KNOWL HILL SANDPIT	EXTRACTION OF SAND	24.6.75	C
04947	BCC	ACCESS ROAD FOR ABOVE (S. OF 285 FINCHAMPST. ROAD)	7.9.76	C
09678	AMEY ROADSTONE CORP.	EXTRACTION OF SAND	20.2.79	C
13136	R.K. HARRIS S. LAND. ROD.	O/L. RES. DEV 18.96 ACRES	2.5.80	Re
14882	AMEY	NEW ACCESS ROAD	12.2.81	C
32652/3	W/DR. ARC. PROPS.	O/L RES. DEV		
34390/1	"	RES/GOLF COURSE/CLUB ETC.	7.2.90	G

MINISTRY DECISION 908/56 - APPEAL GRANTED - 18.6.58

SPECIAL ORDERS 14882 - VAR. COND. 3 ie NO. OF VANICLES - TP. 30.4.86 - 31.5.8

TPO 195 280/83 REV - 5.12.85

D & M

The D &M Planning Partnership
Chartered Town Planners

RIVERSIDE CHAMBERS 20 BRIDGE STREET GODALMING SURREY GU7 1HY
Tel. No. 01483 425705 Fax. No. 01483 425707
e-mail: info@dm-planning.co.uk website: www.dm-planning.co.uk

Our Ref PAD/HCC/130/00
Your Ref BP/F2000/2840

27 April 2001

Mrs B Polnik
Wokingham District Council
Planning Services
PO BOX 157
Shute End
WOKINGHAM
Berkshire RG40 1WR

FAX NO. 0118 974 6484

Reply by 42711.

PLANNING SERVICES HPT
PO BP
OC
ART
CS
30 APR 2001
COPIES TO: ACK: FILE:

Dear Mrs Polnik

THE TOWN & COUNTRY PLANNING ACT 1990 (AS AMENDED)
PROPOSED EXTENSION TO CLUB HOUSE AND ERECTION OF HEALTH & FITNESS CLUB AT SANDMARTINS GOLF CLUB FINCHAMPSTEAD ROAD WOKINGHAM

I refer to our recent telephone conversations and correspondence in connection with the above planning application, currently before your Authority for consideration and determination.

I understand that the application is being reported to Members of the Planning Committee at their meeting next Wednesday 2 May with a recommendation that permission be refused.

I am extremely concerned that we have not had the opportunity to discuss the application with you despite numerous telephone requests to do so. We have consistently asked that we be kept informed as to the consultation process, particularly with regard to the extensive evidence including the TIA and Green Travel Plan which form part of the application.

Accordingly, I have been instructed by my clients to withdraw the current application with immediate effect and will be resubmitting a subsequent application in the near future. I would be obliged if you could confirm receipt of this letter and written confirmation that the application has been withdrawn.

Yours sincerely
THE D&M PLANNING PARTNERSHIP

Paul Darking

PAUL A DARKING

1327

WOKINGHAM DISTRICT COUNCIL

To BAJIA

Date 27/4/2001 Time 10.30

WHILE YOU WERE OUT

Name PAUL DURKIN

Of

Phone No. 01483 427705 Ext. —

Phoned	✓	Please call back	✓
Called to see you		Will call back	
Wants to see you		Urgent	

MESSAGE Re: SANDHURST GOLF COURSE – 2000/2840

(GOING TO CON' ON 2nd MAY)

superseded by Fax.

Signed

F/le

Basia Polnik

To: Andy Glencross
Subject: RE: Planning Application F/2000/2840 Sandmartins Golf Club

For your information this application has now been withdrawn.
Basia

-----Original Message-----
From: Andy Glencross
Sent: 09 May 2001 11:16
To: Basia Polnik
Subject: Planning Application F/2000/2840 Sandmartins Golf Club

Hi Basia

My comments on the above application are as follows.

This site has a number of small ponds including three immediately adjacent to the proposed building site. In view of the number of ponds I think it would be advisable to ask the developer for an amphibean survey for at least the three ponds adjacent to the proposed building site. This willl need to take place within the next month, say by the end of June at th latest.

Aside form the above there appear to be no ecological grounds on which to object to this application.

I have visited the site within the last year.

Cheers

Andy Glencross
Countryside Officer (Biodiversity)

01483425707

D & M

The D &M Planning Partnership

Chartered Town Planners

RIVERSIDE CHAMBERS 20 BRIDGE STREET GODALMING SURREY GU7 1HY
Tel. No. 01483 425705 Fax. No. 01483 425707
e-mail: info@dm-planning.co.uk website: www.dm-planning.co.uk

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TO: Mrs Polnik **FAX NO:** 0118 974 6484

COMPANY: Planning Dept **DATE:** 27/4/01

FROM: Paul Darking

NO. OF PAGES INCLUDING THIS ONE: 2

MESSAGE:

For the URGENT attention of

Mrs B Polnik re:-

Sand Martins Golf Club
Finchampstead Road
Wokingham.

01483425707

D & M

The D &M Planning Partnership

Chartered Town Planners

RIVERSIDE CHAMBERS 20 BRIDGE STREET GODALMING SURREY GU7 1HY
Tel. No. 01483 425705 Fax. No. 01483 425707
e-mail: info@dm-planning.co.uk website: www.dm-planning.co.uk

Our Ref PAD/HCC/130/00
Your Ref BP/F2000/2840

27 April 2001

Mrs B Polnik
Wokingham District Council
Planning Services
PO BOX 157
Shute End
WOKINGHAM
Berkshire RG40 1WR

FAX NO. 0118 974 6484

Dear Mrs Polnik

THE TOWN & COUNTRY PLANNING ACT 1990 (AS AMENDED)
PROPOSED EXTENSION TO CLUB HOUSE AND ERECTION OF HEALTH & FITNESS CLUB AT SANDMARTINS GOLF CLUB FINCHAMPSTEAD ROAD WOKINGHAM

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Yours sincerely
THE D&M PLANNING PARTNERSHIP

Paul Darking

PAUL A DARKING

NKA updated 21/5/2001

WORK SHEET FOR : Mrs B Polnik

Application Number : F/2000/2840

Applicant : Sandmartins Golf Club C/Othe Roger Wenn Partnership Ltd.

Location : Sandmartins Golf Club, Finchampstead Road, Finchampstead, Wokingham.

Proposal : Proposed extension to clubhouse and erection of health and fitness club.

Site Notice Displayed ? :

YES	NO	DATE

Date of Neighbour Notifications : .....

Date of Site Visit : .....

Date Registered : 17/11/2000

Earliest Date for Decision : 22/12/2000

Latest Consultation Date/Site Notice Expiry Date : 22/12/2000

This application <u>will have expired on</u>: <u>12/01/2001.</u> You need to make a decision 1 day prior to this date for this application to count as *determined in less than 8 weeks.*

Consultation Responses :

WITHDRAWN 30.4.01
Was to be considered at
DC Ctee 2.5.01
refer to report

Planning Issues :

Application Number: F/2000/2840

Appraisal :

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

Application Number F/2000/2840
Conditions/Reasons for Refusal

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

RECORD OF SITE VISIT

SITE ADDRESS: Sandmartins Golf Club Finchampstead Road Finchampstead Wokingham.

APPLICATION NUMBER: F/2000/2840

OFFICER: Mrs B Polnik

DATE OF SITE VISIT:.....

1 SITE/STATUTORY NOTICE DISPLAYED ?

2. DESCRIPTION OF SURROUNDINGS

3. DESCRIPTION OF SITE/BUILDING

4. RELATIONSHIP TO ADJOINING PROPERTIES

5. SITE CONSTRAINTS

TREES

ACCESS/PARKING

LEVELS

BOUNDARY TREATMENT

OTHERS

MINUTES OF A MEETING OF THE DEVELOPMENT CONTROL COMMITTEE HELD ON WEDNESDAY 2 MAY 2001 FROM 7.00 PM TO 9.45 PM

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

Also present under Standing Order 39:- Mrs P Bray, Mr FD Browne, Fiona Rolls, , Mr DC Morgan, and Mrs ELM Siggery.

PART I

311. MINUTES

The Minutes of the meeting of the Committee held on 11 April 2001 were confirmed as a correct record and signed by the Chairman.

315. APPLICATION NO: 2000/2840, PROPOSED EXTENSION TO CLUBHOUSE AND ERECTION OF HEALTH AND FITNESS CLUB, SANDMARTINS GOLF COURSE FINCHAMPSTEAD ROAD WOKINGHAM, FOR SANDMARTINS GOLF CLUB

The Committee considered a report about this application set out on Agenda pages 3297 to 3314.

The Head of Planning & Transportation informed Members that the application had been withdrawn.

Application No. F/2000/2840 **Received 12/2/2001** **Wokingham & Finchampstead**

Applicant: **Sandmartins Golf Club**
Location : **Sandmartins Golf Course, Finchampstead Road**
Proposal : **Proposed extension to clubhouse and erection of health and fitness club**

1. **Introduction** – The application relates to the existing Sandmartins Golf Course located between Evendons Lane and Wildcroft Drive. The majority of the golf course is within the Parish of Wokingham although the access, which is from Finchampstead Road, falls within the Parish of Finchampstead.

   The site lies in a rural area which is also within the separation of settlements / green gap.

   Part of the site was originally used for sand and gravel extraction dating back to 1956. The site also contained a hotel (595m^2) and a number of agricultural buildings (1904m^2). Various proposals for residential development have been refused and dismissed at appeal. In 1991 an application (37813) for use of the land as a golf course was considered at Committee and it was resolved to grant permission subject to S106 agreement for a management scheme and transfer of The Moors. The legal agreement was not signed and therefore the decision notice was not issued. This proposal also included an outline application for a clubhouse (1500m^2). A subsequent application was received and planning permission (38836) was granted in 1993 for use of the land as a golf course, change of use of the hotel to clubhouse (595m^2) and extensions, erection of new hotel (1160m^2) and maintenance building (280m^2). This consent was implemented although the new hotel has not been built.

2. **Proposal** – The proposal can be subdivided into 2 elements:

   (i) Proposed single storey extensions to existing clubhouse (504m^2) on 2 sides of the building (north and west) to provide additional and improved facilities and internal alterations to layout. The extension would total 270m^2.

   (ii) Erect a new building located 4.76m north of the proposed extension to the clubhouse for use as a health and fitness centre with ancillary facilities such as a food area. The building would measure 54.8m in length, 28m in width with a maximum height of 10.8m and a total floorspace of 2732m^2. It would be sited 1.5m lower than the existing clubhouse. The proposal also includes alterations to the parking layout to provide 179 spaces for the Health and Fitness Club.

   A transport assessment (TA), Green Travel Plan and supporting statement have been submitted with the application.

3. **Consultations** –

- ***Highway Authority :*** Two main concerns:
  (i) The TA demonstrates that of the potential 186 traffic movements generated during the evening peak (17.00 – 18.00 hrs), some of the surrounding highway network will receive an impact in excess of 10%, which is considered to be material in areas where congestion is already evident. However, whilst it

is a legitimate concern, it is not considered that this level of traffic impact could be sustained solely as a reason for refusal.

(ii) The primary concern relates to sustainability of the proposal, as accessibility of the development by means other than the private car is considered poor, and that the car parking provision has been based on predict and provide with no real degree of restraint. It is considered that the development would lead to an increased dependency on the private car with little or no opportunity to provide a modal shift to either walking, cycling or public transport. Although the applicant proposes a Green Travel Plan (GTP), PPG 13 sets out clearly that unacceptable development should not be permitted because of the existence of a Green Travel Plan and refusal is recommended on the grounds of sustainability.

- ***Landscape Architect :*** Golf course is located in a narrow strip of land designated as green gap. Although the golf course is a leisure use, the proposed health & fitness club will increase development in the gap and detract from the open appearance of the area. Proposed development, although located on ground at a lower level than existing clubhouse is a considerable size and mass. Details of proposed contours required as it would appear that significant ground remodelling will be carried out. The proposed car park layout does not provide sufficient space for substantial landscape planting within or on the eastern edge of the car park adjacent to the public footpath or around the large conifer shown to be retained to the south west of the proposed building. Any changes in levels will be detrimental.
- ***Environmental Health :*** No environmental health objection to the application.
- ***Environment Agency :*** No objection, in principle, subject to conditions relating to surface water source control measures and soakaways.
- ***Loddon Valley Ramblers :*** No comment with regard to public right of way.
- ***Wokingham Town Council :*** No response yet received.
- ***Finchampstead Parish Council :*** The Parish Council has no objections to this application.
- ***Letters of representation :*** letters of objection received.
  Objections can be summarised as follows:
  - concern that extension of facilities would result in increased noise and disturbance, eg slamming of doors, noisy functions and revving of engines.
  - design of proposal out of keeping with existing building and rural character of area.
  - increased traffic movements.
  - golf balls affecting safety of neighbouring residents and public.
  - impact on flora & fauna
  - unsuitable location
  - impact of large carpark

In addition, one letter of no objection and a petition containing 36 signatures in support of the application have been received.

4. **Appraisal** – Main issues are:

   A. Principle and impact of proposed extensions to existing clubhouse on rural character and visual amenity of area (Policies C2, C6, R3 and R1 of the Berkshire Structure Plan; policies STV2, SC1 and SR8 of the South East Area Local Plan; and policies WCC1, WCC2, WR1 and WR13 of the Deposit Draft Wokingham District Local Plan).

   B. Principle of new Health & Fitness Club in this location (Policies C2, C6, R3 and R1 of the Berkshire Structure Plan; policies STV2, SC1 and SR8 of the South East Area Local Plan; and policies WCC1, WCC2, WR1, WR13 and WSH1 of the Deposit Draft Wokingham District Local Plan and PPGs 6 and 13).

   C. Impact of new Health & Fitness Club on rural character and visual amenity of the area (Policies C2, C6, R3 and R1 of the Berkshire Structure Plan; policies STV2, SC1, SR8 and SC15 of the South East Area Local Plan; WCC1, WCC2, WCC4, WR1 and WR13 of the Deposit Draft Wokingham District Local Plan).

   D. Impact of proposals on amenities of neighbouring occupiers (Policies SBE1/2 of the South East Area Local Plan; and policy WBE1 of the Deposit Draft Wokingham District Local Plan).

   E. Whether location of the health & fitness club is considered to be sustainable (Policies OS1 and LD6 of the Berkshire Structure Plan; and policies WOS1, WOS3 and WR1 of the Deposit Draft Wokingham District Local Plan and PPG13).

   F. Whether the health & fitness club satisfies PPG6 tests (Policies WSH1 of Deposit Draft Wokingham District Local Plan and PPG6).

   G. Highway issues (Policies LD5 and T1 of the Berkshire Structure Plan; policies WOS3 and WT3 of the Deposit Draft Wokingham District Local Plan; and PPG13).

   H. Concerns of residents.

A. Principle and impact of proposed extensions to existing clubhouse on rural character and visual amenity of area

The site is located within a rural area and in an area important to the separation of settlements/green gap, as defined by the South East Area Local Plan and the Wokingham District Local Plan (Deposit Draft), where there is a general presumption against development although provision for outdoor sport is one of the exceptions, subject to the proposal being appropriate in scale, form, materials, design and character.

Although the extensions to the existing clubhouse are single storey, the total increase in floorspace would be 270m^2 representing an 53% increase in floor area. The proposed materials would include a metal standing roof seam. Whilst the principle of a single storey extension to the existing clubhouse could be acceptable in this instance, the proposed design and materials are considered to be inappropriate in terms of its location. The extensions would

form a discordant feature in relation to the main building which is constructed of brick with clay roof tiles and slates on an existing single storey extension. As such this element of the proposal is contrary to policies C2, C6, R1 and R3 of the Berkshire Structure Plan; policies STV2, SC1 and SR8 of the South East Area Local Plan; and to policies WCC1, WCC2, WR1 and WR13 of the Wokingham District Local Plan (Deposit Draft).

B. Principle of new Health & Fitness Club in this location

Whilst it is accepted that the proposed Health & Fitness Club would be in a similar location to the hotel approved on the original planning permission (38836) which could still be built by virtue of the fact that part of the consent has already been implemented, the scale of development is different to the proposed new leisure club both in terms of appearance and use. The visual impact is expanded upon in paragraph C below.

Since 1993 when the original permission was granted there has been a considerable shift in national planning policyregarding the location of leisure and other facilities with greater emphasis on sustainability and reducing the need to travel by the private car, e.g. PPG1 revised February 1997, PPG6 revised 1996 and PPG13 issued 1994 and revised 2001, and protecting the countryside, e.g. PPG7 revised February 1997.

The approved hotel contained 13 bedrooms with ancillary facilities and staff accommodation, with a total floorspace of 1160m^2. Whilst it was a separate building it was linked to the clubhouse by a covered way and considered ancillary to the main use of land as a golf course for which a rural location is acceptable.

In contrast a rural location is not essential for a leisure club and to the contrary such a location is not considered to be sustainable, resulting in increased traffic generation and unnecessary movements.

C. Impact of the new Health & Fitness Club on the rural character and visual amenity of the area

Whilst the proposed Health & Fitness Club building would be located in a similar location to the previously approved hotel, the size and design of building is considered inappropriate in this open and rural location. It would be clearly visible from properties in Wildcroft Drive, Evendons Lane and public footpaths which cross the golf course.

In terms of size and massing, although it would be of a similar height to the approved hotel, 10.9m, the hotel would have been located approximately 3m below the ground level of the clubhouse as opposed to 1.5m and therefore the building would be more prominent. The ridge would be the same height as the highest part of the ridge of the existing clubhouse. The maximum depth of both buildings is not dissimilar, 26m and 28m respectively, although in the case of the hotel the depth of the building is not uniform as it is set in on either side reducing its bulk and massing. The leisure club building is also substantially longer, 54.8m as opposed to 31m, representing a 76% increase in length. The floorspace is more than double, 2732m^2 as opposed to 1160m^2 resulting in a 135% increase.

The design and form of the building is out of character with the adjoining clubhouse building and is also alien to the rural character of this area and considered to be more appropriate located in an industrial estate.

In addition, additional parking would need to be provided for the leisure club. The golf club currently has a total of 77 spaces and additional informal area for overflow parking. As the health and fitness building itself would be located in an area currently used for car parking which would have to be replaced, the proposal includes the provision of 150 spaces for the golf club and 183 for the health and fitness club. The provision of additional parking would have a further urbanising impact.

In contrast to a golf course, a health and fitness club does not need to be located outside a built up area. The nature of the use would mean that visits to the site would be short-term (1 or 2 hours) as opposed to the longer length of time spent playing a round of golf or staying overnight at a hotel. The building itself is much larger than a 13 bedroomed hotel and the pattern of coming and gooings is likely to be different ie. spread throughout the day and more intensive. This intensification together with the additional parking required would have an unacceptable effect on the rural character and amenity of the area.

In light of the above the proposed building, by virtue of its design, scale and massing and associated parking would adversely affect the open and rural character of the countryside and visual amenity of the area. As such it is contrary to policies C2, C6, R3 and R1 of the Berkshire Structure Plan; policies STV2, SC1, SC15 and SR8 of the South East Area Local Plan; and to policies WCC1, WCC2, WCC4, WR1 and WR13 of the Wokingham District Local Plan (Deposit Draft).

D. Impact of proposals on amenities of neighbouring occupiers
Issues of visual impact have been dealt with above in paragraph C and traffic generation in paragraph G below.

Although the extension to the clubhouse will improve facilities, the site is already used as a golf course and no extension of the fairways is proposed and therefore it is not considered that impact on safety due to golf balls would change materially.

With regard to increased noise and disturbance, it is likely that the number of people visiting the site would increase due to the proposed health and fitness club. However any increase in noise and disturbance to neighbouring residents would not be so great as to constitute a reason for refusal.

E. Whether the location of the proposed health and fitness club would be sustainable
The nearest bus stop to the site is 900m by foot and the nearest station is Wokingham located 2.2km from the site. Although the site is accessible by foot and bicycle either by the public footpath from Blagrove Lane or Finchampstead Road, it is considered that accessibility of the development by means other than the private car is considered poor, and that the car parking provision has been based on predict and provide with no real degree of restraint.

It is therefore considered that the development is such that it would lead to an increased dependency on the private car with little or no opportunity to provide a modal shift to either walking, cycling or public transport. Although the applicant proposes a Green Travel Plan, PPG 13 sets out clearly that unacceptable development should not be permitted because of the existence of a Green Travel Plan.

In view of the above, the location of the proposed development is not considered to be sustainable.

F. Whether the proposed health and fitness club satisfies the PPG6 tests
It is acknowledged that such a facility could be well used (refer to applicant's supporting statement) and the supporting statement makes reference to PPG6. However, the applicant has not demonstrated need in terms of PPG6. The location of the development is not considered to be particularly sustainable and such a use would be better located in a town centre location where a greater proportion of trips would be dual use, thereby reducing the need to travel in line with national and local policy as set out in policy WSH1.

Leisure and the evening economy forms part of the guidance in PPG6 "Town Centres and Retail Developments" states in Paragraph 1.9 that where:
"a developer is proposing an out-of-centre development, the onus will be on the developer to demonstrate that he has thoroughly assessed all potential town centre options."

Whilst this development is not for retail, it is important to note the text which follows this statement. Paragraph 1.15 states that the approach should apply to all town centre uses including leisure.
"This approach should also apply to all key town centre uses which attract a lot of people, including commercial and public offices, entertainment, leisure and other such uses. These should be encouraged to locate in city, town and district centres. ."

Such uses should be ideally located in town centres, both to support the viability of town centres and offer greater opportunity for shared trips and to minimise private motor car trips. The proposed health and fitness use would be located in the countryside in a non-sustainable location.. Therefore in order to satisfy PPG6 the onus is on the applicant to demonstate need (ie. that demonstrable harm would arise in planning terms if the development is not carried out) and that the sequential test for more appropriate sites has been carried out. The applicant has failed to do either. Instead, the applicant has sought to demonstrate demand (which is not the same as need) and to justify why no meaningful sequestial test has been carried out. The proposal is therefore contrary to PPG6.

G. Highway issues

In contrast to a golf course, a health and fitness club does not need to be located outside a built up area. The nature of the use would mean that visits to the site would be short-term (1 or 2 hours) as opposed to the longer length of time spent playing a round of golf or staying overnight at a hotel.

The Traffic Assessment demonstrates that of the potential 186 traffic movements generated during the evening peak (17.00 – 18.00 hrs), some of the surrounding highway network will receive an impact in excess of 10%, which is considered to be material in areas where congestion is already evident. However, whilst it is a legitimate concern, it is not considered that this level of traffic impact could be sustained solely as a reason for refusal.

H. Concerns of residents

Issues of design of building, car parking, traffic generation, increased noise and disturbance and whether there would be a material increase in the number of golf balls encroaching on to neighbouring properties have been dealt with above.

5. **Conclusion** – It is considered that the proposed extension to the clubhouse by virtue of its design and materials, would form a discordant feature in relation to the main building.

With regard to the proposed health and fitness club, the location of the development would result in increased use of private cars contrary to PPG13 and development plan policies. The applicant has not demonstrated need and carried a sequential test for appropriate sites, as required by PPG6.

Furthermore, notwithstanding the extant permission for the hotel, the design, scale and massing of the building and associated parking would have an urbanising impact causing unacceptable harm to the open and rural character of the area, which is also important to the separation of settlements.

6. **Recommendation** – REFUSE planning permission on the following grounds:

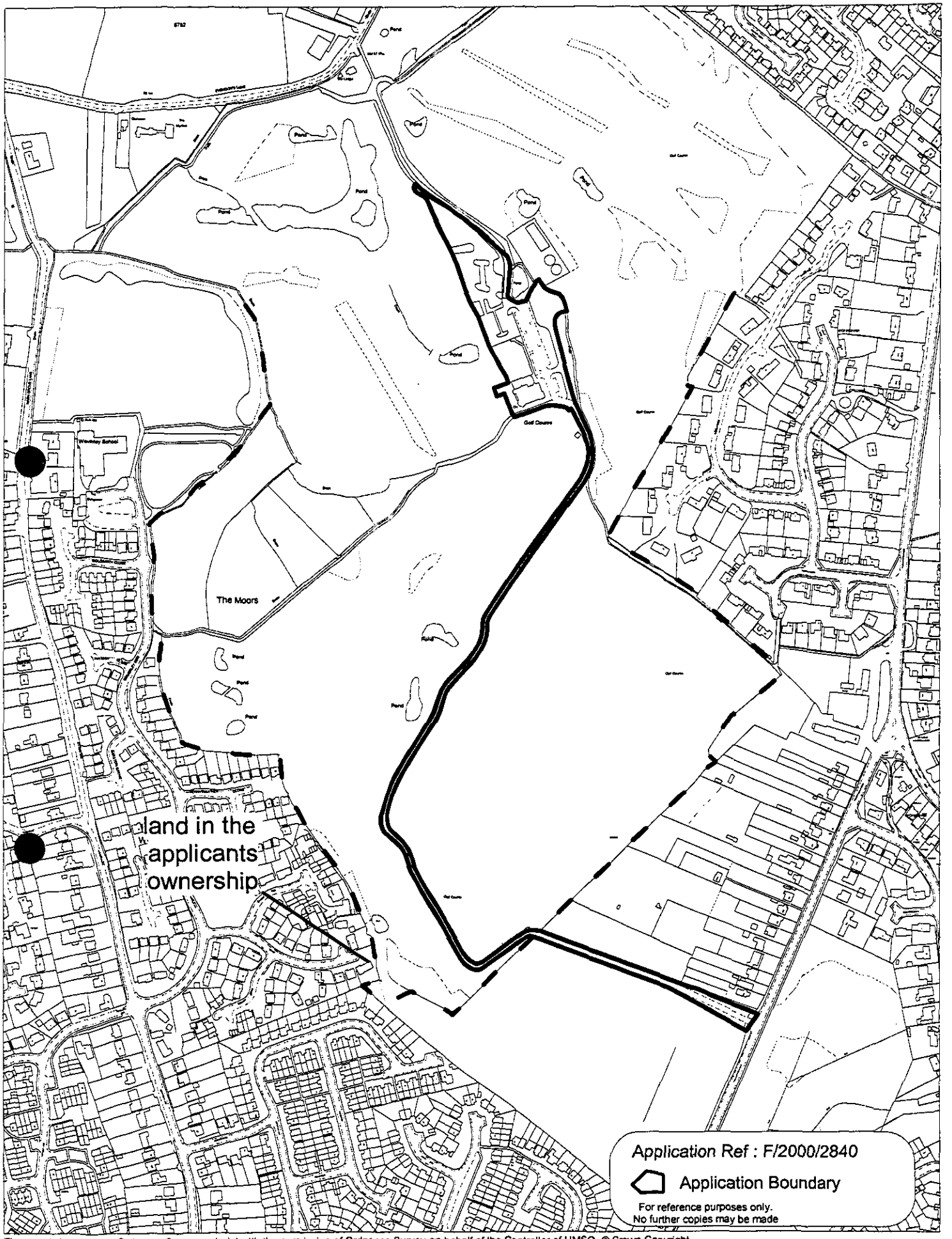
1. The proposed development of the fitness and leisure club and associated parking by reason of its design, form and scale and increase in associated activity would cause unacceptable harm to the open and rural character of the area which is also designated as "separation of settlements" and "green gap". As such it is considered contrary to policies C2 and C6 of the Berkshire Structure Plan, policies STV2 and SC1 of the South East Area Local Plan and to policies WCC1 and WCC2 of the Wokingham District Local Plan (Deposit Draft).

2. The proposed extension to the existing clubhouse by virtue of its design would form a discordant feature in relation to the host building, detrimental to the visual amenity of the area. As such the proposal is considered contrary to policies C2 and C6 of the Berkshire Structure Plan; policies STV2, SC1 and SBE1/2 of the South East Area Local Plan and to policies WCC1, WCC2 and WBE1 of the Wokingham District Local Plan (Deposit Draft).

3. The location of the proposed development is such that it would lead to an increased dependency on the private car by both staff and users of the health and fitness club. The development is therefore considered unsustainable and contrary to policies LD5 and H4 of the Berkshire Structure Plan; policies WOS1 and WT7 of the Wokingham District Local Plan (Deposit Draft) and to PPG13.

4. The proposal fails to satisfy the requirements of Planning Policy Guidance Note No.6 in that the applicant has failed to demonstrate need and to carry out sequential test for appropriate sites for the health and fitness element of the proposal.

BASIA POLNIK



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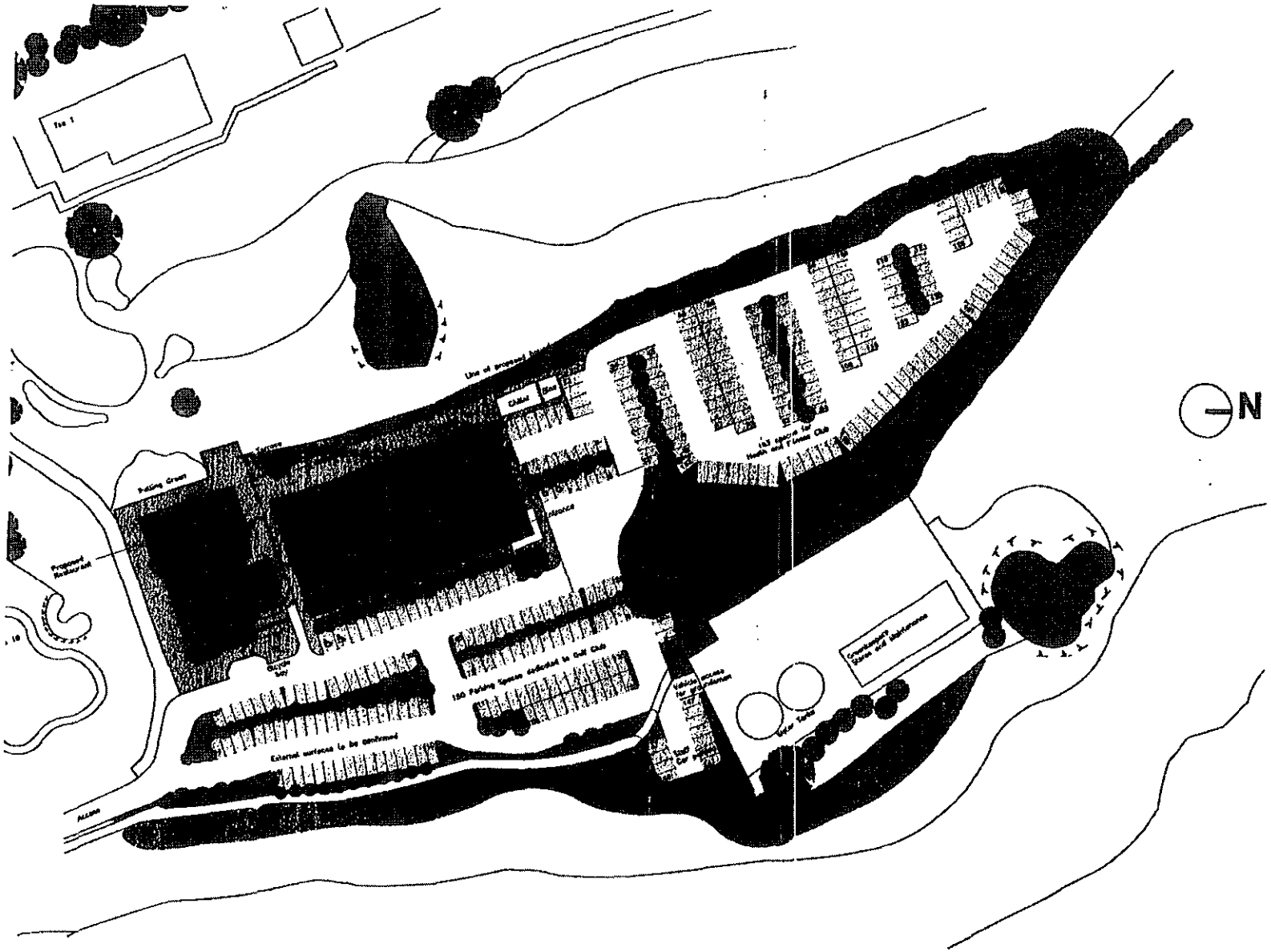
Development Control Section, Environmental Services, Wokingham District Council.

Scale: 1 : 5000



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REVISED PLAN
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NOTES

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01 JAN 2001

REV	DATE	AMENDMENT	BY

CLIENT
SANDMARTINS GOLF CLUB
WOKINGHAM, SURREY

PROJECT TITLE
HEALTH & FITNESS CLUB

DRAWING TITLE
SITE LAYOUT PLAN

DATE	SCALE	DWG FILE NO
	1:500	SITELAYOUT

DRAWN	CHECKED	DISCIPLINE
JH	AP	

JOB NO.	DRAWING NO.	REVISION
A253	AX (00) 01	J

PLANNING

THE ROGER WERN PARTNERSHIP LIMITED
ARCHITECTURAL CONSTRUCTION AND MANAGEMENT

72 St. Andrews Street
Cambridge, CB2A
Telephone (01223) 457171
Facsimile (01223) 464666
e-mail: mail@rwp.demon.co.uk
www.rwp.com

A1 SIZE
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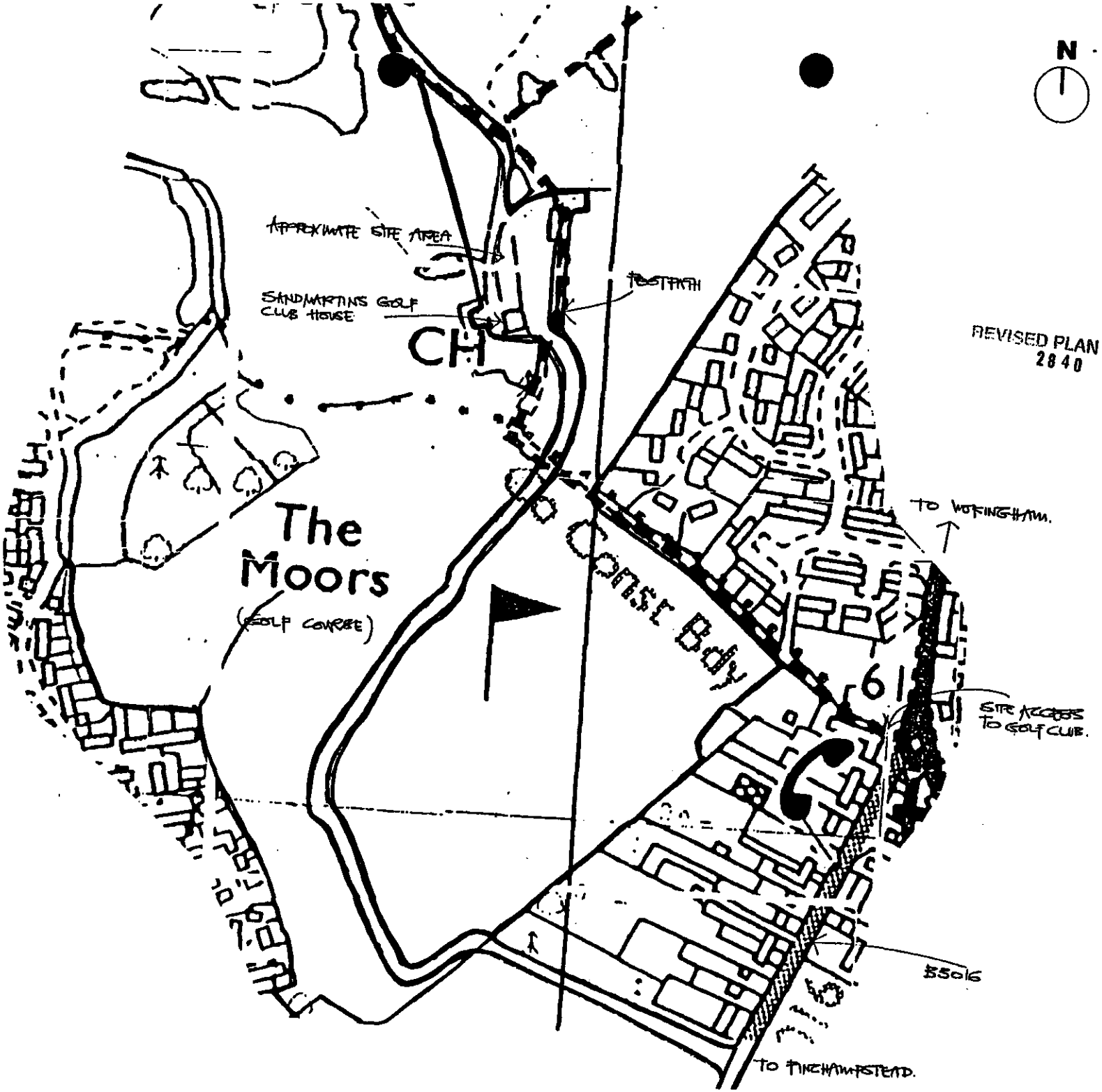
PLANNING



NOTES

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REV | DATE | AMENDMENT | BY

PLANNING

CLIENT
SANDMARTINS GOLF CLUB WOKINGHAM, SURREY

PROJECT TITLE
HEALTH & FITNESS CLUB

DRAWING TITLE
SITE LOCATION PLAN PLAN

DATE	SCALE	CAD FILE NO.
NOV '96	1:2500@A3	AX-00-03
DRAWN	CHECKED	MASTER DWG NO
AR	AR	MASTER

JOB NO.		REVISION
A253	AX (00) 03	A

THE ROGER WENN PARTNERSHIP LIMITED

ARCHITECTS
PROJECT MANAGERS
BUILDING SERVICES CONSULTANTS
CONSTRUCTION CONSULTANTS
COST CONSULTANTS

72 ST BARTHOLOMEW'S STREET
CAMBRIDGE, CB2 3DT
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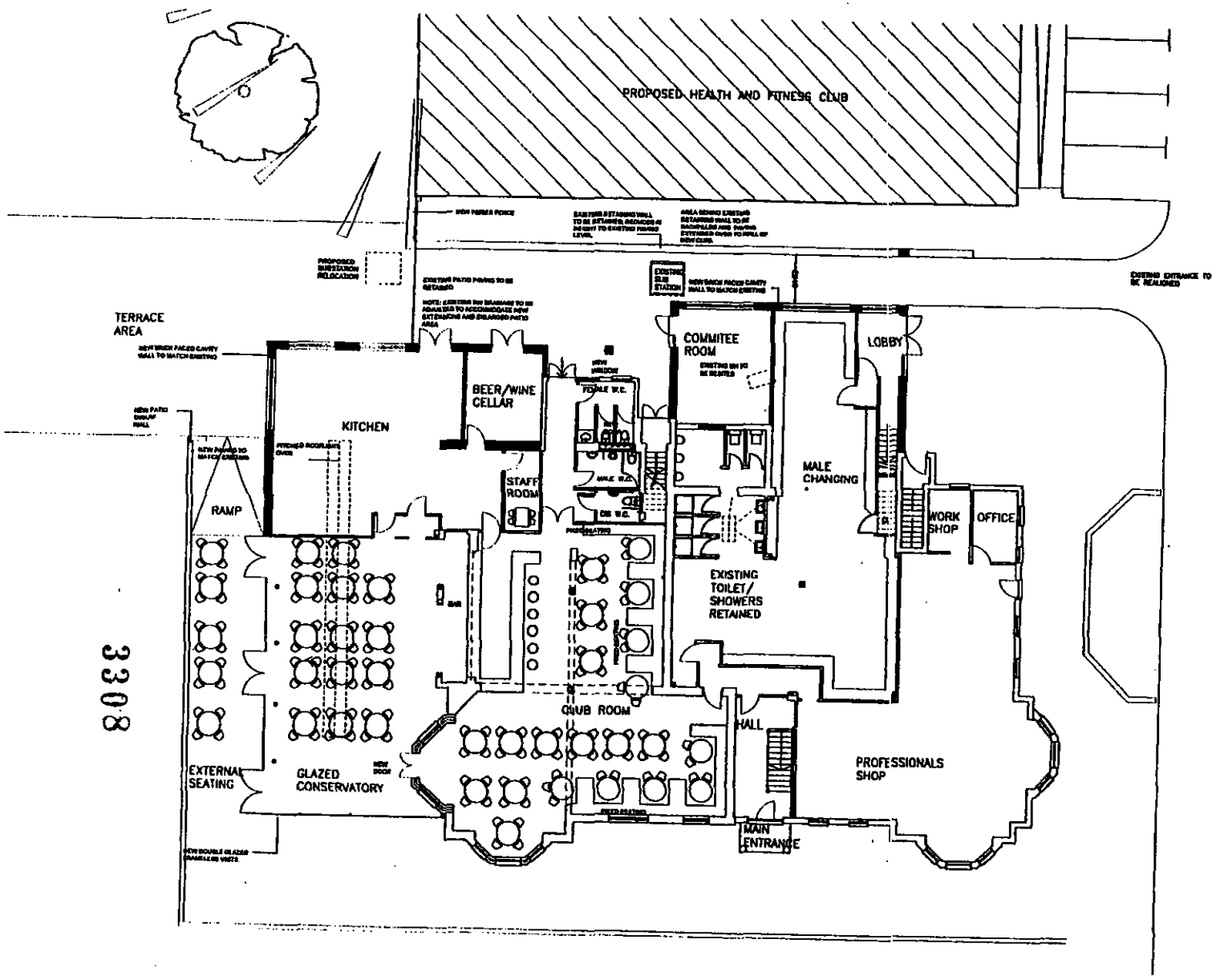
3307



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NOTES

17 NOV 2000 2540

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PLANNING

SANDMARTINS GOLF CLUB

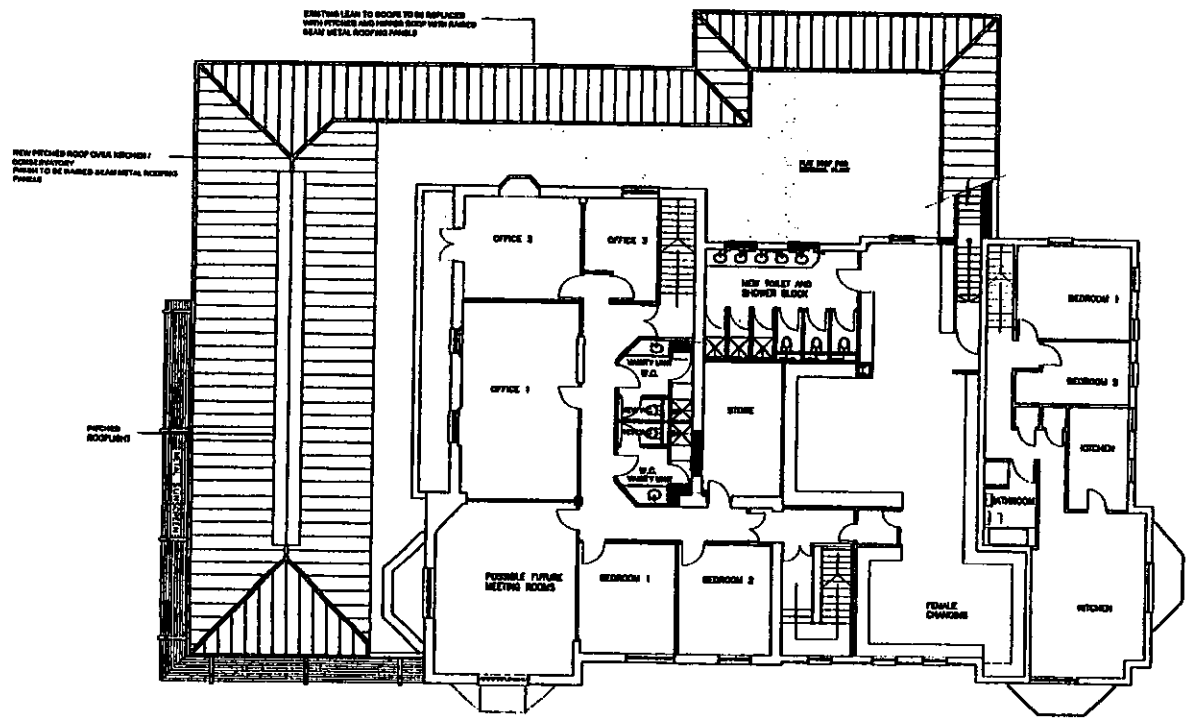
ALTERATIONS TO GOLF CLUB, WOKINGHAM

GROUND FLOOR PLAN

A252	AL(00)09	A

THE ROGER WENN PARTNERSHIP LIMITED

3309



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NOTE:
SCHEMATIC LAYOUT SUBJECT TO FLOOR TO FLOOR HEIGHT CONFIRMATION AND SITE SURVEY

NEW BLOCKWORK / STUD PARTITION

12 NOV 2008

REV | DATE | REMARKS | BY

PLANNING

CLIENT
SANDMARTINS GOLF CLUB

PROJECT TITLE
ALTERATIONS TO GOLF CLUB, WOKINGHAM

DRAWING TITLE
FIRST FLOOR PLAN

DATE	SCALE	SIZE
SEPT '08	1:100@A1	A1
DRAWN	CHECKED	DRAWING STATUS
AH	AH	PLANNING

JOB NO	DRAWING NO	REVISION
A252	AL(00)10	A

THE ROGER WENN PARTNERSHIP LIMITED

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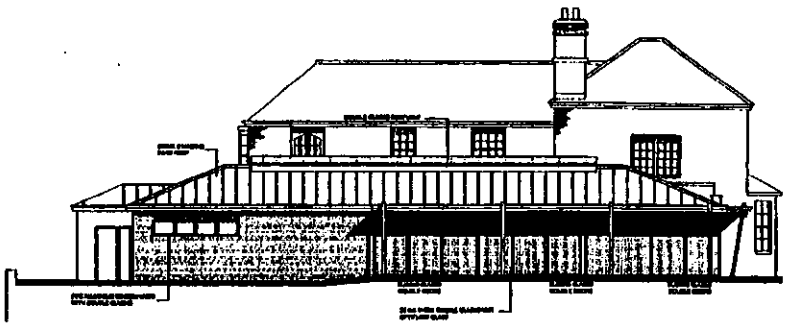
e-mail: mail@rogerwenn.co.uk



NORTH ELEVATION



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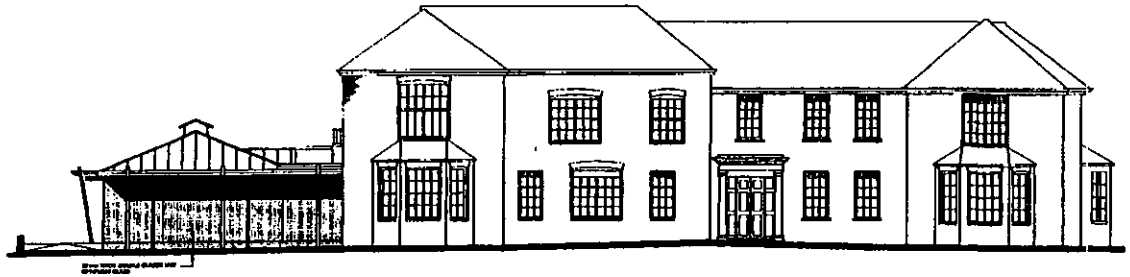

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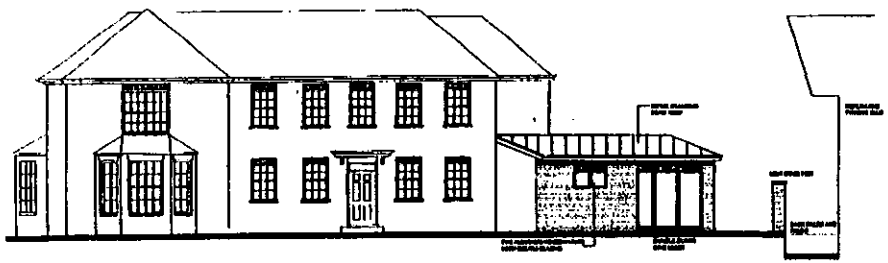

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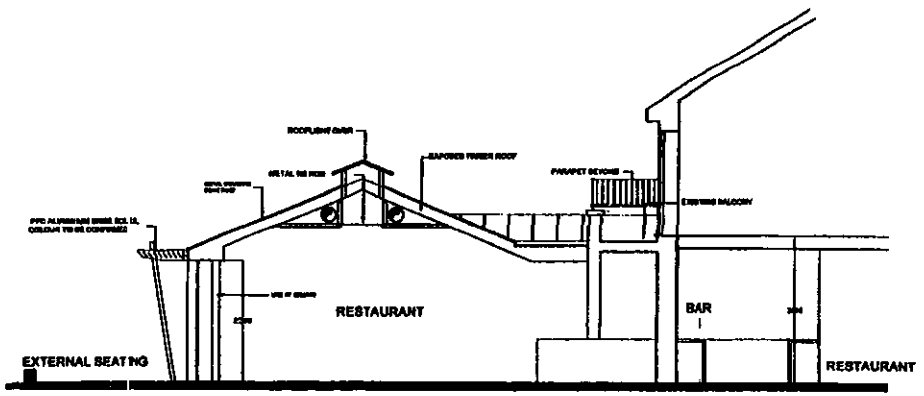

SECTION A - A THROUGH RESTAURANT 1:50

REVISED PLAN

2840

NOTES

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NOTE:
SCHEMATIC LAYOUT SUBJECT TO FLOOR TO FLOOR HEIGHT CONFIRMATION AND SITE SURVEY

24 JUL 2009

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PLANNING

CLIENT
SANDMARTINS GOLF CLUB

PROJECT TITLE
ALTERATIONS TO GOLF CLUB, WOKINGHAM

DRAWING TITLE
ELEVATIONS AND SECTION

DATE	SCALE	DRAWING NO.
OCT '09	1:100, 1:50 @ A1	
DRAWN	CHECKED	SHEET SIZE
VJ	AR	PRINTED IN COLOUR

JOB NO.	DRAWING NO.	REVISION
A252	AL(00)04	D

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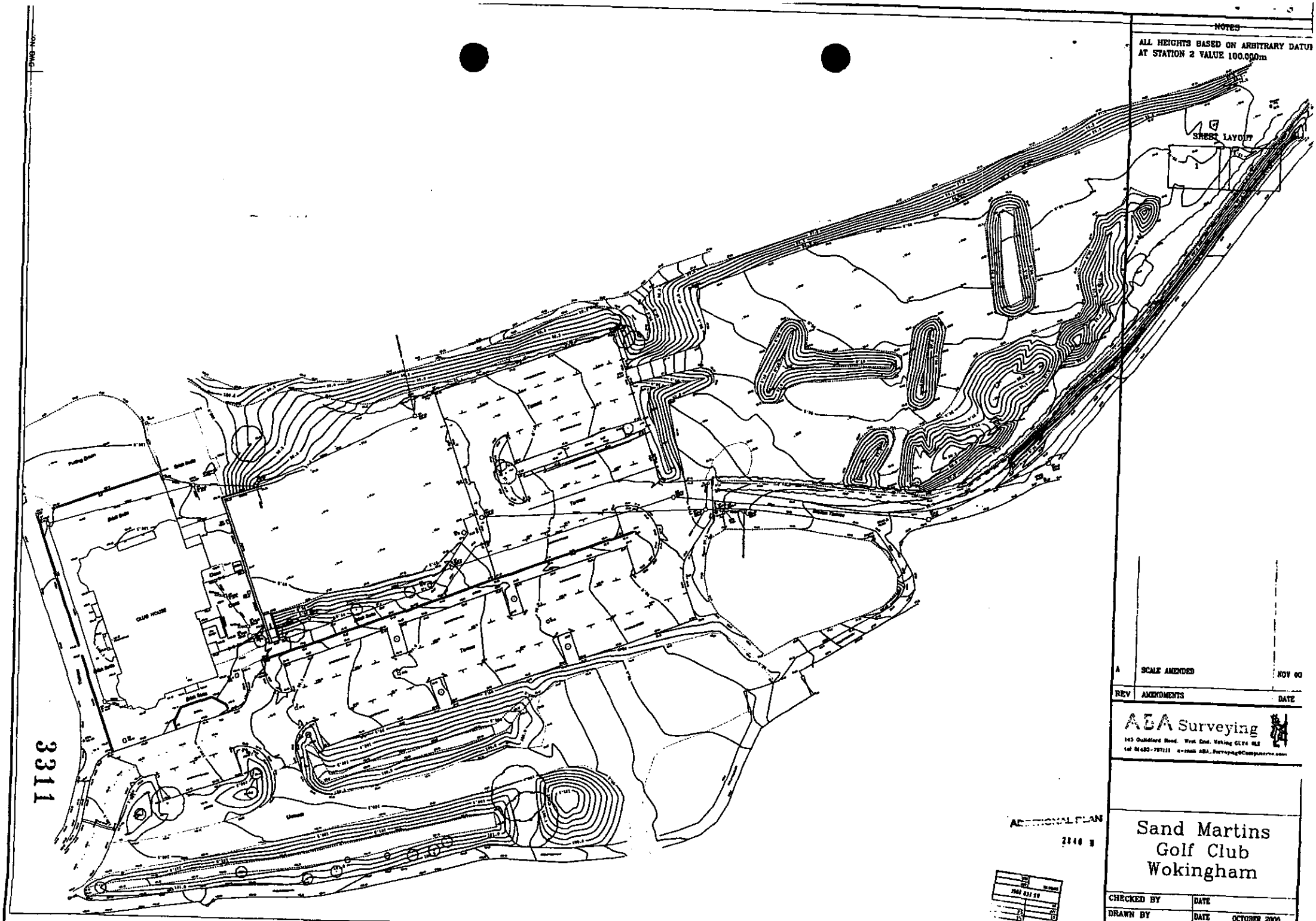
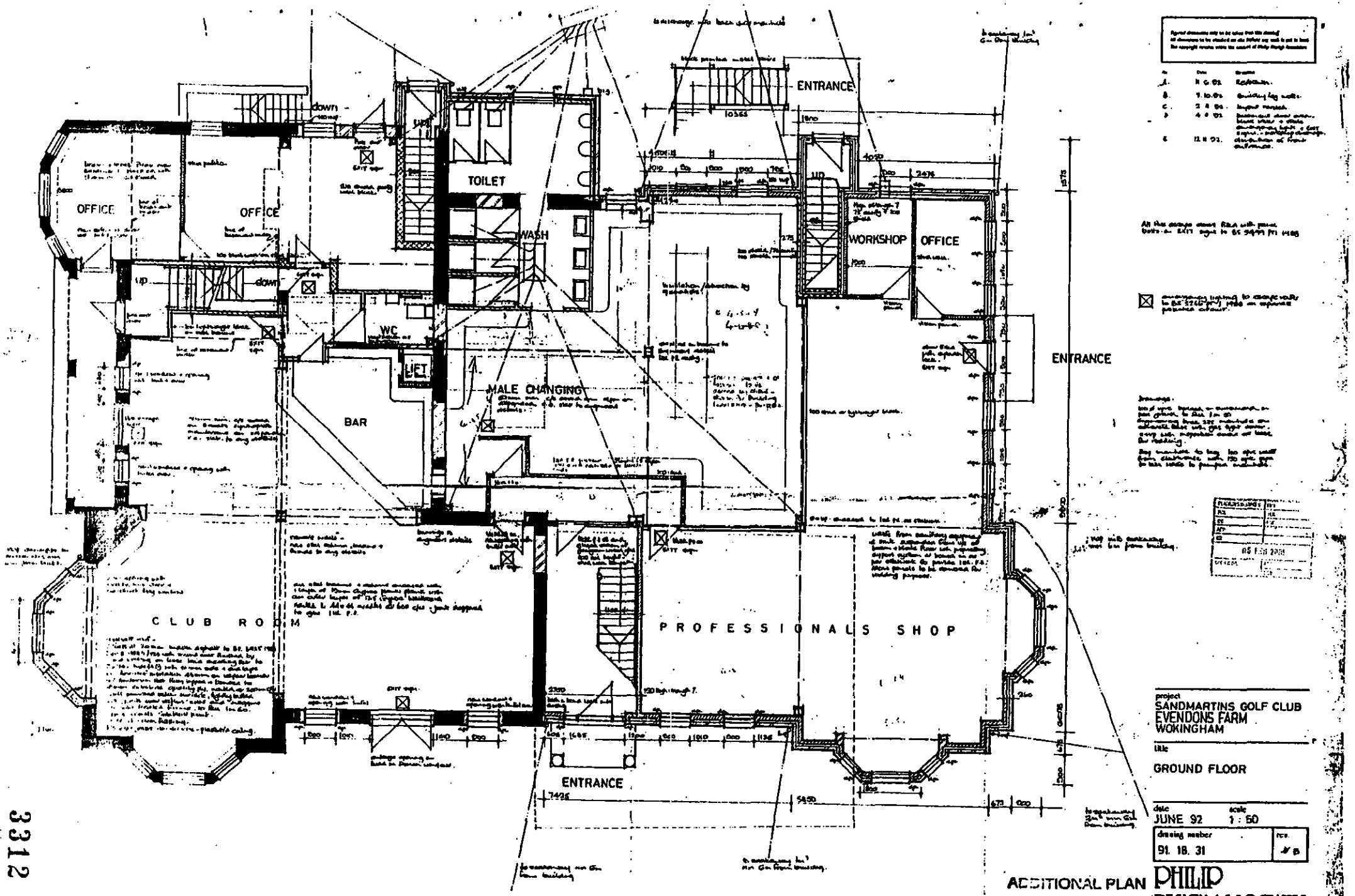
PROJECT MANAGERS
PLANNING SUPERVISORS
CONSTRUCTION CONSULTANTS
COST CONSULTANTS

3310


NOTES
ALL HEIGHTS BASED ON ARBITRARY DATUM
AT STATION 2 VALUE 100.000m
SHEET LAYOUT
CLUB HOUSE
3311
ADDITIONAL PLAN
A SCALE AMENDED NOV 00
REV AMENDMENTS DATE
ABA Surveying
Sand Martins
Golf Club
Wokingham
CHECKED BY
DRAWN BY
DATE OCTOBER 2000
SCALE 1:200
JOB No. 20517
REV



3312

ADDITIONAL PLAN

project
SANDMARTINS GOLF CLUB
EVENDONS FARM
WOKINGHAM

title
GROUND FLOOR

date JUNE 92 scale 1 : 50

drawing number 91. 18. 31 rev. A B

PHILIP DESIGN ASSOCIATES
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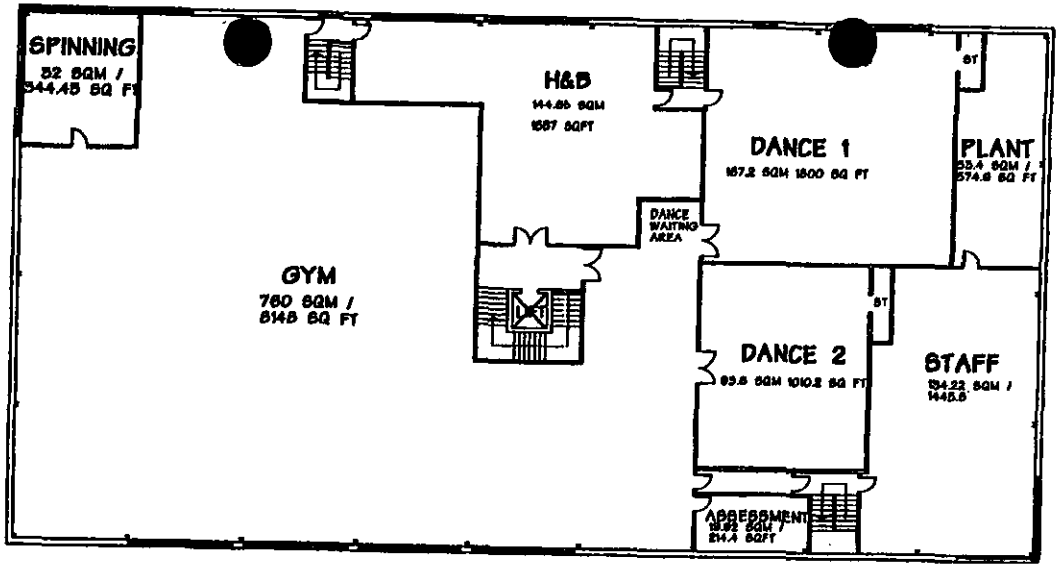

FIRST FLOOR PLAN
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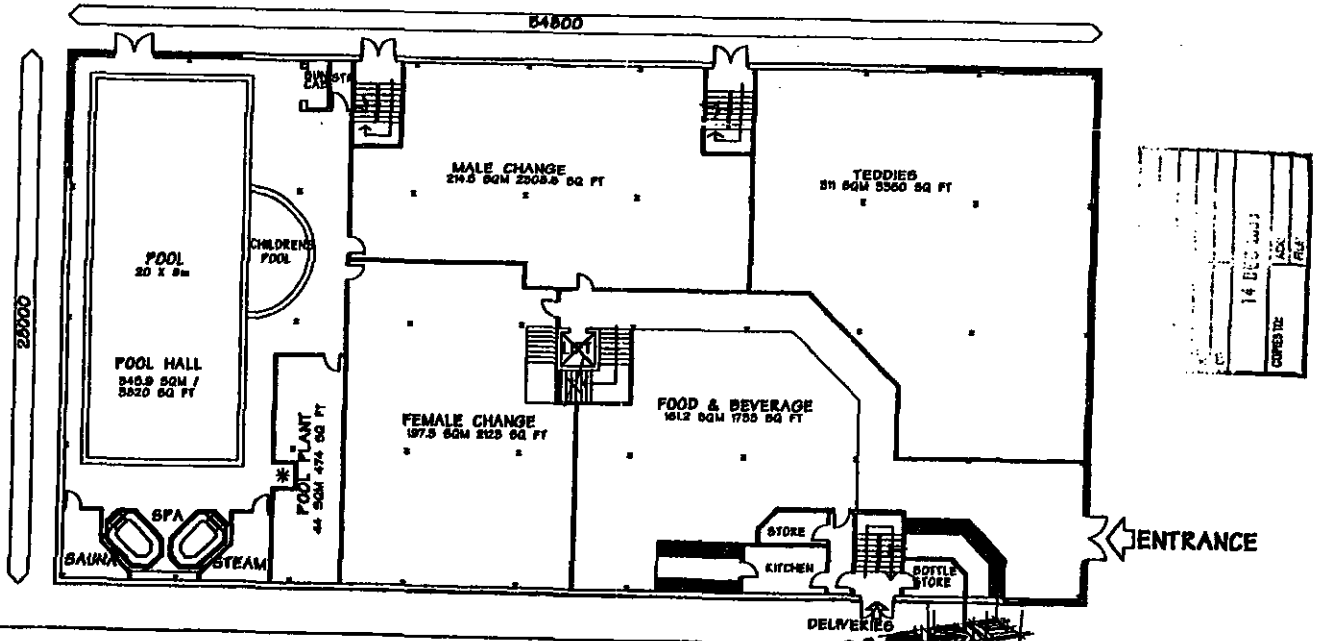

3313

GROUND FLOOR PLAN
1485 SQ M 15985 SQ FT

2840
REVISED PLAN

Revisions:		Date
A	EXTERNAL FENESTRATION ADDED. WALL THICKNESSES INDICATED.	07.12.00
B	EXTERNAL FENESTRATION ALTERED ADJACENT RECEPTION AREA AT GROUND FLOOR LEVEL AND STAFF ROOM AT FIRST FLOOR LEVEL.	8.12.00

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Client ESPORTA HEALTH AND FITNESS
Project ESPORTA- WOKINGHAM
HANDMARKING GOLF CLUB
Title FLOOR PLANS
Date OCT 00 Drawn by MSA/CD Checked by
Scale 1:200 Drawing no. 00.A23.D01B

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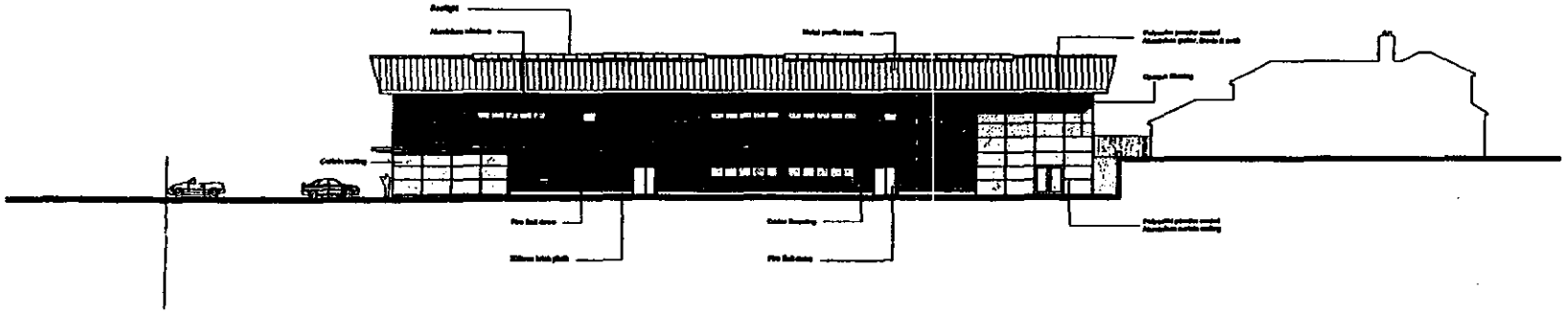

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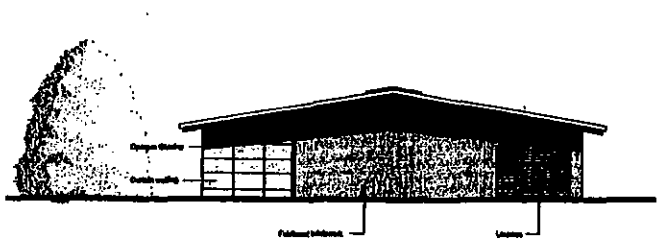
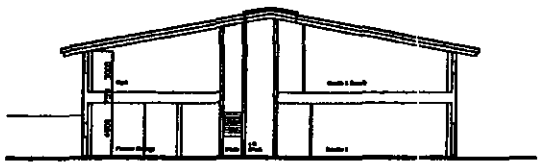
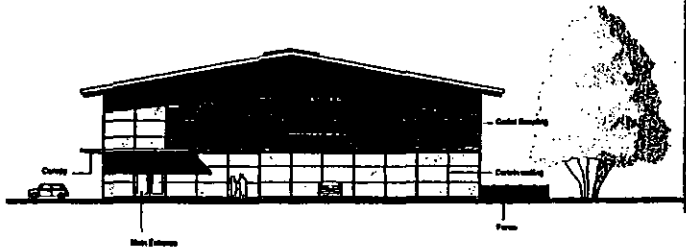


SOUTH ELEVATION



SECTION A - A



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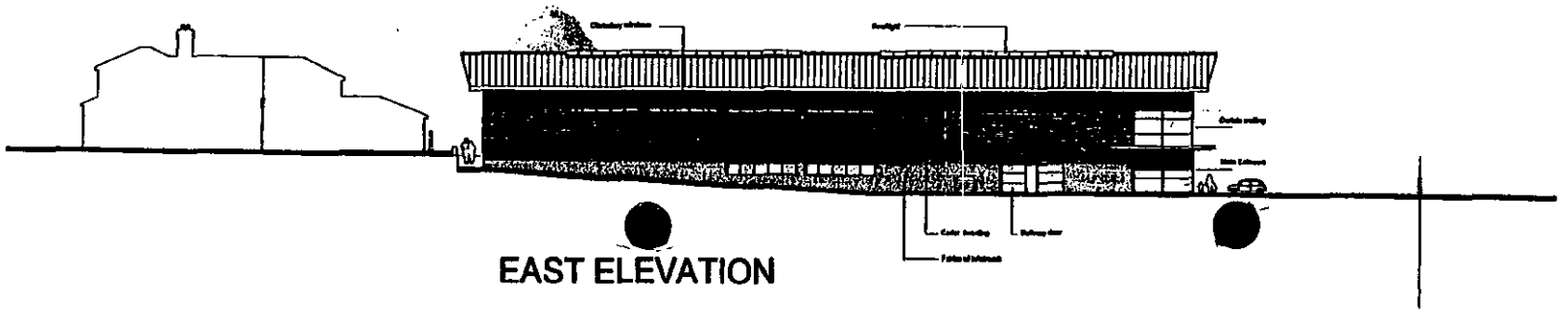

EAST ELEVATION

3314

NOTES

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PLANNING

SANDMARTINS GOLF CLUB
WOKINGHAM, SURREY

HEALTH & FITNESS CLUB

SECTION & ELEVATIONS
HEALTH & FITNESS CLUB

A253	AL(00)05	C

REVISED PLAN

2 9 4 0 _ 8

THE ROGER WENN PARTNERSHIP LIMITED

ARCHITECTS
PROJECT MANAGERS
PLANNING SUPERVISORS
CONSTRUCTION CONSULTANTS
COST CONSULTANTS

Application No. F/2000/2840 **Received 12/2/2001** **Wokingham & Finchampstead**

Applicant: **Sandmartins Golf Club**
Location : **Sandmartins Golf Course, Finchampstead Road**
Proposal : **Proposed extension to clubhouse and erection of health and fitness club**

1. **Introduction** – The application relates to the existing Sandmartins Golf Course located between Evendons Lane and Wildcroft Drive. The majority of the golf course is within the Parish of Wokingham although the access, which is from Finchampstead Road, falls within the Parish of Finchampstead.

   The site lies in a rural area which is also within the separation of settlements / green gap.

   Part of the site was originally used for sand and gravel extraction dating back to 1956. The site also contained a hotel (595m^2) and a number of agricultural buildings (1904m^2). Various proposals for residential development have been refused and dismissed at appeal. In 1991 an application (37813) for use of the land as a golf course was considered at Committee and it was resolved to grant permission subject to S106 agreement for a management scheme and transfer of The Moors. The legal agreement was not signed and therefore the decision notice was not issued. This proposal also included an outline application for a clubhouse (1500m^2). A subsequent application was received and planning permission (38836) was granted in 1993 for use of the land as a golf course, change of use of the hotel to clubhouse (595m^2) and extensions, erection of new hotel (1160m^2) and maintenance building (280m^2). This consent was implemented although the new hotel has not been built.

2. **Proposal** – The proposal can be subdivided into 2 elements:

   (i) Proposed single storey extensions to existing clubhouse (504m^2) on 2 sides of the building (north and west) to provide additional and improved facilities and internal alterations to layout. The extension would total 270m^2.

   (ii) Erect a new building located 4.76m north of the proposed extension to the clubhouse for use as a health and fitness centre with ancillary facilities such as a food area. The building would measure 54.8m in length, 28m in width with a maximum height of 10.8m and a total floorspace of 2732m^2. It would be sited 1.5m lower than the existing clubhouse. The proposal also includes alterations to the parking layout to provide 179 spaces for the Health and Fitness Club.

   A transport assessment (TA), Green Travel Plan and supporting statement have been submitted with the application.

3. **Consultations** –

- ***Highway Authority :*** Two main concerns:
  (i) The TA demonstrates that of the potential 186 traffic movements generated during the evening peak (17.00 – 18.00 hrs), some of the surrounding highway network will receive an impact in excess of 10%, which is considered to be material in areas where congestion is already evident. However, whilst it

is a legitimate concern, it is not considered that this level of traffic impact could be sustained solely as a reason for refusal.

(ii) The primary concern relates to sustainability of the proposal, as accessibility of the development by means other than the private car is considered poor, and that the car parking provision has been based on predict and provide with no real degree of restraint. It is considered that the development would lead to an increased dependency on the private car with little or no opportunity to provide a modal shift to either walking, cycling or public transport. Although the applicant proposes a Green Travel Plan (GTP), PPG 13 sets out clearly that unacceptable development should not be permitted because of the existence of a Green Travel Plan and refusal is recommended on the grounds of sustainability.

- ***Landscape Architect :*** Golf course is located in a narrow strip of land designated as green gap. Although the golf course is a leisure use, the proposed health & fitness club will increase development in the gap and detract from the open appearance of the area. Proposed development, although located on ground at a lower level than existing clubhouse is a considerable size and mass. Details of proposed contours required as it would appear that significant ground remodelling will be carried out. The proposed car park layout does not provide sufficient space for substantial landscape planting within or on the eastern edge of the car park adjacent to the public footpath or around the large conifer shown to be retained to the south west of the proposed building. Any changes in levels will be detrimental.
- ***Environmental Health :*** No environmental health objection to the application.
- ***Environment Agency :*** No objection, in principle, subject to conditions relating to surface water source control measures and soakaways.
- ***Loddon Valley Ramblers :*** No comment with regard to public right of way.
- ***Wokingham Town Council :*** No response yet received.
- ***Finchampstead Parish Council :*** The Parish Council has no objections to this application.
- ***Letters of representation :*** letters of objection received.
  Objections can be summarised as follows:
  - concern that extension of facilities would result in increased noise and disturbance, eg slamming of doors, noisy functions and revving of engines.
  - design of proposal out of keeping with existing building and rural character of area.
  - increased traffic movements.
  - golf balls affecting safety of neighbouring residents and public.
  - impact on flora & fauna
  - unsuitable location
  - impact of large carpark

In addition, one letter of no objection and a petition containing 36 signatures in support of the application have been received.

4. **Appraisal** – Main issues are:

   A. Principle and impact of proposed extensions to existing clubhouse on rural character and visual amenity of area (Policies C2, C6, R3 and R1 of the Berkshire Structure Plan; policies STV2, SC1 and SR8 of the South East Area Local Plan; and policies WCC1, WCC2, WR1 and WR13 of the Deposit Draft Wokingham District Local Plan).

   B. Principle of new Health & Fitness Club in this location (Policies C2, C6, R3 and R1 of the Berkshire Structure Plan; policies STV2, SC1 and SR8 of the South East Area Local Plan; and policies WCC1, WCC2, WR1, WR13 and WSH1 of the Deposit Draft Wokingham District Local Plan and PPGs 6 and 13).

   C. Impact of new Health & Fitness Club on rural character and visual amenity of the area (Policies C2, C6, R3 and R1 of the Berkshire Structure Plan; policies STV2, SC1, SR8 and SC15 of the South East Area Local Plan; WCC1, WCC2, WCC4, WR1 and WR13 of the Deposit Draft Wokingham District Local Plan).

   D. Impact of proposals on amenities of neighbouring occupiers (Policies SBE1/2 of the South East Area Local Plan; and policy WBE1 of the Deposit Draft Wokingham District Local Plan).

   E. Whether location of the health & fitness club is considered to be sustainable (Policies OS1 and LD6 of the Berkshire Structure Plan; and policies WOS1, WOS3 and WR1 of the Deposit Draft Wokingham District Local Plan and PPG13).

   F. Whether the health & fitness club satisfies PPG6 tests (Policies WSH1 of Deposit Draft Wokingham District Local Plan and PPG6).

   G. Highway issues (Policies LD5 and T1 of the Berkshire Structure Plan; policies WOS3 and WT3 of the Deposit Draft Wokingham District Local Plan; and PPG13).

   H. Concerns of residents.

A. Principle and impact of proposed extensions to existing clubhouse on rural character and visual amenity of area

The site is located within a rural area and in an area important to the separation of settlements/green gap, as defined by the South East Area Local Plan and the Wokingham District Local Plan (Deposit Draft), where there is a general presumption against development although provision for outdoor sport is one of the exceptions, subject to the proposal being appropriate in scale, form, materials, design and character.

Although the extensions to the existing clubhouse are single storey, the total increase in floorspace would be 270m^2 representing an 53% increase in floor area. The proposed materials would include a metal standing roof seam. Whilst the principle of a single storey extension to the existing clubhouse could be acceptable in this instance, the proposed design and materials are considered to be inappropriate in terms of its location. The extensions would

form a discordant feature in relation to the main building which is constructed of brick with clay roof tiles and slates on an existing single storey extension. As such this element of the proposal is contrary to policies C2, C6, R1 and R3 of the Berkshire Structure Plan; policies STV2, SC1 and SR8 of the South East Area Local Plan; and to policies WCC1, WCC2, WR1 and WR13 of the Wokingham District Local Plan (Deposit Draft).

B. Principle of new Health & Fitness Club in this location

Whilst it is accepted that the proposed Health & Fitness Club would be in a similar location to the hotel approved on the original planning permission (38836) which could still be built by virtue of the fact that part of the consent has already been implemented, the scale of development is different to the proposed new leisure club both in terms of appearance and use. The visual impact is expanded upon in paragraph C below.

Since 1993 when the original permission was granted there has been a considerable shift in national planning policyregarding the location of leisure and other facilities with greater emphasis on sustainability and reducing the need to travel by the private car, e.g. PPG1 revised February 1997, PPG6 revised 1996 and PPG13 issued 1994 and revised 2001, and protecting the countryside, e.g. PPG7 revised February 1997.

The approved hotel contained 13 bedrooms with ancillary facilities and staff accommodation, with a total floorspace of 1160m^2. Whilst it was a separate building it was linked to the clubhouse by a covered way and considered ancillary to the main use of land as a golf course for which a rural location is acceptable.

In contrast a rural location is not essential for a leisure club and to the contrary such a location is not considered to be sustainable, resulting in increased traffic generation and unnecessary movements.

C. Impact of the new Health & Fitness Club on the rural character and visual amenity of the area

Whilst the proposed Health & Fitness Club building would be located in a similar location to the previously approved hotel, the size and design of building is considered inappropriate in this open and rural location. It would be clearly visible from properties in Wildcroft Drive, Evendons Lane and public footpaths which cross the golf course.

In terms of size and massing, although it would be of a similar height to the approved hotel, 10.9m, the hotel would have been located approximately 3m below the ground level of the clubhouse as opposed to 1.5m and therefore the building would be more prominent. The ridge would be the same height as the highest part of the ridge of the existing clubhouse. The maximum depth of both buildings is not dissimilar, 26m and 28m respectively, although in the case of the hotel the depth of the building is not uniform as it is set in on either side reducing its bulk and massing. The leisure club building is also substantially longer, 54.8m as opposed to 31m, representing a 76% increase in length. The floorspace is more than double, 2732m^2 as opposed to 1160m^2 resulting in a 135% increase.

The design and form of the building is out of character with the adjoining clubhouse building and is also alien to the rural character of this area and considered to be more appropriate located in an industrial estate.

In addition, additional parking would need to be provided for the leisure club. The golf club currently has a total of 77 spaces and additional informal area for overflow parking. As the health and fitness building itself would be located in an area currently used for car parking which would have to be replaced, the proposal includes the provision of 150 spaces for the golf club and 183 for the health and fitness club. The provision of additional parking would have a further urbanising impact.

In contrast to a golf course, a health and fitness club does not need to be located outside a built up area. The nature of the use would mean that visits to the site would be short-term (1 or 2 hours) as opposed to the longer length of time spent playing a round of golf or staying overnight at a hotel. The building itself is much larger than a 13 bedroomed hotel and the pattern of coming and gooings is likely to be different ie. spread throughout the day and more intensive. This intensification together with the additional parking required would have an unacceptable effect on the rural character and amenity of the area.

In light of the above the proposed building, by virtue of its design, scale and massing and associated parking would adversely affect the open and rural character of the countryside and visual amenity of the area. As such it is contrary to policies C2, C6, R3 and R1 of the Berkshire Structure Plan; policies STV2, SC1, SC15 and SR8 of the South East Area Local Plan; and to policies WCC1, WCC2, WCC4, WR1 and WR13 of the Wokingham District Local Plan (Deposit Draft).

D. Impact of proposals on amenities of neighbouring occupiers
Issues of visual impact have been dealt with above in paragraph C and traffic generation in paragraph G below.

Although the extension to the clubhouse will improve facilities, the site is already used as a golf course and no extension of the fairways is proposed and therefore it is not considered that impact on safety due to golf balls would change materially.

With regard to increased noise and disturbance, it is likely that the number of people visiting the site would increase due to the proposed health and fitness club. However any increase in noise and disturbance to neighbouring residents would not be so great as to constitute a reason for refusal.

E. Whether the location of the proposed health and fitness club would be sustainable
The nearest bus stop to the site is 900m by foot and the nearest station is Wokingham located 2.2km from the site. Although the site is accessible by foot and bicycle either by the public footpath from Blagrove Lane or Finchampstead Road, it is considered that accessibility of the development by means other than the private car is considered poor, and that the car parking provision has been based on predict and provide with no real degree of restraint.

It is therefore considered that the development is such that it would lead to an increased dependency on the private car with little or no opportunity to provide a modal shift to either walking, cycling or public transport. Although the applicant proposes a Green Travel Plan, PPG 13 sets out clearly that unacceptable development should not be permitted because of the existence of a Green Travel Plan.

In view of the above, the location of the proposed development is not considered to be sustainable.

F. Whether the proposed health and fitness club satisfies the PPG6 tests
It is acknowledged that such a facility could be well used (refer to applicant's supporting statement) and the supporting statement makes reference to PPG6. However, the applicant has not demonstrated need in terms of PPG6. The location of the development is not considered to be particularly sustainable and such a use would be better located in a town centre location where a greater proportion of trips would be dual use, thereby reducing the need to travel in line with national and local policy as set out in policy WSH1.

Leisure and the evening economy forms part of the guidance in PPG6 "Town Centres and Retail Developments" states in Paragraph 1.9 that where:
"a developer is proposing an out-of-centre development, the onus will be on the developer to demonstrate that he has thoroughly assessed all potential town centre options."

Whilst this development is not for retail, it is important to note the text which follows this statement. Paragraph 1.15 states that the approach should apply to all town centre uses including leisure.
"This approach should also apply to all key town centre uses which attract a lot of people, including commercial and public offices, entertainment, leisure and other such uses. These should be encouraged to locate in city, town and district centres. ."

Such uses should be ideally located in town centres, both to support the viability of town centres and offer greater opportunity for shared trips and to minimise private motor car trips. The proposed health and fitness use would be located in the countryside in a non-sustainable location.. Therefore in order to satisfy PPG6 the onus is on the applicant to demonstate need (ie. that demonstrable harm would arise in planning terms if the development is not carried out) and that the sequential test for more appropriate sites has been carried out. The applicant has failed to do either. Instead, the applicant has sought to demonstrate demand (which is not the same as need) and to justify why no meaningful sequestial test has been carried out. The proposal is therefore contrary to PPG6.

G. Highway issues

In contrast to a golf course, a health and fitness club does not need to be located outside a built up area. The nature of the use would mean that visits to the site would be short-term (1 or 2 hours) as opposed to the longer length of time spent playing a round of golf or staying overnight at a hotel.

The Traffic Assessment demonstrates that of the potential 186 traffic movements generated during the evening peak (17.00 – 18.00 hrs), some of the surrounding highway network will receive an impact in excess of 10%, which is considered to be material in areas where congestion is already evident. However, whilst it is a legitimate concern, it is not considered that this level of traffic impact could be sustained solely as a reason for refusal.

H. Concerns of residents

Issues of design of building, car parking, traffic generation, increased noise and disturbance and whether there would be a material increase in the number of golf balls encroaching on to neighbouring properties have been dealt with above.

5. **Conclusion** – It is considered that the proposed extension to the clubhouse by virtue of its design and materials, would form a discordant feature in relation to the main building.

With regard to the proposed health and fitness club, the location of the development would result in increased use of private cars contrary to PPG13 and development plan policies. The applicant has not demonstrated need and carried a sequential test for appropriate sites, as required by PPG6.

Furthermore, notwithstanding the extant permission for the hotel, the design, scale and massing of the building and associated parking would have an urbanising impact causing unacceptable harm to the open and rural character of the area, which is also important to the separation of settlements.

6. **Recommendation** – REFUSE planning permission on the following grounds:

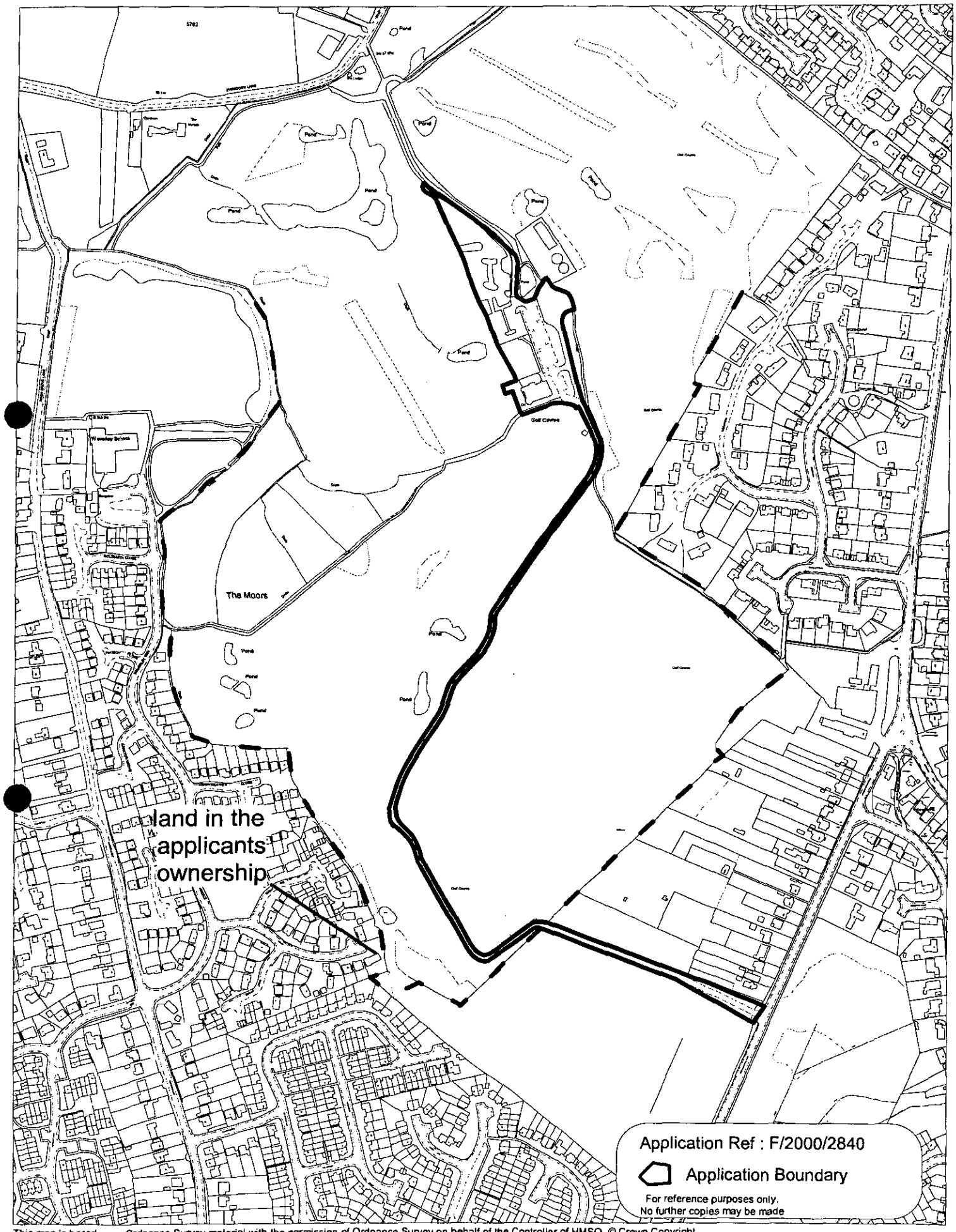
1. The proposed development of the fitness and leisure club and associated parking by reason of its design, form and scale and increase in associated activity would cause unacceptable harm to the open and rural character of the area which is also designated as "separation of settlements" and "green gap". As such it is considered contrary to policies C2 and C6 of the Berkshire Structure Plan, policies STV2 and SC1 of the South East Area Local Plan and to policies WCC1 and WCC2 of the Wokingham District Local Plan (Deposit Draft).

2. The proposed extension to the existing clubhouse by virtue of its design would form a discordant feature in relation to the host building, detrimental to the visual amenity of the area. As such the proposal is considered contrary to policies C2 and C6 of the Berkshire Structure Plan; policies STV2, SC1 and SBE1/2 of the South East Area Local Plan and to policies WCC1, WCC2 and WBE1 of the Wokingham District Local Plan (Deposit Draft).

3. The location of the proposed development is such that it would lead to an increased dependency on the private car by both staff and users of the health and fitness club. The development is therefore considered unsustainable and contrary to policies LD5 and H4 of the Berkshire Structure Plan; policies WOS1 and WT7 of the Wokingham District Local Plan (Deposit Draft) and to PPG13.

4. The proposal fails to satisfy the requirements of Planning Policy Guidance Note No.6 in that the applicant has failed to demonstrate need and to carry out sequential test for appropriate sites for the health and fitness element of the proposal.

BASIA POLNIK



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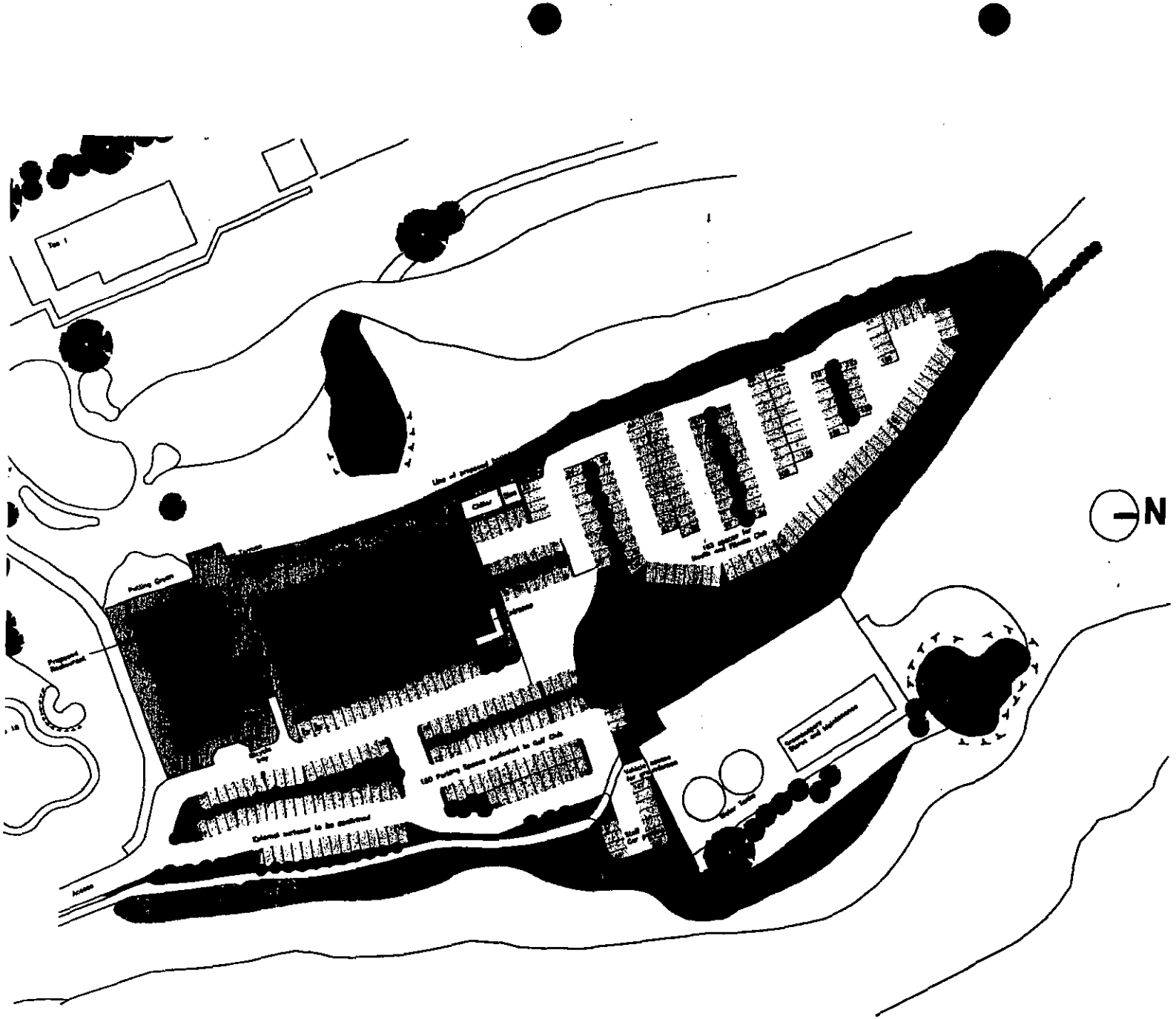
Development Control Section, Environmental Services, Wokingham District Council.

Scale: 1 : 5000

N W E S



REVISED PLAN
2840 1

NOTES

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REV	DATE	AMENDMENT	BY
A	12/12/06	AMENDMENTS TO SUIT CONSULTATION	PG

CLIENT
SANDMARTINS GOLF CLUB
WOKINGHAM, SURREY

PROJECT TITLE
HEALTH & FITNESS CLUB

DRAWING TITLE
SITE LAYOUT PLAN

DATE	SCALE	DRAWN
Version	1:500	[illegible]
Checked	Checked	Authorised
JH	AP	[illegible]

JOB NO.	DRAWING NO.	REVISION
A253	AX (00) 01	J

PLANNING

THE ROGER WENN PARTNERSHIP LIMITED
INTERNATIONAL CONSTRUCTION AND MANAGEMENT

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Chartered [illegible]
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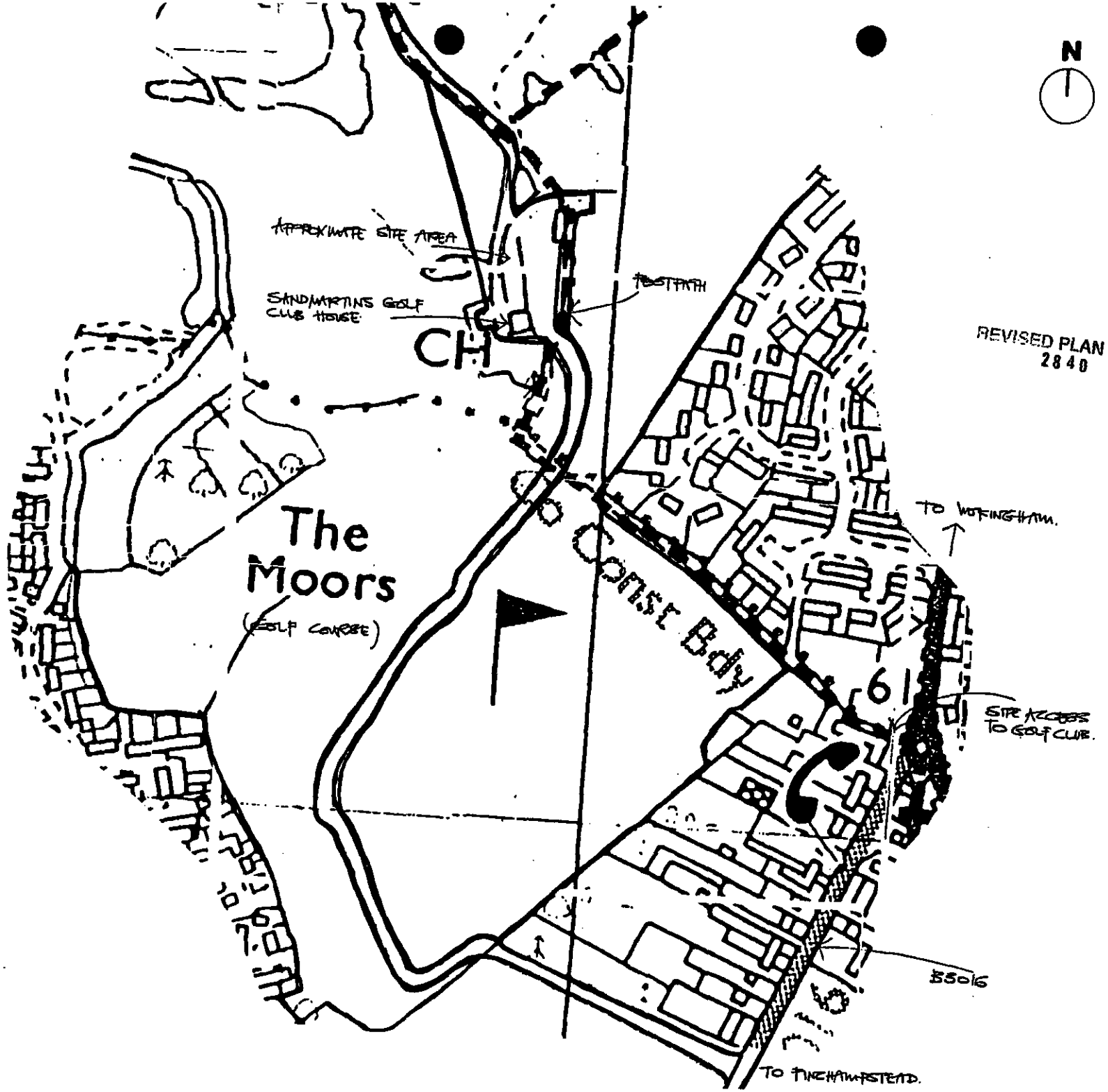

REVISED PLAN
2840

NOTES

- THE CONTRACTOR IS RESPONSIBLE FOR CHECKING DIMENSIONS WITH THE ARCHITECT BEFORE PROCEEDING WITH THE WORKS
- WHERE AN ITEM IS COVERED BY DRAWINGS TO DIFFERENT SCALES THE LARGER SCALE DRAWINGS ARE TO BE WORKED TO
- DO NOT SCALE DRAWINGS FIGURED DIMENSIONS TO BE WORKED TO IN ALL CASES
- ALL DIMENSIONS INDICATED ARE STRUCTURAL
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE FOLLOWING

REV	DATE	AMENDMENT	BY

PLANNING

CLIENT
SANDMARTINS GOLF CLUB
WOKINGHAM, SURREY

PROJECT TITLE
HEALTH & FITNESS CLUB

DRAWING TITLE
SITE LOCATION PLAN
PLAN

DATE	SCALE	CAD FILE NO
NOV '00	1:2500@A3	AX-00-03
DRAWN	CHECKED	SHEETS DRG NO
AR	AR	MASTER

JOB NO	DRAWING NO	REVISION
A253	AX (00) 03	A

THE ROGER WENN PARTNERSHIP LIMITED

ARCHITECTS
PROJECT MANAGERS
BUILDING SERVICES CONSULTANTS
CONSTRUCTION CONSULTANTS
COST CONSULTANTS

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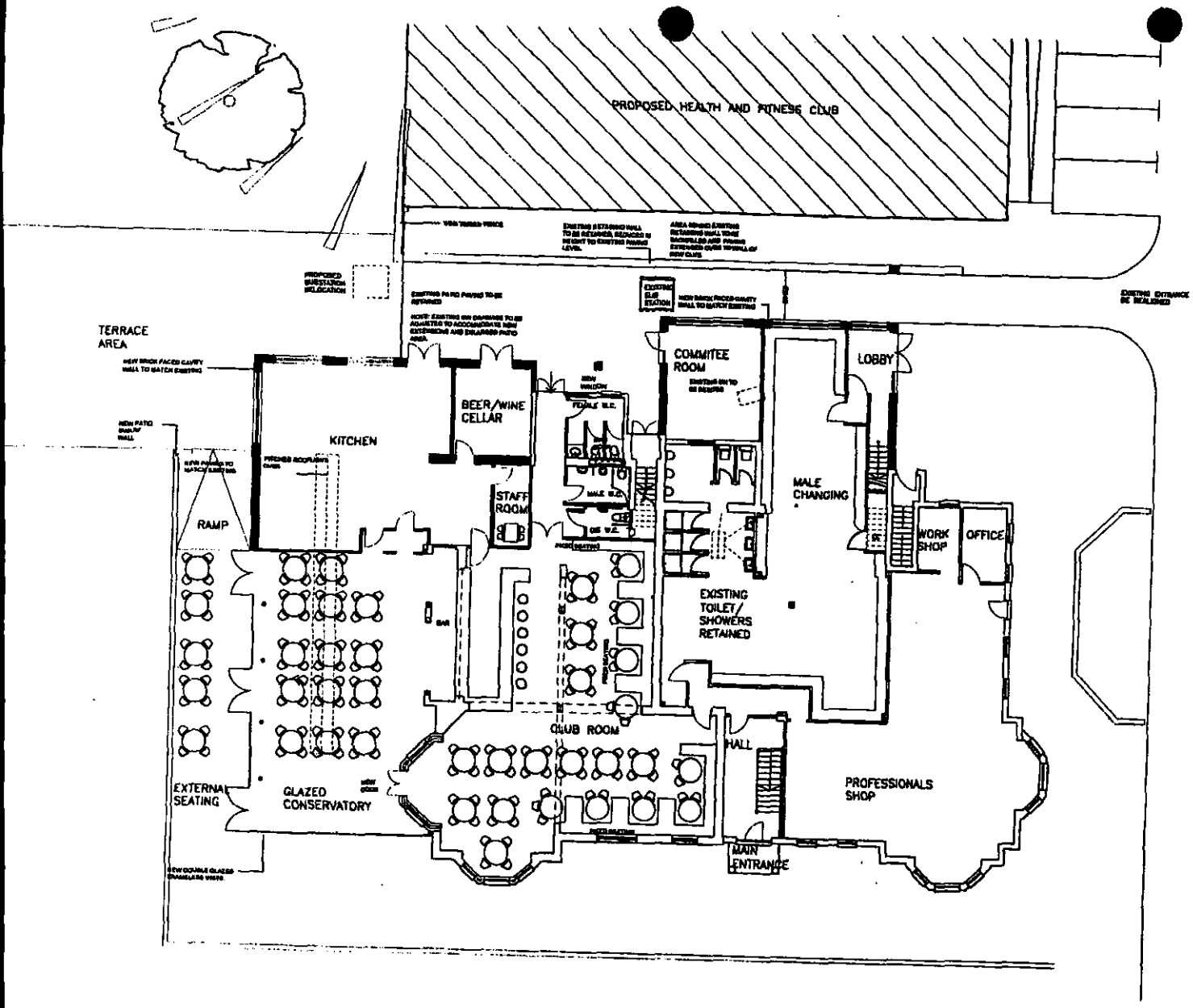
CANTERBURY, KENT
TELEPHONE (01227) 451451
FACSIMILE (01227) 459504

OFFICES AT
LONDON
WASHINGTON
MALAYSIA



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NOTES

- THE CONTRACTOR IS RESPONSIBLE FOR CHECKING WORK WITH THE ARCHITECT BEFORE PROCEEDING WITH THE WORK, DISCREPANCIES AND OMISSIONS TO BE REPORTED.
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- DO NOT SCALE DRAWINGS. FIGURED DIMENSIONS TO BE ADHERED TO IN ALL CASES.
- ALL DIMENSIONS ARE IN METRES.
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NEW BLOCKWORK / STUD PARTITION

17 NOV 2000 2940

rev	date	description	by

PLANNING

CLIENT

SANDMARTINS GOLF CLUB

PROJECT TITLE

ALTERATIONS TO GOLF CLUB, WOKINGHAM

DRAWING TITLE

GROUND FLOOR PLAN

DATE	SCALE	DRAWING No.
NOV 2000	1:100@A1	AL(00)09
DRAWN	CHECKED	WORK STAGE
AR	AR	PLANNING

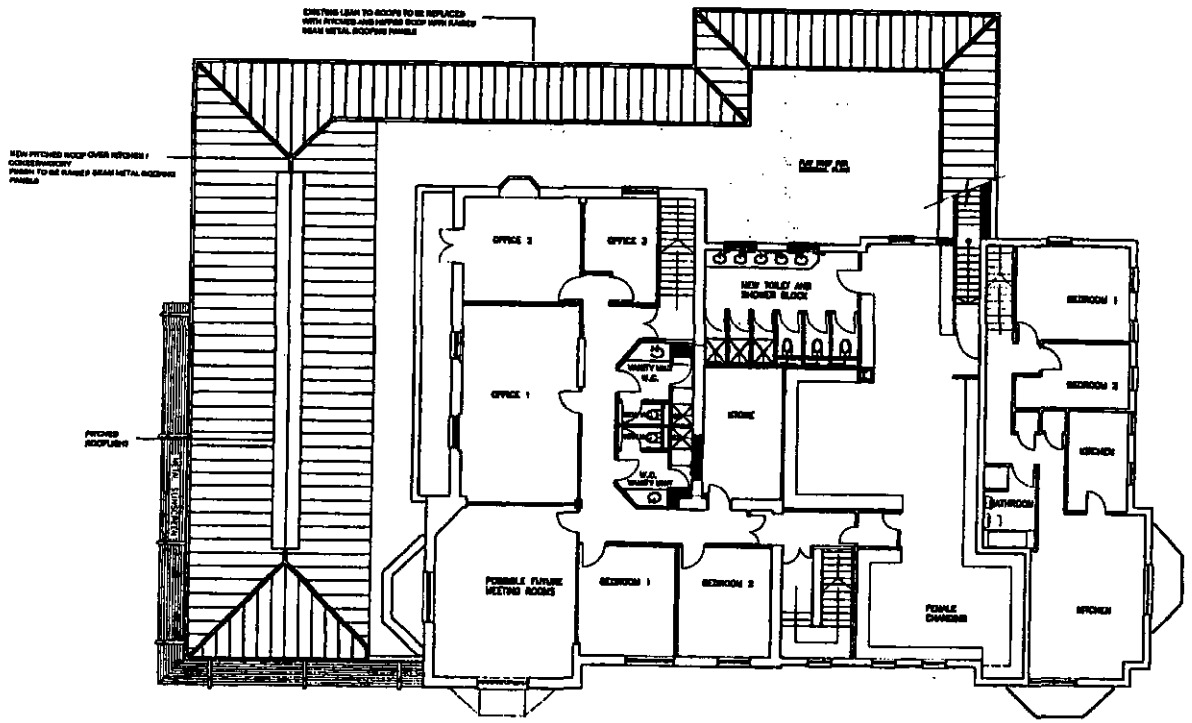
JOB No.	DRAWING No.	REVISION
A252	AL(00)09	A

THE ROGER WENN PARTNERSHIP LIMITED

ARCHITECTS
PROJECT MANAGERS
PLANNING SUPERVISORS
CONSTRUCTION CONSULTANTS
COST CONSULTANTS

71 ST GILES'S, OXFORD
OXFORDSHIRE, OX1 3LS
TELEPHONE 01865 241641
FACSIMILE 01865 240001
e-mail: oxford@wenn.co.uk

ALAN AR
TECHNICAL ENQUIRIES



N

NOTES

- THE CONTRACTOR IS RESPONSIBLE FOR CHECKING DIMENSIONS WITH THE ARCHITECT'S DRAWINGS PRIOR TO THE WORKS COMMENCING ON SITE AND FOR REPORTING ANY DISCREPANCIES OR DISPARITIES BETWEEN THE DRAWINGS AND INFORMATION AND ANY DISCREPANCIES TO BE REPORTED TO THE ARCHITECT BEFORE PROCEEDING WITH THE WORKS
- WHERE ANYTHING IS CONSIDERED BY DRAWINGS TO DIFFERENT SCALES, THE LARGER SCALE DRAWINGS ARE TO BE WORKED TO
- DO NOT SCALE DRAWINGS. FIGURED DIMENSIONS ONLY TO BE WORKED TO ALL OTHERS
- ALL DIMENSIONS INDICATED ARE APPROXIMATE
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE FOLLOWING

NOTE:
SCHEMATIC LAYOUT SUBJECT TO FLOOR TO FLOOR HEIGHT CONFIRMATION AND SITE SURVEY

NEW BLOCKWORK / STUD PARTITION

17 NOV 2006 2340

REV	DATE	AMENDMENT	BY

PLANNING

CLIENT
SANDMARTINS GOLF CLUB

PROJECT TITLE
ALTERATIONS TO GOLF CLUB, WOKINGHAM

DRAWING TITLE
FIRST FLOOR PLAN

DATE	SCALE	CAD FILE NO
SEPT 06	1:100@A1	AL-00-10
DRAWN	CHECKED	WATERMARK
AR	AR	WATERMARK

JOB NO	DRAWING NO	REVISION
A252	AL(00)10	A

THE ROGER WENN PARTNERSHIP LIMITED

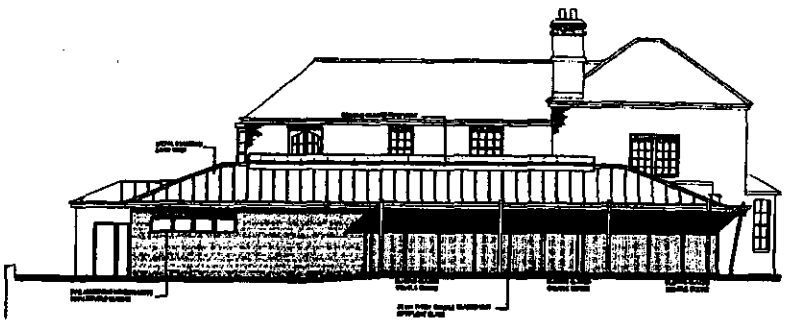
ARCHITECTS
PROJECT MANAGERS
PLANNING SUPERVISORS
CONSTRUCTION CONSULTANTS
COST CONSULTANTS

70 ST MARTIN'S HILL
CANTERBURY, KENT
TELEPHONE (01227) 457171
FACSIMILE (01227) 765000

E-MAIL ADDRESS
WEBSITE



NORTH ELEVATION



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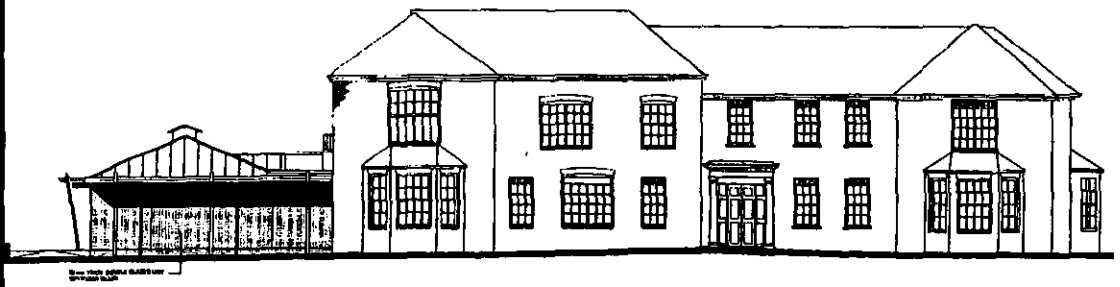

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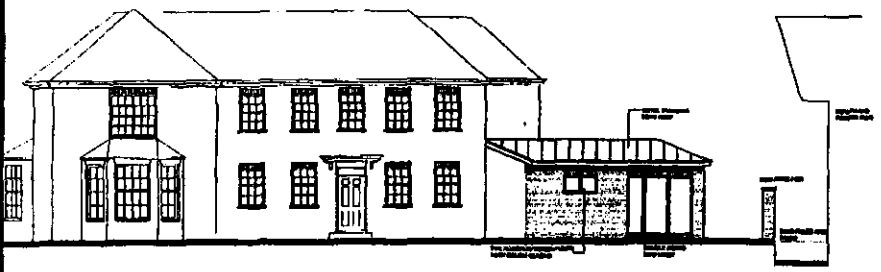

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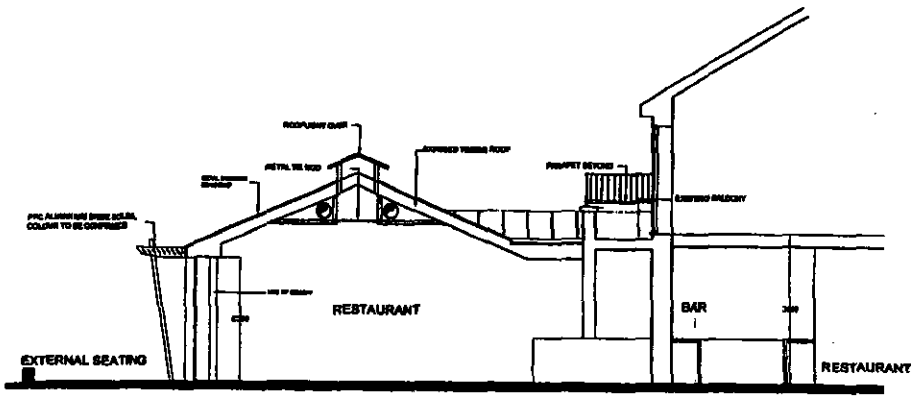


SECTION A - A THROUGH RESTAURANT 1:50

REVISED PLAN

2840

NOTES

- THE CONTRACTOR IS RESPONSIBLE FOR CHECKING ALL DIMENSIONS BEFORE PROCEEDING WITH THE WORK. DISCREPANCIES AND INFORMATION ARE TO BE REPORTED TO THE ARCHITECT.
- WHERE DETAILS OR ITEMS ARE REFERRED TO AS TYPICAL THEY SHALL BE ASSUMED TO APPLY TO ALL SIMILAR SITUATIONS UNLESS OTHERWISE STATED.
- DO NOT SCALE DRAWINGS. FIGURED DIMENSIONS ARE TO BE WORKED TO IN ALL CASES.
- ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE FOLLOWING:

NOTE:
SCHEMATIC LAYOUT SUBJECT TO FLOOR TO FLOOR HEIGHT CONFIRMATION AND SITE SURVEY.

PLANNING

CLIENT
SANDMARTINS GOLF CLUB

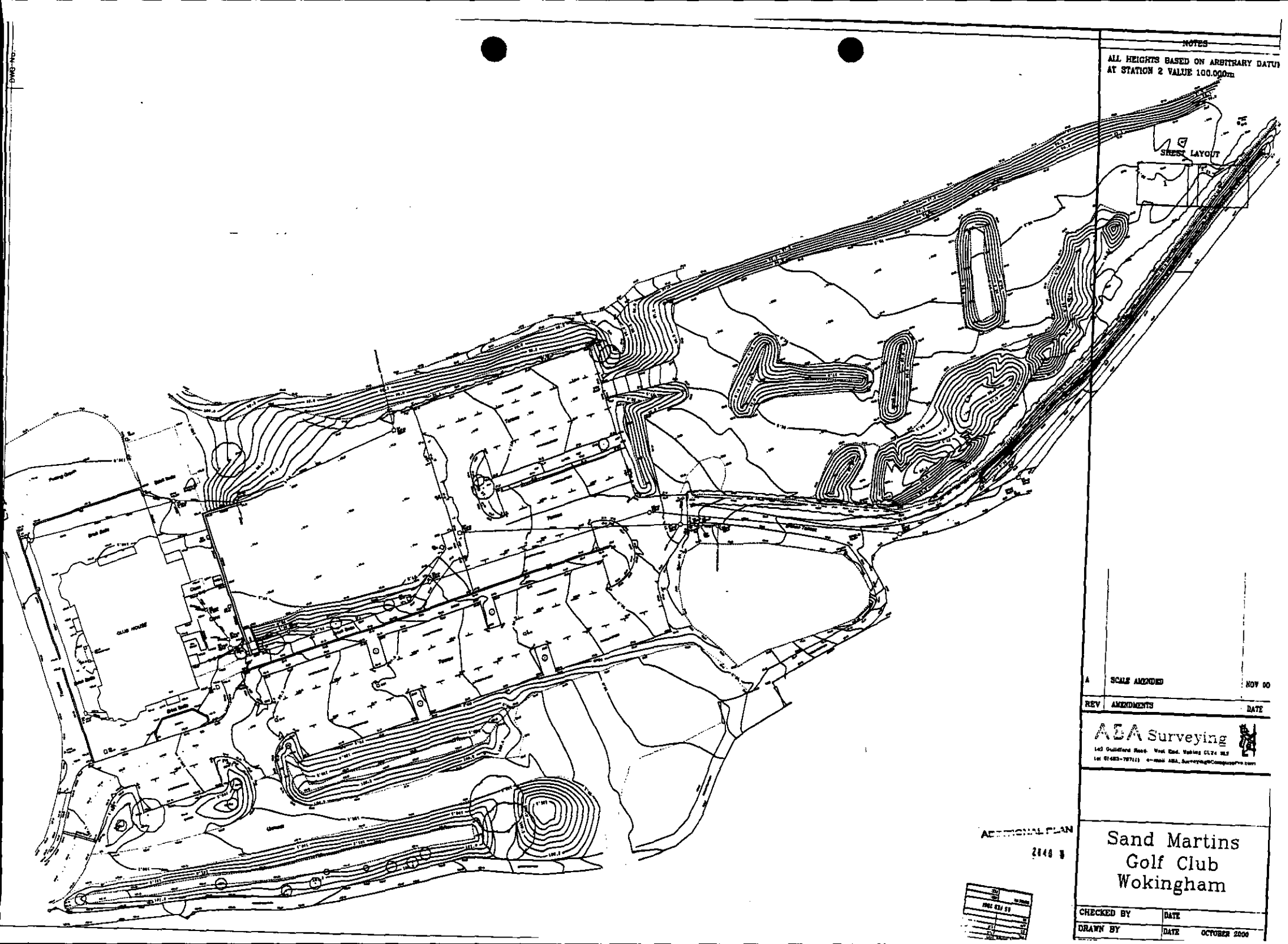
PROJECT TITLE
ALTERATIONS TO GOLF CLUB, WOKINGHAM

DRAWING TITLE
ELEVATIONS AND SECTION

DATE	SCALE	CAD FILE NO.
DEC '04	1:50, 1:100@A3	0404.DWG
DRAWN	CHECKED	PROJECT NO.
MJ	AH	0404

DRAWING NO.		REVISION
A252	AL(00)04	B

THE ROGER WENN PARTNERSHIP LIMITED
ARCHITECTS
PROJECT MANAGERS
PLANNING SUPERVISORS
CONSTRUCTION CONSULTANTS
COST CONSULTANTS
75 ST GEORGE'S STREET
CANTERBURY, KENT
TELEPHONE 01227 459471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ALL HEIGHTS BASED ON ARBITRARY DATUM
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SHEET LAYOUT
CLUB HOUSE
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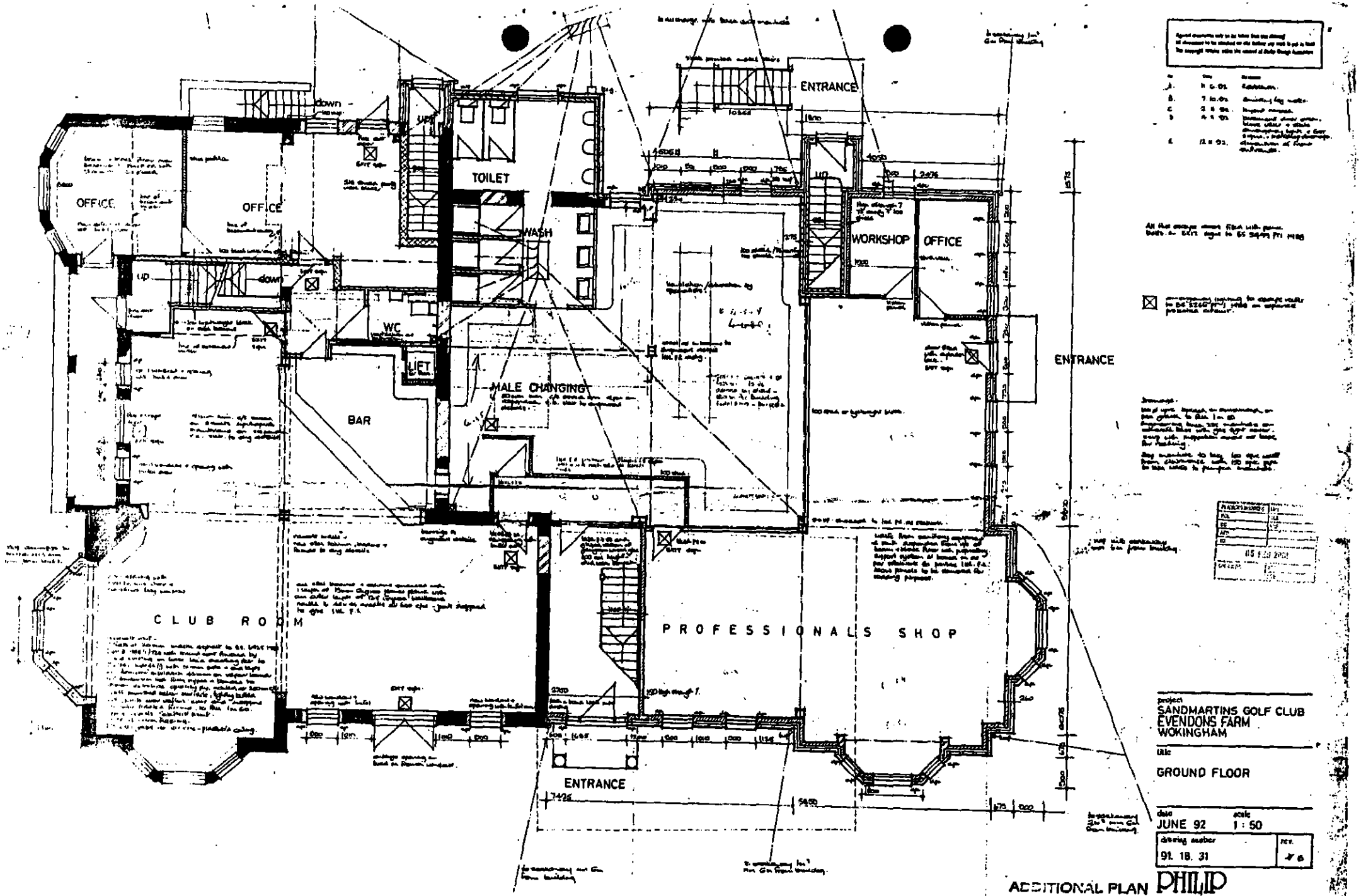
REV AMENDMENTS DATE
ADA Surveying
Sand Martins
Golf Club
Wokingham
CHECKED BY DATE
DRAWN BY DATE OCTOBER 2000



ADDITIONAL PLAN

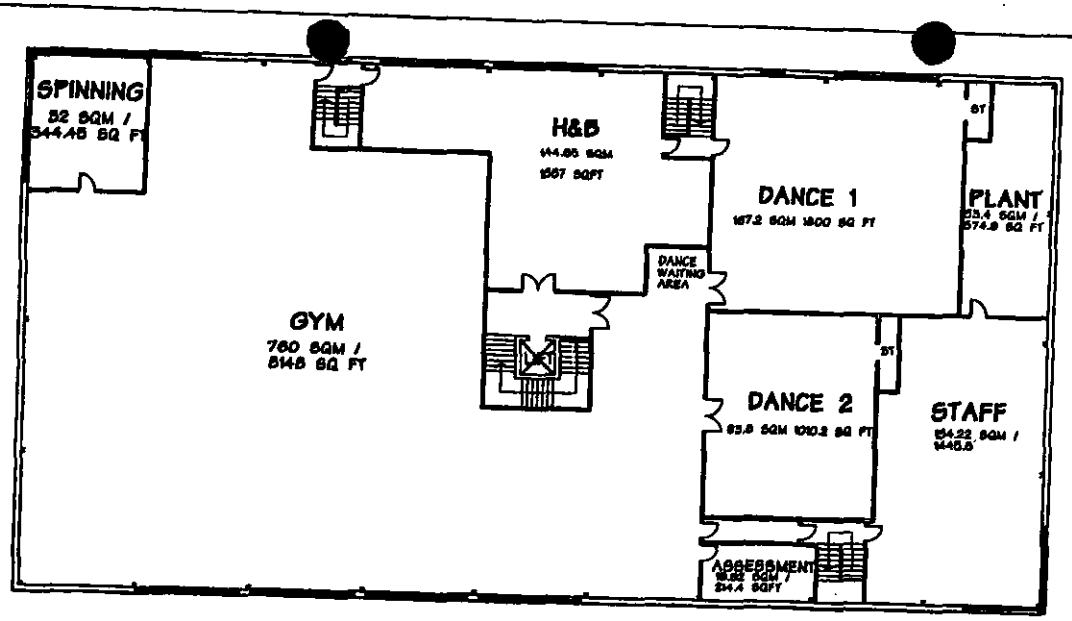
project
SANDMARTINS GOLF CLUB
EVENDONS FARM
WOKINGHAM

title
GROUND FLOOR

date JUNE 92 scale 1 : 50

drawing number 91. 18. 31 rev. A

PHILIP DESIGN ASSOCIATES
architects & surveyors
Brabeouf House 64 Portsmouth Road
Guildford Surrey GU2 5DU
Tel 0483 39011 Fax 0483 576647



FIRST FLOOR PLAN
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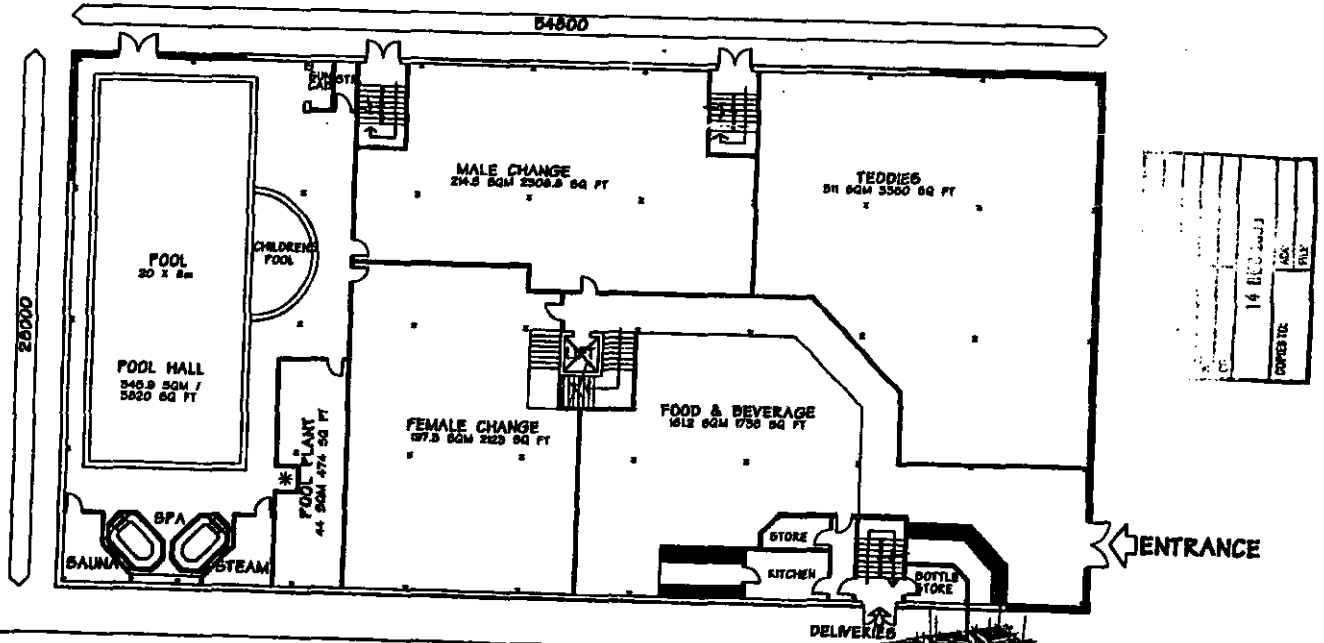

GROUND FLOOR PLAN
1485 SQ M 15985 SQ FT

2840
REVISED PLAN

Revisions:

		Date
A	EXTERNAL FENESTRATION ADDED. WALL THICKNESSES INDICATED.	07.12.00
B	EXTERNAL FENESTRATION ALTERED ADJACENT RECEPTION AREA AT GROUND FLOOR LEVEL AND STAFF ROOM AT FIRST FLOOR LEVEL.	9.12.00

Design
ARCHITECTS & INTERIOR DESIGNERS
ASHLEIGH HOUSE, BUTTON END, PORTEHACK,
WEST SUSSEX, ENGLAND, RH20 4HE
TEL: 01798 872 444 FAX: 01798 872 445
E-MAIL: DESIGN@ASHLEIGH.CO.UK
WEB SITE: HTTP://WWW.ASHLEIGH.CO.UK

Client: ESPORTA HEALTH AND FITNESS
Project: ESPORTA- WOKINGHAM
BANDMAKING GOLF CLUB
Title: FLOOR PLANS
Date: OCT 00
Drawn by: MSA/CD
Checked by:
Scale: 1:200
Drawing no. 00.A23.D01B

Directory
Drwg Name
Proj Lib
Layout

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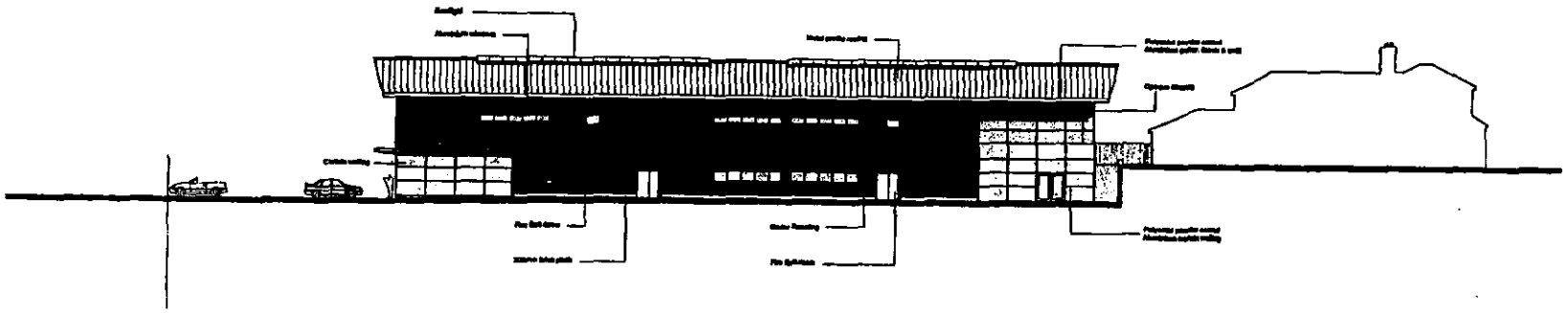

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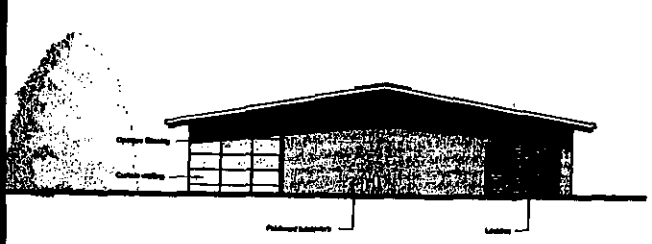

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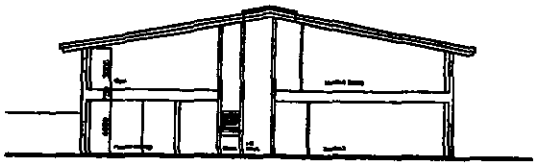

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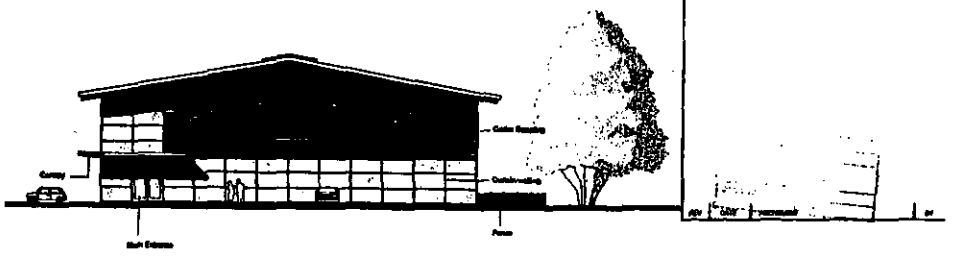

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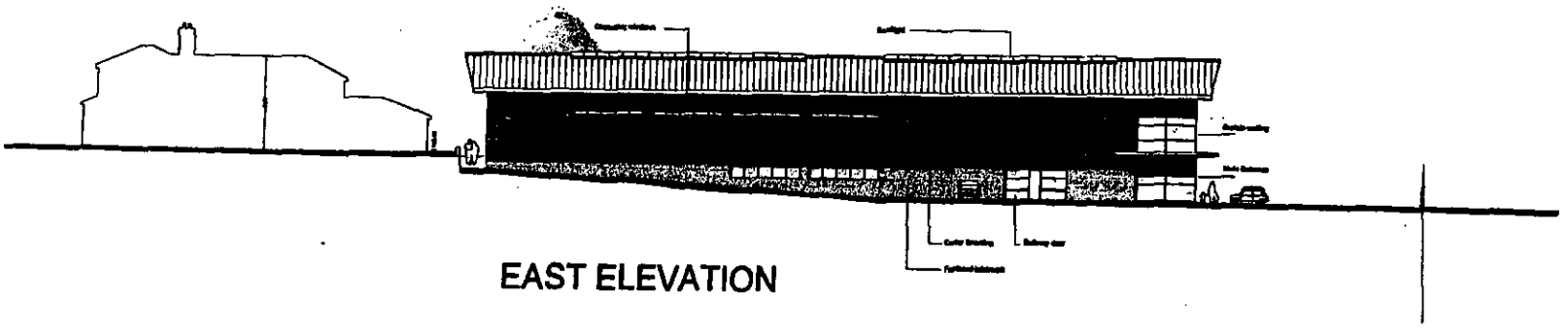

EAST ELEVATION

NOTES

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PLANNING

SANDMARTINS GOLF CLUB
WOKINGHAM, SURREY

HEALTH & FITNESS CLUB

SECTION & ELEVATIONS
HEALTH & FITNESS CLUB

REVISED PLAN

2840-B

A253	AL(00)05	c

THE ROGER WENN PARTNERSHIP LIMITED

ARCHITECTS
PROJECT MANAGERS
PLANNING SUPERVISORS
CONSTRUCTION CONSULTANTS
COST CONSULTANTS

WOKINGHAM DISTRICT COUNCIL
MEMORANDUM

From: Tom Callaghan, Highways

My Ref: F/2000/2840

To: Basia Polnik - Planning

Your Ref: F/2000/2840

Date: 20th April 2001

PLANNING APPLICATION F/2000/2840
SANDMARTINS GOLF CLUB, FINCHAMPSTEAD ROAD, WOKINGHAM.
PROPOSED EXTENSION TO CLUBHOUSE AND ERECTION OF HEALTH AND FITNESS CLUB.

I have considered the Transport Assessment (TA) and Green Travel Plan (GTP) submitted by the applicant's agent DWP and have two main concerns. The primary concern relates to sustainability of the proposal, as accessibility of the development by means other than the private car is considered poor, and that the car parking provision has been based on predict and provide with no real degree of restraint. The second concern relates to the traffic impact of the development on the highway network during normal network peak periods. The TA demonstrates that of the potential 86 traffic movements generated during the evening peak (17.00 – 18.00 hrs), some of the surrounding highway network will receive an impact in excess of 10%, which is considered to be material in areas where congestion is already evident. However, whilst it is a legitimate concern, it is not considered that this level of traffic impact could be sustained solely as a reason for refusal.

I therefore consider that the development is such that it would lead to an increased dependency on the private car with little or no opportunity to provide a modal shift to either walking, cycling or public transport. Although the applicant proposes a GTP, PPG 13 sets out clearly that unacceptable development should not be permitted because of the existence of a Green Travel Plan. Therefore, I recommend that the application be refused on the following sustainability grounds :-

'The location of the proposed development is such that it would lead to an increased dependency on the private car by both staff and users of the health and fitness club. The development is therefore considered unsustainable and contrary to policies LD5 and H4 of the Berkshire Structure Plan; policies WOS1 and WT7 of the Wokingham District Local Plan (Deposit Draft) and to PPG13.'

Many thanks

Tom Callaghan

D & M

The D&M Planning Partnership
Chartered Town Planners

RIVERSIDE CHAMBERS 20 BRIDGE STREET GODALMING SURREY GU7 1HY
Tel. No. 01483 425705 Fax. No. 01483 425707
e-mail: info@dm-planning.co.uk website: www.dm-planning.co.uk

Our Ref PAD/HCC/130/00
Your Ref BP/F2000/2840

PLANNING SERVICES	HPT 42515
POL	TLS
DC BP	ENF
APP	
CS	
24 APR 2001	
COPIES TO:	ACK:
	FILE:

19 April 2001

Mrs B Polnik
Wokingham District Council
Planning Services
PO BOX 157
Shute End
WOKINGHAM
Berkshire RG40 1WR

Dear Mrs Polnik

THE TOWN & COUNTRY PLANNING ACT 1990 (AS AMENDED)
PROPOSED EXTENSION TO CLUB HOUSE AND ERECTION OF HEALTH & FITNESS CLUB AT SANDMARTINS GOLF CLUB FINCHAMPSTEAD ROAD WOKINGHAM

I refer to our recent telephone conversations and correspondence in connection with the above planning application, currently before your Authority for consideration and determination.

I have now taken the opportunity of visiting your offices and reviewing correspondence on the file together with the responses to your consultations. I note that you have still not received anything further from the Highway Authority and indeed, it has been suggested that a number of other consultations should be carried out.

In light of this I assume that the application will not be reported to Members of the Planning Committee at their next meeting on Wednesday 2 May and I would be grateful if you could advise me if this is the case.

I think it also extremely important to meet with your as a matter of urgency since I understand that you do have some concerns with regard to the design and scale of the proposed building for the Health & Fitness Centre and both myself and my clients would like the opportunity to discuss this with you.

Accordingly I would be grateful if you could ring me to make an appointment to discuss these outstanding matters with you as a matter of urgency.

D & M

For your information, we have consulted with a number of Members of the Sand Martins Golf Club and supplied you with the names and addresses of some of those in support of the current proposals.

I look forward to hearing from you.

Yours sincerely
THE D&M PLANNING PARTNERSHIP

PAUL A DARKING

01483425707

D & M

The D &M Planning Partnership

Chartered Town Planners

RIVERSIDE CHAMBERS 20 BRIDGE STREET GODALMING SURREY GU7 1HY
Tel. No. 01483 425705 Fax. No. 01483 425707
e-mail: info@dm-planning.co.uk website: www.dm-planning.co.uk

FACSIMILE TRANSMISSION

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TO: Mrs B Polnik **FAX NO:** 0118 974 6484

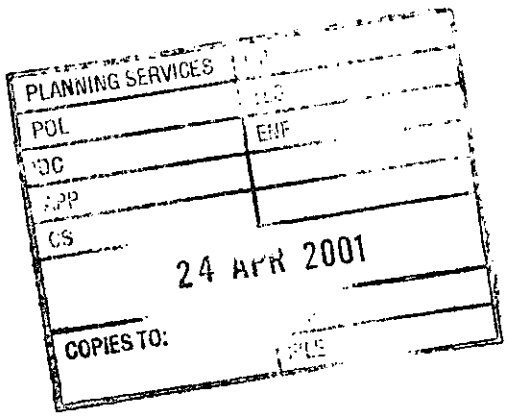
COMPANY: Wokingham DC **DATE:** 19 April 2001

FROM: Paul Darking

NO. OF PAGES INCLUDING THIS ONE: 3

MESSAGE:

SANDMARTINS GOLF CLUG – APPLICATION REF. No. BP/F2000/2840



01483425707

D & M

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I look forward to hearing from you.

Yours sincerely
THE D&M PLANNING PARTNERSHIP

PAUL A DARKING

D & M

The D &M Planning Partnership
Chartered Town Planners

RIVERSIDE CHAMBERS 20 BRIDGE STREET GODALMING SURREY GU7 1HY
Tel. No. 01483 425705 Fax. No. 01483 425707
e-mail: info@dm-planning.co.uk website: www.dm-planning.co.uk

Our Ref PAD/HCC/130/00
Your Ref BP/F2000/2840

19 April 2001

Mrs B Polnik
Wokingham District Council
Planning Services
PO BOX 157
Shute End
WOKINGHAM
Berkshire RG40 1WR

Dear Mrs Polnik

**THE TOWN & COUNTRY PLANNING ACT 1990 (AS AMENDED)
PROPOSED EXTENSION TO CLUB HOUSE AND ERECTION OF
HEALTH & FITNESS CLUB AT SANDMARTINS GOLF CLUB
FINCHAMPSTEAD ROAD WOKINGHAM**

I refer to our recent telephone conversations and correspondence in connection with the above planning application, currently before your Authority for consideration and determination.

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Accordingly I would be grateful if you could ring me to make an appointment to discuss these outstanding matters with you as a matter of urgency.

TO: **DEVELOPMENT CONTROL**
Mrs B Polnik

FROM: Environmental Design

DATE: 12 April 2001

Location:	Sandmartins Golf Club, Finchampstead Road, Finchampstead, Wokingham
Proposal:	Proposed extension to clubhouse and erection of health and fitness club.
Application Number:	F/2000/2840

In response to your consultation dated 22 March 2001 for the above application, the landscape comments are as follows:

Although a landscape strategy and landscape plan have been submitted as part of the application, I am still concerned that the proposals will have a detrimental impact on the Green Gap designation and open appearance of this area. The landscape information provided does not help to address my previous concerns regarding the site in terms of the scale, mass and size of the proposed building and the extent of the car parking within the surrounding landscape structure. As there are significant changes in ground levels across the site, it is important that the applicant submit a plan showing the existing and proposed levels, including various cross-sections, and how the levels relate to the design of the external space.

The proposed car parking layout has been extended and considerably formalised providing a more urban character to this area. The parking areas are not broken up by planting between spaces or at the ends of rows as the existing parking layout does at present. This layout limits the scope for creating robust planting cells, as suggested within the landscape strategy of the site. To achieve the aims of the planting strategy in producing landscape cells, the use of bold planting and the integration of the new building into the landform, much larger areas within the parking layout need to be provided for planting

Catherine Brimble

Catherine Brimble
Landscape Architect

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SANDMARTINS GOLF CLUB

I have seen the proposed application for the extension to Sandmartins Golf Club and the new Health and Fitness Club, Ref:-F/2000/2840 and wish to register my support for the application.

NAME	ADDRESS	DATE	SIGNATURE
J SULLIVAN	8 NORLEY CLOSE YATELEY	7/4/2001	
T. DILLON	17 CAMBRIAN WAY, WOKINGHAM	7/4/2001	
C. A. HILL	40. MANOR PARK DRIVE. FINCHAMPSTEAD	7/4/2001	
A DAVIDSON	6 JASMINE CLOSE WOKINGHAM	7/4/2001	
C DAVIDSON	6 POND CROFT YATELEY	7/4/2001	
D POLLOCK	19 NASHGROVE LANE, FINCHAMPSTEAD	7/4/2001	
B. Pollock	- do -	7/4/2001	
P. STREAMS	7 FOXHILL CRESC.	7/4/2001	
M STREAMS	" "	7/4/2020	
S LAYTON	104 NEW WOKINGHAM RD CROWTHORNE	7/4/01	
AG THOMAS	1 TOTTENHAM CLOSE, OWLSMOOR, SANDHURST	7/4/01	
D B AUTY	SOUTH POINT, LOWER WOK. RD. CROW.	7/4/01	
P.H. YEOMANS	10 SALAMANCA, CROWTHORNE	7/4/01	
S.M. YEOMANS	" "	"	
R.J. VINEY	22 CHESHIRE PARK WINKFIELD WARFIELD	7/4/01	
D MAYCOCK	48 FRANCIS LANE WOKINGHAM	7/4/01	
R BUNNINGHAM	5 GARTH CLOSE WINNERSH WOKINGHAM	7/4/01	
M. DURNING	43 LOWER CANES YATELEY	7/4/01	
COLIN LAYTON	103, NEW WOKINGHAM RD. CROWTHORNE	7.4.01	
ANGUS ROSS	BY THE STREAM, SOLDIERS RISE WITHAM	7.4.01	
IAN THOMSON	44, MERRYWEATHER CLOSE RG40 4PH	7/4/01	
CHRIS THOMSON	" " " "	7/4/01	
Eric Alexander	Odes Lane, Wokingham Berks	7/6/01	
Averil Alexander	Dykeland Wokingham	7/6/01	
RAY PERRY	6 WESTBURY CLO. RG41 5NL	7/4/01	
ANDY WRIGHT	22, WILDCROFT DRIVE	7/4/01	
ARDEL RAGEH	17 RANCES LANE, RG40 2LG	7/4/01	
ANGIE RAGEH	17 RANCES LANE, RG40 2LG.		
NEIL BUTCHER	2 NEW WOKINGHAM RD RG45 7NP	7/4/01	
JOHN RHODES	7 MAYFIELDS SINDLESHAM RG41 5BY	7/4/01	
DAVID RHODES	7 MAYFIELDS SINDLESHAM RG41 5BY	7/4/01	
31			

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SANDMARTINS GOLF CLUB

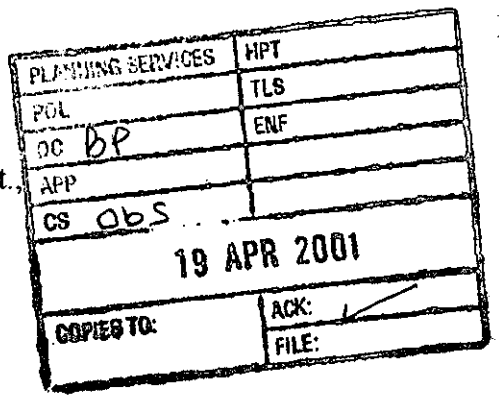
I have seen the proposed application for the extension to Sandmartins Golf Club and the new Health and Fitness Club, Ref:-F/2000/2840 and wish to register my support for the application.

NAME	ADDRESS	DATE	SIGNATURE
CAROLE DEAN	27 CRANE COURT	7/4/2001	C Dean
D Merry	25 Prospect Ave Farnborough	7-4-2001	D Merry
B. Merry	"	"	B Merry
Paul Thomas.	1 TOTTENHAM WALKS Ward	7-4-2001	P Thomas
N D HARTFIELD	25 BRAY COURT BRAY BERKS	7-4-01	N D Hartfield
5			
36 signatures			

36 Nash Grove Lane,
Wokinghan,
Berks.
RG40 4HD

17th April 2001

Ref F/2000/2840



Environmental Services Dept.,
Planning Services,
P.O. Box 157,
Shute End,
Wokingham.

Dear Sir/Madam,

I am writing to object to the planning application for a health club to be built at Sand Martins Golf Club.

When SandMartins Golf Club was originally built it was constructed to certain criteria in order that the local; flora and flora would not be unduly harmed, A conservationist was employed and particular attention was paid to the flora and fauna of the area and it's habitat. Over the years the wild life has increased with regular nestings of sandmartins, geese and swans as well as being home to badgers, foxes, deer , newts and toads, this has been due to careful management of the area surrounding the club house. It is a quiet tranquil place enjoyed by the club members, ramblers and local residents.

The proposed new building and car park is much larger and more commercial than the original plan proposed when the Golf Course was first built, and not at all in keeping with the original plans of the golf club., as shown by the enclosed documentation. The original plan showed a much smaller building attached to the club house and more in keeping with the environment, enabling the members to still enjoy the outside seating area and view, which will be encompassed by the proposed plan, Traffic will also be a problem as the volume will increase dramatically causing noise and pollution detrimental to wild life., especially the nesting sandmartins in spring and summer.

As the proposed health club will be run independently to the golf club it is not necessary to build it in the middle of a golf course where the large increase in traffic, passing four of the greens and three of the tees will spoil the facility for the golfers. There must be more suitable locations in Wokingham for a health club where the access is less harmful to the environment.

Yours sincerely

Mr D. Blythen

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Willie's corner



***Willie Milne** – Director of Golf*

Profile: Willie Milne

Willie Milne 41, married with 2 children.

I turned professional in 1973 after representing Scotland as an amateur and also Great Britain & Ireland in the Walker Cup, Won the Northern Open twice and the Lusaka Eagle. Played on the European Tour for 9 years and then took up first appointment at Bonnyton Golf Club, Glasgow. Represented Great Britain & Ireland in the PGA Cup matches in 1982 & 1986 for club professionals. Played on the Scottish Tartan Tour until 1990 when I took up the position as Golf Professional at the Newby Grange Golf Club, Carlisle. I was then asked by **Eddie** to come to Sand Martins and his enthusiasm made my decision very easy. I hope that I can encourage all the members to participate in the club activities, give them advice if required, promote Sand Martins to the best of my ability and also give the members a Golf Club that they will be proud of.

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Colour .....

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Shirts: S – XXL white, lt yellow, cream, peach, salmon, strawberry, red, burgundy, eggshell, camel, helio, plum, shamrock, jade, bahama, peacock, navy, ciel blue, ascot blue, black.

Win prizes – Free entry for members

Win: 1st prize: Sand Martins Golf Club sweater • 2nd: Sand Martins Golf Club Shirt • 3rd: Bottle of Champagne • Entries close 28 February 1993 • Rules... The entry that has the most correct answers to the quiz questions below, wins • If there is a tie, your entry will go into a draw.

Questions

1 How many US Masters titles has Jack Nicklaus won? .....

2 Where was the 1st Solheim Cup played? .....

3 Who is the youngest player ever to play in the Walker Cup? .....

4 Who scored the 1st live televised hole-in-one in Britain? .....

5 Where did Gary Player win his first British Open? .....

6 Which Irish course has been the only one to host a British Open? .....

7 Who won the 1992 US PGA Championship? .....

8 What is the nickname of Ian Woosnam's caddie? .....

9 On which American course did the European Ryder Cup team have their 1st win? .....

10 Who won the 1992 British Ladies Open at Woburn? .....

Please complete this entry and send it to: Mr Willie Milne, Director of Golf, Sand Martins Golf Club, Finchampstead Road, Wokingham, Berk RG11 3RQ.

Your name .....

Address .....

.....

Sand Martins GOLF · CLUB

CLUB UPDATE

THE LATEST NEWS FROM SAND MARTINS GOLF CLUB *JANUARY 1993* *ISSUE No1*



*From left to right: **Mr Willie Milne** – Director of Golf, **Mr Edward Fox** – Owner*

"Everything is on target to open in May 1993"

... announces Mr Edward Fox

Over 145 Founder Members attended the first Sand Martins Golf Club AGM on Sunday 1 November, at the St Crispin Centre, Wokingham, to elect a Committee to serve in the first year– the Club Captain **Mr Mark Pinnock**, having already been appointed by **Mr Fox**, owner, as Captain for 1993/4. Thirty nominations were received to fill the remaining eleven posts to complete the General Committee.

Mr Fox opened the meeting by informing the members of the progress to date. The opening of Sand Martins Golf Club on 15 May 1993 was still on target, as originally scheduled. The majority of members live within the immediate area of the Club and **Mr Fox** suggested that anyone who had not visited the Club recently should take advantage of a tour with the Director of Golf, **Mr Willie Milne**, to see the progress made to date. Tree planting is now commencing and will continue throughout the winter months, which will further enhance what is already a superb course.

*" Greens and tees are already in great shape" ...**Willie Milne***

The Club's Conservation Consultant, **Mr John Miller** ...

Continued on page 6

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Walkers

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Willie's Corner
*Profile: **Willie Milne***



***Willie Milne** – Director of Golf on 18th fairway*

OFFICIAL OPENING
26 & 27 June 1993
further details in next CLUB UPDATE March 1993
15 May onwards
Golf Course open for play

Eddietorial

After all the rain we have had over the last couple of months, 'Willie' is thinking of stocking floating golf balls in the Pro Shop!!

Despite the weather, construction of the Clubhouse is still on target for opening for play on the 15 May 1993.

Tree planting has commenced although it has been confined to those areas that are accessible from the roadway, as any attempt to cross the Fairways with heavy machinery would result in unnecessary damage and involve much re-instatement work.

We were all excited at the arrival of a pair of swans on the lake and disappointed after their departure several days later but hopefully it was a 'recce' patrol and they will return.

I would like to thank all those Founder Members who attended the Committee Election Meeting and would hope that all the competitions and functions are as well supported.

Despite the bad weather we have had recently and the poor economic climate, final issue membership sales are still progressing well and we expect to be sold out early in the new year. Obviously Sand Martins is proving a most attractive proposition to local golfers.

On behalf of myself and all the Sand Martins staff I would like to take this opportunity to wish you all a very Merry Christmas and a Happy, Prosperous and Good Golfing New Year.

Eddie Fox.

"A DREAM COME TRUE"



Edward Fox *back to his roots digging a pond on the 10th (Photo: Sept. 1992)*

Sand Martins
GOLF · CLUB

Finchampstead Road, Wokingham, Berkshire RG11 3RQ
Tel: 0734 770265, Fax: 0734 770282

Owner	***Edward Fox***
Director of Golf	***Willie Milne***
General Manager, Clubhouse	***Zoe Barnes***
Head Green Keeper	***John Rolfe***
Promotion & Social Manger	***Jim Long***
Men's Captain	**Mark Pinnock**
Ladies' Captain	**Yvonne Zietsman**

Men's Committee

Vice Captain	**John Moore**
Treasurer	**David Price**
Competition Chairman	**Alan Hammond**
Competition Assistant	**Terry Andrew**
Competition Assistant	**Melvin Smith**
Competition Assistant	**John Schofield**
Handicap Chairman	**David Spackman**
Handicap Assistant	**Peter Watkin**
Social Secretary	**Edward Partridge**
Social Assistant	**Peter Underwood**

Profile: Edward T Fox

- Age 50 yrs (Born on the same day as Muhamed Ali 17 Jan 1942 – would dispute the claim that he is "The Greatest")
- Born in Bagshot and lived there until getting married in 1964.
- He was widowed in 1980 and has since remarried and now lives with his wife **Audrey** at Headley Down near Hindhead.
- He has 3 children and 2 step-sons all have now left home "Thank God !"
- Educated at Camberley & Frimley Grammar School

Career

- First started in business in 1966 after buying a second-hand mechanical digger.
- *Currently Chairman of E.T.Fox Ltd of Alton which he formed* in 1975. This company specialises in building Petrol Filling Stations for all the major oil companies and now enjoys a turnover in excess of £8 million per year.

Ambition

- Will be realised with the opening of Sand Martins Golf Club in May 1993
- Taking holidays in the sunshine particularly in the winter *months – and with a golf course nearby !*

MEMBERS EDITORIAL CONTRIBUTION
If you have any interesting stories, black and white photos, information or details relating to Sand Martins Golf Club, please send it to the Editor of CLUB UPDATE, Sand Martins Golf Club. All the copy will be considered for publication.

CONSERVATION ENVIRONMENT

BY JOHN MILLER

Sand Martins is pleased to be able to offer a contribution to wildlife conservation as well as the relaxation of playing golf. Lying as it does at the boundary of 3 distinct geographical soils, it provides a diversity of habitats matched by a large variety of plants and animals.

In 1992 alone, 75 different species of birds, 12 species of Dragonflies, 4 species of amphibians and 118 different kinds of wildflowers have been recorded and we're still counting! Some of these recordings are quite unique in the Wokingham area and some rarities on a national scale. By having its own conservation consultant; Sand Martin's benefits from advice which although often involving only slight change to the management of the golf course can have large potential advantages to the wildlife.

In particular, the Sand Martin colony with a new JCB facelift attracted an increase of 400% in fledgeling success in 1992. Symbolically this colony is situated in the middle of the golf course occupying a high sandstone bluff which provided the initial impetus for conservation. Other significant areas of importance are the woodland bog called Moors, and the Dragonfly and amphibian populations in the many small ponds which have been increased from 3 to 14.

Education is the key word in conservation and at the main opening in June 1993 I will be talking to the members about the important role Sand Martins plays towards Wokingham's natural history.



Profile: John Miller

John Miller 32,married with 1 son.

Private interest in wildlife in the locality (conservation generally of the natural flora and fauna) and is currently writing a book on the Golf Course which hopefully will be ready by the Official Opening Day. Lives in walking distance of the Golf Course and has a comprehensive knowledge of the Golf Course before development. Has been able to record the changes and additions to the flora and fauna. Is a believer that this development has been carried out to the benefit and not to the detriment of the environment.

Local walkers' comments

Regular walkers certainly appreciate the new firm surface of the footpath between Finchampstead Road and Evendons Lane, which makes for easier and more pleasant walking and still retains open rural views. That part of the way that runs parallel with the eighth hole through a tree lined lane is particularly colourful and attractive in the spring.

It has been interesting to watch the development of the course over the past months and the proprietors have been generous in their response to any problems encountered by the walkers.

*Dear **Mr Fox***
You will understand that this a personal response and I think endorsed by those people I normally see and know when we meet on the path.
*However, since I seem to be the one most often deputed to "Please would you ask **Mr Fox** if..." I can add my own thank-you for your own courtesy when we have approached you. And I think we ought to add a word about the friendly consideration of your workmen when they have been moving around in vehicles and come across people and dogs. This could have been a problem for them and us, and that it has never proved so is well worth comment.*
Yours Sincerely
Mrs Margaret Harnell.

Happy Christmas to all the members of Sand Martins

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ELITE

"Everything is on target to open in May 1993"

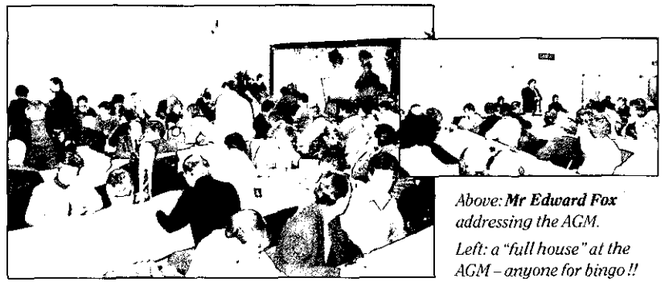
Continued from front page

... **Mr John Miller** (who is not a golfer incidentally!), has already recorded more species of flora and fauna than he has found in the previous years prior to **Mr Fox** purchasing the land. **Mr Fox** has taken **Mr Miller's** advice that some of the ponds introduced not only prove testing hazards for the golfers but also a wonderful food source for the Sand Martin colony from which the golf club takes its name. **Mr Miller** actually recorded more pairs of Sand Martins this year than he had seen previously. To his joy there was a second hatching, which is most unusual. Added to that there is an abundance of skylarks, a pair of Little Owls, herons, several sightings of kingfishers, a variety of water fowl, a foxes colony on part of the golf course, sighting of deer, and the rare Great Crested Newts are to be found in some of the ponds. **Mr Miller** is independently publishing a book, specifically on the Sand Martins Golf Club and on the features of the environment. The book will, hopefully, be available to coincide with the opening of the club in May 1993.

During question and answer time **Mr Fox** allayed fears of the members when he assured them that no booking will be taken for corporate or society days at weekends. However, members' guests will be welcome. When asked how many seven day memberships remain he was pleased to announce that only 130 were now available and suggested if friends and neighbours who wish to join should do so now to avoid disappointment. They should contact the Sales Office on 0734 770265 or, better still, visit Sand Martins Golf Club and have a personal tour with ex-Walker cup, PGA Cup and European Tournament player, **Mr Willie Milne**.

The meeting ended with **Mr Fox** presenting the Club Captain, **Mr Pinnock**, a cheque for £1,000 towards the Committee's funds. The result of the ballot was then announced. The Committee, to serve under the Captaincy of **Mr Mark Pinnock**, is as follows:

Mr Terry Andrew
Mr Alan Hammond
Mr John Moore
Mr Edward Partridge
Mr David Price
Mr John Schofield
Mr Melvin Smith
Mr David Spackman
Mr Peter Watkin
Mr Peter Underwood



*Above: **Mr Edward Fox** addressing the AGM.*
Left: a "full house" at the AGM – anyone for bingo!!



***Miss Zoe Barnes** – Personal Assistant to Mr Edward Fox and Secretary at the AGM. Zoe will be our General Manager of the Clubhouse when it opens in May 93.*





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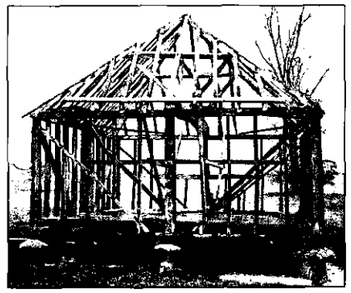
HANDICAPS

If your handicap is issued by a golf society and that society is affiliated to the English Golf Union then your handicap is recognised as official by Sand Martins Golf Club. Could you please inform the Handicap Committee if this is the case. Thank-you.





***Jim Long** – Promotions & Social Manager*

Profile: Jim Long

I am 43, married with three children.

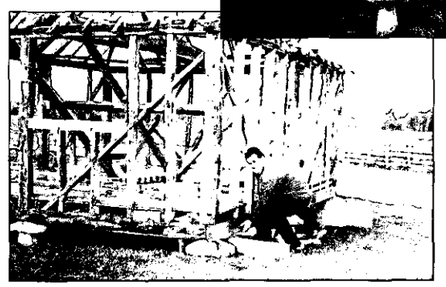
Golf has been my life – I have now been a member of The PGA since 1968 and used to play tournaments in Europe and Africa. After four years on the circuit, I realised that I had to earn a living doing something else! I founded the company Longshot Golf Holidays, which is now one of the leading golf tour operators in Europe. I sold the business six years ago and remain as their consultant.

Ten years ago I incorporated a company, both here and in the USA – Golf Links International. This company primarily organises World Pro-Ams in Hong Kong, Acapulco, Thailand and the USA. Our tournament in Arizona is sponsored by PING and AMERICAN AIRLINES and is now in its 10th successful year. It attracts fifty Golf Professionals and 150 enthusiastic amateurs and friends from all over the world each year. It was whilst I was organising the tournament four years ago in Acapulco that I met **Mr Edward Fox**. He has since competed in many of my Pro-Ams, and a friendship grew between us. His love of golf and his special philosophy on how a golf club should be run, led him to buy and develop Sand Martins Golf Club. A few months ago **Edward** invited me to join him at Sand Martins to help him build this into a friendly successful club. I was honoured to be asked and delighted to accept.

I look forward to meeting all of you when the club opens in May – if not before.

Willie Milne, Director of Golf, making final adjustments after moving the 18th Century Granary 100 yards to the 10th tee to serve as a refreshment station – this must surely go in the Guiness book of Records as the "oldest and grandest 10th tee watering hole bar in the world" (Photo: Nov.1992)





Proposed Seniors Section

Before we consider the formation of a Senior Section, are there any seven or five day members over say 50 years of age who would be prepared to serve on a small Committee? If so, would you please let **Willie** have your names, with a note of any previous experience.

FIVE DAY MEMBERS

It is intended to hold a meeting of members as soon as possible. In the meantime if any of you are prepared to serve on a small Committee would you please let **Willie** have your Details, including any previous Committee experience

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PROFILES: COMMITTEE MEMBERS 1993/4

LADY COMMITTEE MEMBERS...
PROFILE ON THE COMMITTEE MEMBERS WILL BE IN THE NEXT EDITION OF CLUB UPDATE



Mark Pinnock — *Captain*

I am 27 years old and have been married to AnnMarie for 5 years, we have 2 young children.

I am a Regional Sales Manager for a private sector electronic component sales company.

My main aim in the office of Club Captain is to fairly represent the interests of all members and to ensure that ours is a fun club, and with the help of my committee to provide a large number of competitions and social functions

I am looking forward to your support and assistance in ensuring that Sand Martins is the premier club in the area.



John Moore — *Vice Captain*

Semi-retired, served on Golf Committees for over 15 years, various positions held: Captain Badgemore Park 1981. Captain of Oxford Captains 1989.



David Price — *Treasurer*

Aged 30. Chartered Accountant with Price Waterhouse in Windsor. Has been very active in Berkshire golf for the past 15 years. Past Captain of Berkshire Schoolboys Golf and England Schools representative. Current handicap 7.



Alan Hammond — *Competition Chairman*

Retired banker, experienced golfer. Has been a member of 5 golf clubs, Committee Member at 2. Now dedicated to the success of Sand Martins.



Terry Andrew — *Competition Assistant*

Terry Andrew, single and 40ish. Business Development Manager for a large engineering contractor. Has travelled extensively and played golf wherever possible. Keen on all sports.



Melvin Smith — *Competition Assistant*

I am 40ish with a handicap of 11. Married to **Sally** who is also a member. My hobbies include golf and holidays, and I am currently Vice Captain of "Two Pops Golf Society". I am the Financial Director of a medium sized international air courier company.



John Schofield — *Competition Assistant*

John, who is married with 3 teenage daughters, has played golf since he was 7, anywhere from Kuala Lumpur to Porthcawl.



David Spackman — *Handicap Chairman*

Age: Senior
Occupation: Happily retired from insurance
Hometown: Wokingham
Club Handicap: 20
Ambition: To go round in my age – which might be possible when I'm 100 !!



Peter Watkin — *Handicap Assistant*

Finchampstead resident, married to **Christine**. Retired international communications specialist. Now supporting small businesses, developing computer systems. Sporting background – from soccer and squash to skiing.



Edward Partridge — *Social Secretary*

A 42 year old married man (to golf) who believes in living and working at life to the full.



Peter Underwood — *Social Assistant*

43, married with 2 sons. Working for TNT Express Worldwide. Have travelled and lived overseas including: Middle East and Asia. Keen on sports-watching, playing squash and, of course, golf as often as possible.



Yvonne Zietsman — *Ladies Captain*

Forty-something, married to **Paul** – a South African dentist who is slightly less enthusiastic about golf than I am. 3 daughters who have yet to catch the bug.

Took up golf in 1984 in order to see my husband occasionally. Now **Paul** wonders if he might become "teed off" when I start my year as Lady Captain because the kitchen might well be closed for the next 12 months.

JENCO

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Wishing all the members at Sand Martins Golf Club A Merry Xmas & A Happy New Year

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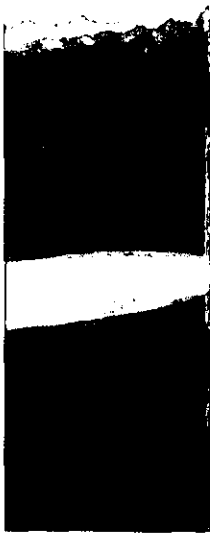
Wish the Staff and Members of Sand Martin's Golf Club a Merry Christmas and a Prosperous New Year.





Sand Martins

Sand Martins
GOLF · CLUB



THE COURSE

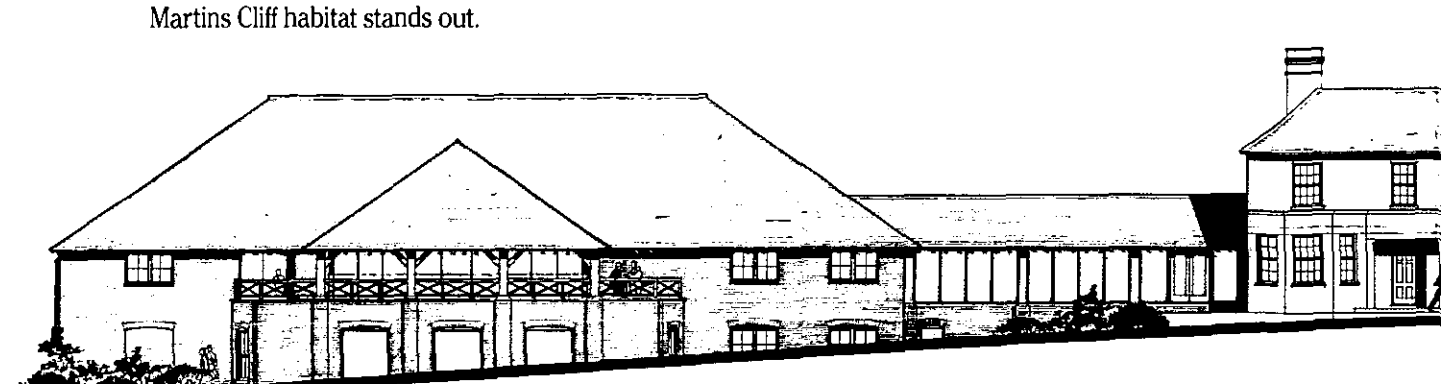
Sand Martins was formerly partly grazed by cattle and part disused sand pit and the gently undulating land has been enhanced by extensive earth sculpture and mounding to provide a course that is not only an exciting challenge to the handicap golfer but also has much character and aesthetic appeal.

In consultation with experienced conservationists Sand Martins Golf Club has been designed and built to be environmentally beneficial as well as visually outstanding with flower-rich grasslands, lake, ponds, ditches and hedgerows supporting a wide range of plants and wildlife.

The layout and design of the course has been undertaken in such a way so as to provide two distinct halves, the front nine set in wooded countryside complemented by extensive new plantings and the creation of a lake and smaller ponds at the most strategic



places to provide interesting and testing water hazards. The back nine built on the old sandpit area is in contrast to the front nine taking more the form of a "links" type course with rolling fairways, mounding and other interesting hazards. It is less wooded with wildflowers and broom being more predominant, the Club taking its name from the 10th hole where the Sand Martins Cliff habitat stands out.



Sand Martins Golf Club ● *COURSE LAYOUT & DESIGN* – ***Edward T. Fox*** ● *PLANNING CONSULTANT* – *Paul Dorking, Ro*



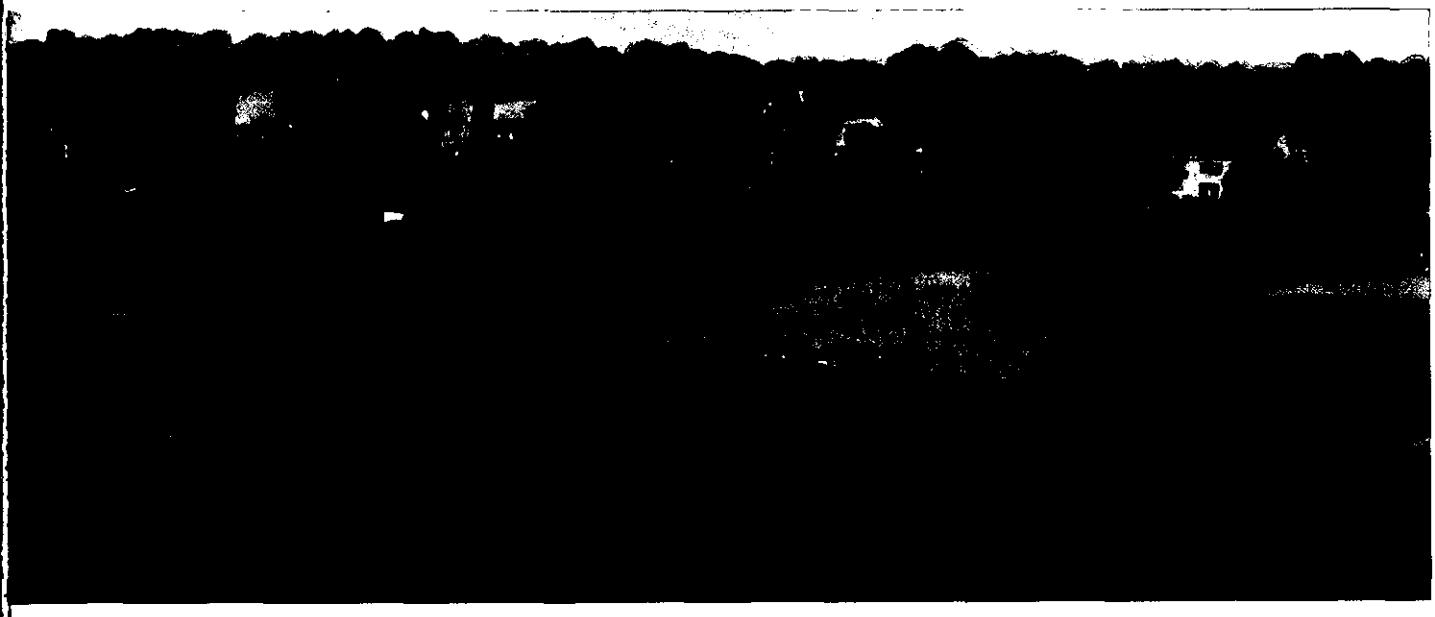
THE GOLF PROFESSIONAL

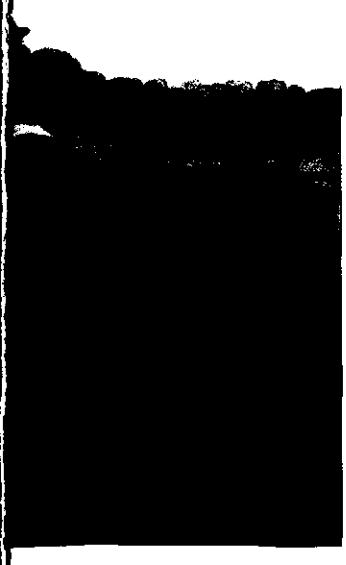
Willie Milne, a former Walker Cup player, is the Club's full time head golf professional. For eleven years a European Tour professional, Willie has played with many well known names like Lee Trevino, Hale Irwin, Nick Faldo, Gary Player and on numerous occasions, with Jack Nicklaus.

Willie has represented Great Britain and Ireland against America in the 1982-1986 P.G.A. Cup matches for Club professionals and was Captain of the Scottish P.G.A. in 1984. He has won the Northern Open twice, the Lusaka Eagle and over 100 Pro-Am events, and his best finish on the European Tour was 2nd place in the French Open. He has the responsibility for the Club's golf programme and tuition, supported by a team of P.G.A. qualified staff.

THE PROFESSIONAL SHOP

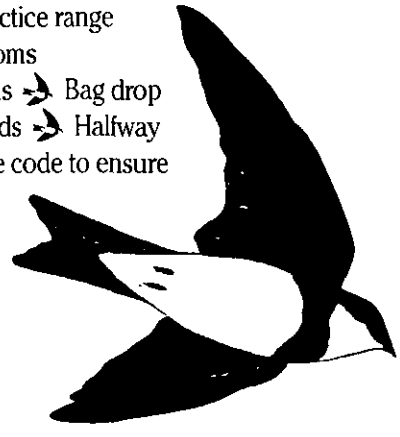
You'll find that the well stocked pro shop of some 1600 square feet, including a club repair workshop, carries all the latest golf equipment. It also stocks a wide variety of shoes, clothing and accessories to cater for every need. Professional staff will help you make the right personal choice every time.





FACILITIES

Spacious lounge bar, with separate restaurant and bar · Practice range · Large putting green · Ladies' and gentlemen's changing rooms · Preferential tee times for members · Members competitions · Bag drop · Starters and course rangers to help members enjoy their rounds · Halfway House for mid-course refreshments · Strict dress and etiquette code to ensure good standards · Adjoining hotel with enclosed walkway offers further social and leisure facilities.



John Hacker, Professional Sportsturf Design ● IRRIGATION CONSULTANT – Michael Martin, Phillip York & Partners ● CONSERVATION CONSULTANT – John Miller.

PLAYING THE COURSE

1 The opening hole features a relatively easy drive, with a bunker on the left hand side of the fairway and a ditch running down the right; the slight dog leg on the left starts about 200 yds and the 2nd shot of medium to long iron is to a large green guarded by bunkers at the front of the green.

2 The **2nd** hole is a relatively short par 4, which is a 90° dog-leg after the tee shot of about 195 yds. The feature of this hole is the water surrounding the green and therefore the 2nd shot must carry the water to reach the green; along with the lake on the right of the fairway. This hole demands accuracy and not length.

3 The **3rd** hole is the only par 5 on the front nine and is a slight dog-leg to the right which demands an accurate tee shot between two ponds; the 2nd shot is slightly uphill and a group of bunkers approximately 80 yds short of the green must be avoided. The green is very large but pin positions will determine whether a birdie is achievable or not.

4 The **4th** hole is the first par 3 on the course which has a cross bunker short of the green and a large bunker on the left which guards part of the front of the green. This hole requires a well struck long iron. If you miss this two tiered green a par will be quite difficult to obtain.

5 The **5th** hole of nearly 400 yds has a pond on the left of the fairway and must be avoided to enable the golfer to reach this figure of eight green in two shots; the green is very well bunkered all round and will prove to be tricky to putt on.

6 The **6th** hole demands an accurate tee shot between the silver birches and then a short iron to a narrow green with bunkers at the front and rear; silver birch also guard the left side of the green.

7 The **7th** hole is another par 4 of under 400 yds; two bunkers at 195-241 yds will have to be avoided from the tee; you are then left with a medium to short iron to the green.

8 The **8th** hole will require a long accurate tee shot as water protects the left of the green. A large bunker across the approach will have to be carried if the tee shot is to find the 3-tiered green.

9 The **9th** hole is a very picturesque finish to the front half, two bunkers on the left, a ditch on the right and lake also on the right make this an interesting tee shot. The 2nd shot of a medium iron will have to carry the pond short of the green to enable the golfer to acquire a par.



10 The **10th** hole is the signature hole of the course with the Sandmartin Colony coming into play at approximately 240 yds. To reach this area will require a very good shot as the prevailing wind is right in your face. From this point a 2nd shot will have to avoid two bunkers guarding the front of the green and one very large bunker at the back. This is probably the hardest hole in the course.

11 The **11th** hole is going to be very receptive, the tee shot appears to be straight forward but at 210 yds the fairway drops 20 ft into a valley from where the 2nd shot becomes partly blind to the green.

12 The **12th** hole is a slight dog-leg to the right with no fairway bunkers but two very large mounds must be avoided at 200 yds. The 2nd shot will have to carry a large fairway bunker 50 yds short of the green and avoid a bunker at the front left of the green.

13 The **13th** hole is another slight dog-leg but to the left, and you must miss two fairway bunkers at 225 yds; the 2nd shot is a medium to short iron and will have to be accurate to avoid the greenside bunkers.

14 The **14th** hole is another par 3. This hole will be a short iron to a slightly elevated green with two greenside bunkers; a big factor in this hole will be the wind blowing across the hole.

15 The **15th** hole is a very testing hole of over 400 yds. The tee shot has to avoid a sand bank on the right at 220 yds and then the 2nd shot slightly uphill will have to be accurate to miss the three bunkers around the green. This hole will prove to be one of the toughest on the course.

16 The **16th** hole is a short par 4 but will require an accurate tee shot to avoid the fairway bunkers and the copse of trees, the 2nd shot of a short iron will have to miss the greenside bunkers.

17 The **17th** hole is the last of the par 3's, but is very demanding. From an elevated tee you have to avoid the two ponds at the front of the green and this could prove costly with having to play a long iron. This hole is very picturesque.

18 The **18th** hole is a good par 5 to finish. The tee shot will have to be played up the right hand side and avoid two bunkers at 200 yds and a copse of trees; you then have to place your 2nd shot to the left to enable you to have a straight 3rd shot up the valley to the green. This hole provides a superb finish to the course.



With the 9th and 18th greens returning to the clubhouse, 9-hole golf will be available to those members who may have a couple of hours to spare before going to work or during an extended lunch break!

The course has been constructed to the highest standards with sand greens and tees to the USGA specifications and sown with graded Bent and Fescue grasses. Most of the greens and tees are in excess of 600 square metres in size with a computer controlled sprinkler irrigation and extensive drainage system.

Members should be able to play year round without resorting to temporary tees and greens. Highly qualified greens staff will ensure maintenance standards that will provide prime on-course conditions year round.

SCORECARD		
HOLE	YARDAGE	PAR
1.	410	4
2.	297	4
3.	518	5
4.	166	3
5.	407	4
6.	380	4
7.	365	4
8.	195	3
9.	372	4
FRONT	3,110	35
10.	403	4
11.	376	4
12.	377	4
13.	380	4
14.	149	3
15.	422	4
16.	347	4
17.	171	3
18.	500	5
BACK	3,125	35
TOTAL	6,235	70





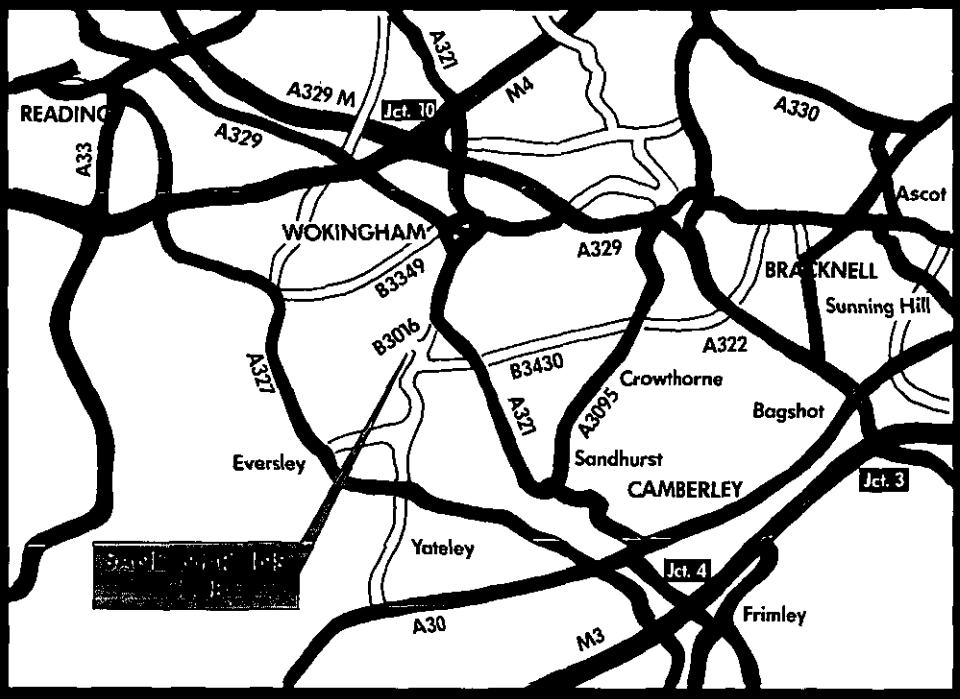




ert Shaw & Partners ● CLUB HOUSE & HOTEL ARCHITECT - Richard Gandy, Phillip Design Associates ● LANDSCAPE ARCHITECT - Jonathan Gaunt ● AGRONOMIST

LOCATION

Sand Martins Golf Club is located 1 mile south of Wokingham and 4 miles from Reading. The Club is easily reached from Junction 10 off the M4, or Junctions 3 or 4 off the M3.



THE GOLF COURSE AND THE ENVIRONMENT

Today, the role of a golf course owner is becoming increasingly important as the custodian of a 'green' landscape in both senses of the word. Not only do members want to play in a tranquil setting, enjoying the trees, flowers and wild life, but courses are becoming real nature reserves, particularly on the edge of towns.

To meet this responsibility, Edward Fox has appointed a Conservation Consultant, John Miller, to advise on the maintenance and improvement of the wide diversity of Flora and Fauna at Sand Martins.

The course embraces three distinct habitats - dry sandy heath, acidic bog and lowland clay. These areas, all adjoining, are host to a great many species of plant, bird and animal including Little Owls, Woodpeckers, Skylarks, Roe Deer, small Amphibians and, of course, Sand Martins!

MEMBERSHIP

Members of Sand Martins Golf Club will be asked to pay the joining fee upon acceptance of their application; thereafter the annual subscription will be payable on commencement of play. (The annual sub may be paid monthly by standing order if preferred).

Members are entitled to enter Club competitions and to have their handicaps issued or adjusted. They also have priority booking rights for reserved tee times.

Membership applications are processed strictly in order, and will be closed at approximately 600 full memberships, plus a number of five-day and junior members.

For membership application forms see enclosed literature.

Society and corporate enquiries should be made to the Club Secretary at address below.



Sand Martins Golf Club, Finchhampstead Road, Wokingham, Berkshire RG11 4AD. Telephone: 0734 792711.

PLEASE NOTE THAT SAND MARTINS GOLF CLUB RESERVE THE RIGHT TO CHANGE THE SPECIFICATION OF THE COURSE AND ASSOCIATED FACILITIES WITHOUT NOTICE. FOLLOWING THE PUBLICATION OF THIS BROCHURE

DESIGN & ILLUSTRATION BY SELLERS MARCHANT ASSOC ROYAL TUNBRIDGE WELLS PRINT & PRODUCTION BY COLOUR PRINT LIMITED ROYAL TUNBRIDGE WELLS

36 Nash Grove Lane,
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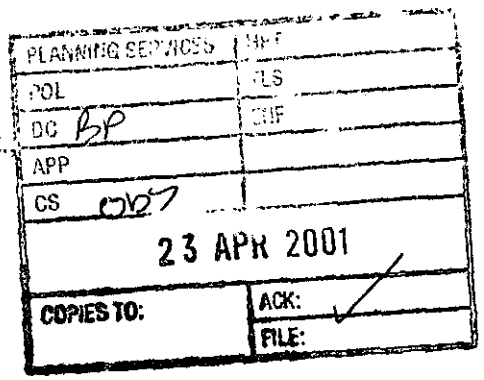
RG40 4HD

Ref F/2000/2840

18th April 2001



Environmental Services Dept.,
Planning Services,
P.O. Box 157,
Shute End,
Wokingham.

Dear Sir/Madam,

I am writing to object to the planning application for a health club to be built at Sand Martins Golf Club.

As the proposed health club does not share any facilities with the golf club then it does not need to be at Sand Martins. As all the activities of a health club are indoors it does not need to be in a scenic location. The only difference between a health club development and an office or factory development is that the health club generates additional traffic in the evening and at weekends. Why build a health club in the middle of the golf course where the traffic passing four of the greens and three of the tees will spoil the facility for the golfers. Would the council allow office or factory development in the middle of the golf club?

When Sand Martins Golf Club was originally built it was constructed to certain criteria in order that the local; flora and flora would not be unduly harmed, A conservationist was employed and particular attention was paid to the flora and fauna of the area and it's habitat. Over the years the wild life has increased with regular nestings of sand martins, geese and swans as well as being home to badgers, foxes, deer , newts and toads, this has been due to careful management of the area surrounding the club house. It is a quiet tranquil place enjoyed by the club members, ramblers and local residents.

The proposed new building and car park is much larger and more commercial than the original plan proposed when the Golf Course was first built, and not at all in keeping with the original plans of the golf club., as shown by the enclosed documentation. The original plan showed a much smaller building attached to the club house and more in keeping with the environment, enabling the members to still enjoy the outside seating area and view, which will be encompassed by the proposed plan, The increase in traffic will cause noise and pollution detrimental to wild life., especially the nesting sandmartins in spring and summer.

Yours sincerely

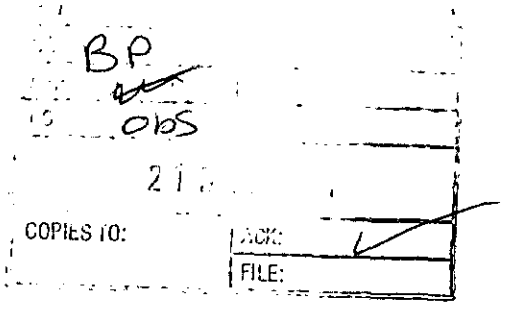
Mr D. Blythen

14 Russley Green
Wokingham
Berkshire
RG40 3HT

Telephone: 0118 989 2692
Fax: 0118 979 5953

18th March 2001

For the attention of Mrs B. Polnik
Planning Services
Wokingham District Council
P.O. Box 157
Shute End
Wokingham
RG40 1WR



Dear Mrs Polnik

Application Number F/2000/2840
Sandmartins Golf Club
Thank you for your recent correspondence regarding the proposed extension to the clubhouse and erection of a Health and Fitness Club at the above site.

We have in the past been disturbed by music and singing from the Golf Club. On one occasion we contacted the Golf Club to complain, not about the DJ, but about everyone singing at the top of their voice. This was not even summer time. We had our windows shut and still could hear the noise. When I rang the Golf Club to complain, the person who answered the phone asked me to speak up because he could not hear what I was saying and just put the phone down. It sounded as though he was standing right next to a speaker. Even calling the police was a waste of time. We wrote to Sandmartins who did not have the decency to respond.

The back of our house, where the bedrooms are, faces the Golf Club so any noise, particularly on a calm evening is awful. When guests go to the car park you can hear shouting and revving of engines. There is no consideration at all for residents in the area and I pity those people who have to get up in the early hours of the morning for work. I would not be happy if the extension to the Club House resulted in more evening functions – particularly if nothing was going to be done about the noise. Sandmartins should circulate residents with a letter of apology for past disturbance and give them a contact phone number for evening functions. If this is not possible the Council should have an Environment Officer on duty during the evenings who can go straight to the source of the noise on receiving a complaint.

Yours sincerely
L A Jones
Mrs. L. Jones

cc. Environmental Health for info.

12 Ruosley Green

For the attention of:

Mrs. B. Polnik F/2000/2840

Planning Officer WDC

PLANNING SERVICES	HPT Buckingham
2012 840	TLS
DC	ENF Berkshire
APP	
CS	RG40 3HT
06 DEC 2000	
COPIES TO:	ACK: ✓
	FILE: BP

December 2000

SNS

Dear Sir,

REF: SANDMARTINS GOLF CLUB

PLANNING APPLICATION No: F/2000/2840

I consider that this application for an extension of business use must be turned down since the management of the Golf Club have proved over a very long period of time that they have a total disregard for Public & Residential "SAFETY" issues. (Please see attached).

Consequently this application should not be considered further until 100% satisfactory remedial work has been carried out, or, a legally enforceable undertaking has been signed to carry out such remedial work by a stated date - irrespective of cost protestations.

Yours sincerely,

G. W. Corbett

G.W. CORBETT

12 RUSSLEY GREEN
WOKINGHAM
BERKSHIRE
RG40 3HJ

18TH MARCH 2001

BP
03 OCT

Dear Mrs. Pollock,

REF: SANDMARTINS GOLF CLUB

COPIES TO:

PLANNING APPLICATION No F/2000/2840

PUBLIC SAFETY

With respect to the WDC letter of 14th March, my strong objection to the planning application stands (Ref my previous letter dated 4th December 2000)

Since the 4/12/2000 more Golf Balls have entered my property, EACH ONE CAPABLE OF SERIOUSLY MAIMING MY FAMILY, or even worse causing a fatality!

As stated previously the Directors and Manager of Sandmartins continue to show disregard for the safety of my family and members of the public in the lane behind my house.

The planning application must not be approved until the conditions in my letter of 4/12/2000 have been met.

Yours sincerely,

G.W. Corbett

G.W. CORBETT

Sandmartins

10 Wildcroft drive
Wokingham
Berkshire
RG40 3HY

Dear Basia

I would like to register my objection to planning application F/2000/2840

The proposed landscaping is indeed an improvement however it only masks what I consider to be serious flaws in this application.

1.The building materials and size of development

These remain unchanged. We currently have a well designed brick built golf club which is going to be extended by a building which contains "metal standing beam roof" and double glazed units with "optifloat glass'.

These features are totally out of keeping in an area of rural beauty which afford great pleasure to many residents due to its unspoilt nature and the fact that it hosts an excellent and well used public footpath network.

2.There is to be increased parking for up to 296 cars.
This ofcourse assumes the high usage a leisure centre has and I would emphasise that the traffic movements along the stretch of the Finchampstead Road would increase greatly. Traffic would not only be for golf users who come, stay for a round [approx 5hrs!] and then leave but also for casual usage of people who come use the gym for an hour and then leave.

I would like this application to be refused.

Yours

Cllr. Tina Marinos Evendons Ward.

BP

DNS

Tel. 0118 974 6450

Date: 14 March 2001 BNS

Your Ref:

My Ref: Mrs B Polnik / **F/2000/2840**

BP

The Owner/Occupier
4
Russley Green
Wokingham
Berkshire

OBS

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

PLEASE QUOTE APPLICATION NUMBER WHEN REPLYING

Dear Sir/Madam

Application Number: F/2000/2840

Site Address: Sandmartins Golf Club, Finchampstead Road, Finchampstead, Wokingham.

Proposal: Proposed extension to clubhouse and erection of health and fitness club..

Revised/additional plans show: Green Travel Plan, transport assessment plans showing levels and exiting layout of clubhouse. Drawing nos ABA Survey, 91.18.31E, 91.18.32G.

We have received the above revised/additional plans and would be grateful to receive your observation no later than **04/04/2001**. Any comments received after this date will not be taken into account in determining the application.

The application is available for inspection at Wokingham District Council's offices during the following times: PLANNING DEPARTMENT, SHUTE END, WOKINGHAM TEL (0118) 974 6428 8.30 - 5.00 Monday - Thursday & 8.30 - 4.00 Friday, or at: WOODLEY LIBRARY, HEADLEY ROAD, WOODLEY (9.30am - 7.00pm Mon, Thurs & Fri. 9.30am - 5.00pm Tues, 9.30am - 1.00pm Saturday. Closed all day Wednesday)

Please quote reference number **F/2000/2840** in all communications and any response should be addressed to **Mrs B Polnik** the case officer dealing with this application at the above address.

I look forward to hearing from you.

Yours faithfully,

John Mitchell

John Mitchell
Development Control Manager

NO OBJECTION, OUR OBSERVATIONS AS PROPERTY IS WELL OUT OF SIGHT AND NOT LIKELY TO AFFECT THIS PROPERTY IN ANY SIGNIFICANT WAY.

J.J. COLES.

POLICY AND PLANS CONSULTATION

Case Officer: Mrs B Polnik

Location: Sandmartins Golf Club, Finchampstead Road, Wokingham

Application Number: F/2000/2840

Proposed extension to clubhouse and erection of health and fitness club.

Planning History
In 1993 consent was granted for a golf course, club house (850 sq m), a maintenance building (278 sq m) and a hotel (1,162 sq m). Despite acknowledgement of the sensitivity of the rural location, permission was granted as the development as a whole represented a significant decrease in floorspace compared to that already existing/with consent. The hotel has not been built and it is recommended that legal advice be sought to clarify whether the hotel component of the consent remains valid. The following Policy consultation addresses the current proposal in its own right. However, if the consent for the hotel is valid then the potential impact of the proposal must be compared against the impact of the hotel development.

Countryside
The proposed development is located outside the identified settlement of Wokingham. Under Policies WOS2 and WCC1, development should only be allowed in exceptional circumstances. Policy WCC1 provides categories of possible exceptions, of which one is "Outdoor Sport/Countryside Recreation". The extension to the Club house could be considered to indirectly fall within this category of exception. The health and fitness club is however an indoor activity and cannot be considered to fall within this category.

Gap/Green Wedge
The proposed development is located within the Gap between Wokingham and Barkham Hill. The proposal site and surrounding area also performs a wedge function, penetrating the settlement of Wokingham. Policy WCC2 seeks to prevent any development that would detract from the open or countryside appearance and character of the Gap and Wedge. The scale of development proposed represents an approximate 6 fold increase in built floorspace, and a 3 fold increase in car parking provision. This would result in a significant degree of urbanisation, compromising the function of the Gap and Wedge, contrary to Policy WCC2.

Provision of Recreation Facilities
Policy WR1 seeks to retain and enhance recreation facilities in appropriate locations. Such locations should be accessible by modes of transport other than the private car and any proposal must comply with all other relevant policies and provisions of the Plan. As stated above, the proposal is located outside of the identified settlement and is contrary to the countryside policies of the Plan. With regard to accessibility, the proposal site is approximately 900m by foot from the nearest bus stop. This compares to the guideline maximum walking distance to a bus stop of 400m (as defined in "Guidelines for Planning for Public Transport in developments", The Institution of Highways & Transportation, 1999). There is also no train station within walking/cycling distance of the proposed development. The catchment area of the proposal is likely to be much greater than that of the properties within the settlement

which are within walking/cycling distance of the proposal site. The proposal is therefore likely to result in increased car generation.

Policy WR13 provides further guidance in respect of recreation and leisure facilities in the countryside. In particular the Policy states that any proposal must not adversely affect the rural character of the area. Policy WR14 provides additional guidance in respect of Golf development and stresses that development must not increase traffic flows to the detriment of rural lanes or settlements.

Transport
Policy WT1 seeks to ensure that major development is located on sites capable of being served by public transport. In particular the Policy seeks to concentrate development so that a single trip can serve a number of purposes. It has been identified above that the proposal is in a location poorly served by public transport. In addition the isolated location of the proposal would promote independent car borne trips, contrary to the objectives of the Policy.

Conclusions
The proposed development would detract from the rural character of the area and compromise the gap/wedge function in that location. The proposal would also result in the development of a major recreational facility in a location poorly served by public transport and which would promote independent car borne journeys. However, if the part of the consent relating to the hotel is still valid, then the proposal must be considered against the potential impact of the hotel development. In this respect, it is important to identify that the overall proposal is for approximately three times the floorspace of the consented hotel.

Michael Bell
5.12.00

Memo

To: Mrs. B Polnik

From: Conrad Moore

Date: 22/03/01

Re: **Policy Comments upon F/2000/2840 in light of Green Travel Plan & Traffic Assessment.**

Travel Plans are important in achieving sustainable forms of residential or business development. The District Council's policy for this provision within new developments, is set out in the following documents:

- The Adopted Berkshire Structure Plan – Policies LD5, T1;
- Wokingham District Council Local Plan Deposit Draft (As Amended), (February 2000) – Policy WT3
- Local Transport Plan and Accompanying Documents.
- Draft PPG13
- DETR Guidance

You will need to ensure that its implementation would ensure a reduction in private car use compared to what it would have been in an unconstrained situation. The Travel Plan includes proposals to promote alternative forms of transport to and from the site, other than the private car, and ensure a reduction in the number of car borne journeys to the site. Whether their measures are satisfactory or not will require further detailed consideration by Tom Callaghan. He should be able to comment on accessibility and alternative means of transport to the private car required by Policy WR1. If you are minded to approve the scheme the effectiveness of the submitted plan will need to be monitored and appropriate measures including targets should be agreed.

Another factor to consider (and discuss with Tom Callaghan) is the potential urbanising effects of the type, size and frequency of vehicles using the site. This is an important consideration in policies WCC2, WOS3 (d), WOS6 (b) (c) & (d) and WOS7. You will also need to consult Suzanne McLaughlin of Environmental Health on noise and air quality issues that tie in with broad amenity issues and urbanising impact considerations.

The PPG1 *General Policy and Principles* (1997) in paragraph 5 as well as 1994 Government document *"Sustainable development – The UK Strategy"* aimed to:

- conserve the natural resources of wildlife and landscape (safeguarding those identified as being of special interest or of national and international importance)
- provide for the nations needs for food production, minerals extraction, new homes and other buildings, while respecting environmental objectives
- use the already developed areas in the most efficient way, while making them more attractive to live and work
- shape new development patterns in a way that minimises the use of energy consumed in travel between dispersed settlement.

Sustainability issues are a cornerstone of the current planning policy guidance. These matters require consideration and are embodied in local plan policies.

Detailed comments from Andy Glencross should also be sought, to assess any potential impact on Wildlife. Protected Species such as bats and sandmartins for example may exist and development may provide opportunities to improve habitat. Both are important to the Wokingham District Biodiversity Action Plan. Policy WNC5 and Policy WNC7 should be examined. These aspects are important in the Rural White Paper.

Apart from these specific issues, the original planning policy comments made in Dec 2000 continue to apply. Policy WCC2 seeks to prevent any development that would detract from the open or countryside appearance and character of the Gap and Wedge.

The scale of development proposed still appears to represent an approximate 6 fold increase in built floorspace, and a 3 fold increase in car parking provision over time. If you are satisfied that the hotel development is still valid, then the overall proposal is for approximately three times the floorspace of the consented hotel. This would result in a significant degree of urbanisation, compromising the function of the Gap and Wedge, contrary to Policy WCC2.

Conrad Moore

Senior Planner.
Policy & Plans Team.

TO: **DEVELOPMENT CONTROL**
Mrs B Polnik

FROM: Environmental Design

DATE: 14 December 2000

Location:	Sandmartins Golf Club, Finchampstead Road, Finchampstead, Wokingham
Proposal:	Proposed extension to clubhouse and erection of health and fitness club.
Application Number:	F/2000/2840

In response to your consultation dated 28 November 2000 for the above application, the landscape comments are as follows:

The golf course forms the narrow strip of land that is designated as Green Gap between Finchampstead North and the housing along Finchampstead Road. Although the golf course is a leisure use the proposed health and fitness club will increase the development in the Gap and detract from the open appearance of this area.

The proposed development, although located on ground at a lower level than the existing club house it is a considerable size and mass as compared to the existing building. The land falls away from the club house to the north as shown by the existing contours on the survey plan. The proposed contours need to be shown in relation to the new building and new car park layout, as it looks as if significant ground remodelling will be carried out as a result of the proposals.

At present the car park is well integrated into the overall landscape of the golf course. The proposed car park layout does not provide sufficient space for substantial landscape planting within or on the eastern edge of the car park adjacent to the public footpath, or around the new building itself. The existing mounding associated with the car park works well to integrate the cars into the wider landscape, as the car park is located in the centre of the site. Is this to be considered for the new proposal?

One point of detail, the contours / ground level needs to remain the same around large conifer shown to be retained to the south west of the proposed building. A change in level around the tree will be detrimental to the tree.

Catherine Brimble

Catherine Brimble
Landscape Architect

WOKINGHAM DISTRICT COUNCIL
ENVIRONMENTAL PROTECTION AND HOUSING

MEMORANDUM

From: John Mullaney
Environmental Health

My Ref:

To: Mrs B Polnik
Development Control

Your Ref: F/2001/2840

Date. March 21, 2001

PROPOSED: EXTENSION TO CLUBHOUSE AND ERECTION OF HEALTH AND FITNESS CLUB

LOCATION: SANDMARTINS GOLF CLUB, FINCHAMPSTEAD ROAD, FINCHAMPSTEAD, WOKINGHAM

These proposals have been evaluated and I have no further comments to make regarding the additional plans submitted.

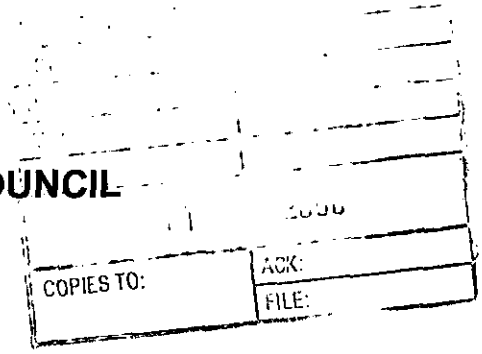
John Mullaney

JOHN MULLANEY
SENIOR ENVIRONMENTAL HEALTH OFFICER
ENVIRONMENTAL PROTECTION AND HOUSING

COPIES TO:

WOKINGHAM DISTRICT COUNCIL

MEMORANDUM



From: John Mullaney
Environmental Health

My Ref: JRM

To: Mrs B Polnik
Planning

Your Ref: JRM

Date. December 8, 2000

PROPOSED: EXTENSION TO CLUBHOUSE AND ERECTION OF HEALTH AND FITNESS CLUB

LOCATION: SANDMARTINS GOLF CLUB, FINCHAMPSTEAD ROAD, FINCHAMPSTEAD.

These proposals have been evaluated and I have no environmental health objections to the application.

John Mullaney

JOHN MULLANEY
ENVIRONMENTAL HEALTH OFFICER
ENVIRONMENTAL PROTECTION AND HOUSING

LODDON VALLEY RAMBLERS

A LOCAL GROUP OF THE RAMBLERS' ASSOCIATION

11 December 2000

APP	
CS	
14 DEC 2000	
COPIES TO:	ACK:
	FILE:

Your ref: Mrs B Polnik

Mr J Mitchell
Development Control Manager
WOKINGHAM DISTRICT COUNCIL

70 Broad Hinton
TWYFORD
Berks RG10 OLP

Tel/Fax: 0118 9320285

Dear Sir

Application No. F/2000/2840

Sandmartins Golf Club

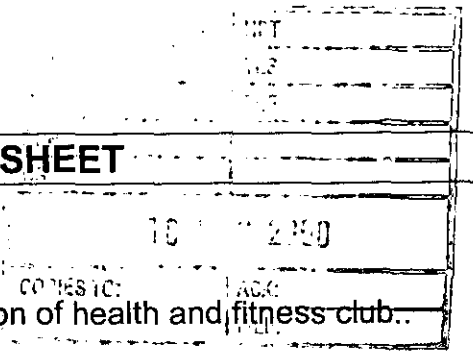
In response to your letter of 28 November, we thank you for sending us details of this application.

We have no comments to make with regard to the public Rights of Way.

Yours faithfully
D W BOUNDS
Footpath Secretary
Loddon Valley Ramblers' Group

FROM: Mrs B Polnik

DATE: 28 November 2000



FINCHAMPSTEAD PARISH CONSULTATION SHEET

Application Number: F/2000/2840

Proposal: Proposed extension to clubhouse and erection of health and fitness club.

Site Address: Sandmartins Golf Club, Finchampstead Road, Finchampstead, Wokingham.

Applicant: Sandmartins Golf Club C/Othe Roger Wenn Partnership Ltd.

Your observations are required in respect of this application **by 22/12/2000** .

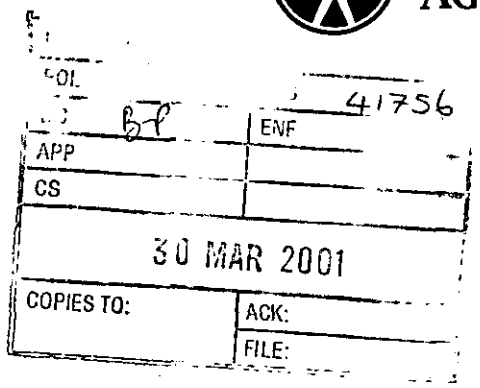
The Parish Council has no objections to this application.

SIGNED: C.S. Clk DATE: 15-12-00

Clerk To Finchampstead Parish/Town Council.

Our ref: SP\2001\003371\001
Your ref: F/2000/2840
Date: 26th March 2001

ENVIRONMENT AGENCY



FAO: Mrs B Polnik
District Planning Officer
Wokingham District Council
Council Offices,
Shute End,
PO Box 157
Wokingham
Berkshire
RG11 1BN

Dear Madam

PROPOSAL: Proposed Extension To Clubhouse & Erection Of Additional Health & Fitness Club
LOCATION: Sandmartins Golf Club, Finchampstead, Finchampstead

Thank you for your letter dated 14 March 2001, which was received on 15 March 2001. You are asked to quote the following reference in any correspondence: **SU76NE/10/2.**

There are no further comments on this proposal from the Environment Agency - Thames Region.

Decision Notice

Would you please forward a copy of the decision notice to this office quoting our reference. If you have any further queries please do not hesitate to contact Sarah Paxman on 01276 454323, quoting the reference cited at the beginning of this letter.

Yours faithfully

M Rose.

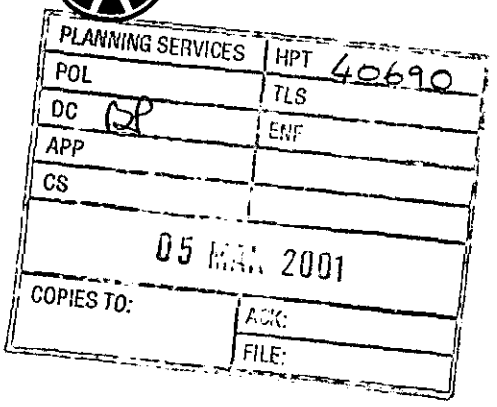
Matt Rose
Development Planning Team

Environment Agency
Swift House, Frimley Business Park, Frimley, Camberley, Surrey GU16 7SQ
Telephone : 01276 454300 Fax : 01276 454301

Our ref: SP\2000\002798\002
Your ref: F/2000/2840

Date: 1st March 2001

ENVIRONMENT AGENCY



District Planning Officer
Wokingham District Council
Council Offices,
Shute End,
Po Box 157
Wokingham
Berkshire
RG11 1BN

For the attention of: Mrs B Polnik

Dear Sir/Madam

EXTENSION TO CLUBHOUSE & ERECTION OF HEALTH AND FITNESS CLUB SANDMARTINS GOLF CLUB, FINCHAMPSTED RD, FINCHAMPSTED

Thank you for your letter dated 28 November 2001 which was received on 1 December 2001. You are asked to quote the following reference in any correspondence: SU76NE/10/2. 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.

CONDITION: No soakaways shall be constructed such that they penetrate the water table, and they shall not in any event exceed 3 metres in depth below existing ground level.
REASON: To prevent pollution of groundwater.

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 required for any discharge of sewage or trade effluent into controlled waters (e.g. watercourses and underground waters), and may be required for any discharge of surface water to such controlled waters or for any discharge of sewage or trade effluent from

Cont/d..

Environment Agency
Swift House, Frimley Business Park, Frimley, Camberley, Surrey GU16 7SQ
Telephone : 01276 454300 Fax : 01276 454301

buildings or fixed plant into or onto ground or into waters which are not controlled waters. Such consent may be withheld. *Contact Andrea Szabados on 01276 45 4373 for details.*

ADVICE TO PLANNING AUTHORITY

Development Control: Contact Amanda Reed on 01276 45 4331

We are not aware of any watercourses on the site, but should there be any, we advise that:
(1) they should not be culverted; and
(2) a buffer zone is left on either side of any watercourse, and
(3) culverted watercourses should not be built over, but should ideally be opened up and made a feature of the site.

In any case, you should note that culverting of a watercourse requires the prior written approval of the local authority under the terms of the Public Health Act 1936, and the prior written consent of the Environment Agency under the terms of the Land Drainage Act 1991/Water Resources Act 1991. The Agency seeks to avoid culverting, and its consent for such works will normally be withheld.

There are alternatives to conventional storage for the control of surface water run-off that are favoured by the Environment Agency where ground conditions are suitable and groundwater is not at risk. 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.

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 is likely to 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.

Conservation: Contact Liz Baldwin on 01276 45 4430

The submitted plans do not indicate the extent of the existing hardstanding at the site. The Environment Agency would seek to ensure that the new parking area does not encroach further towards the adjacent pond than any existing hardstanding.

ADVICE TO APPLICANT

Environment Protection: Contact Nick Weddell on 01276 454405

Surface water from hard surfaced areas should discharge via deep seal trapped gullies incorporating a minimum water seal of 85mm or similar. Surface water from car parks for 30 or more cars should be passed through a suitable type of oil/grit separator, the design of which shall be to the satisfaction of the Environment Agency. Clean roof water should not pass through the oil separator. Where soakaways are used it should preferably not discharge to soakaways used to drain road and vehicle parking areas.

Cont/d..

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.

Any above ground oil storage tank(s) should be sited on an impervious base and surrounded by a suitable liquid tight bunded compound. No drainage outlet should be provided. The bunded area should be capable of containing 110% of the volume of the largest tank and all fill pipes, draw pipes and sight gauges should be enclosed within its curtilage. The vent pipe should be directed downwards into the bund. Guidelines are available from the Environment Agency.

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.

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/applicant. If you have any further queries please do not hesitate to contact me on 01276 454323, quoting the reference cited at the beginning of this letter.

Yours faithfully

Sarah Paxman
Development Planning Officer

cc: The Roger Wenn Partnership Ltd, 72 St Dunstans Street, Canterbury, Kent CT2 8BL

THE ROGER WENN PARTNERSHIP LIMITED
INTERNATIONAL CONSTRUCTION AND MANAGEMENT

Our Ref: JM\POLNIK-AF\21032001

Your Ref:

Project Managers
Architects
Cost Consultants
Planning Supervisors
Construction Consultants
Interior Designers

41558

21st March 2001

BP

Mrs B Polnik
Wokingham District Council
Council Planning Offices
Planning Department
Shute End
Wokingham
Berkshire
RG40 1WR

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Canterbury
72 St Dunstan's Street
Canterbury Kent
CT2 8BL
Tel: (01227) 457471
Fax: (01227) 455904

London
5 Milner Street
Chelsea London
SW3 2QA
Tel: 020 7823 9811
Fax: 020 7823 9046

Preston
8 Sceptre Way
Bamber Bridge
Preston
PR5 6AW
Tel: (01772) 698455
Fax: (01772) 313818

Brighton
14 Lewes Crescent
Kemp Town
Brighton
BN2 1FH
Tel: (01273) 603736

e-mail:
mail@trwpl.demon.co.uk

www.trwpl.com

Dear Basia

Extension to Clubhouse and New Health & Fitness Club

Further to the submission of the Planning Application for the above project on 13th November 2000, we are pleased to enclose a perspective illustration, to be included as part of the submission.

The view is taken south of the pond by the pedestrian pathway looking towards the entrance to the Health & Fitness Club and showing the relationship with the Golf Club in the distance.

We are confident that with the use of cedar boarding, clay facing bricks, grey zinc roofing on the building together with the generous landscaping, the new Club will compliment the Golf Club setting.

We enclose six copies for distribution within your department

Please contact us if you have any queries.

Yours sincerely

for The Roger Wenn Partnership Limited

enc

Directors:
Roger C Wenn FRICS ACI Arb
Stephen W Taylor ARICS
Patrick J McConkey
BA(Hons) Dip Arch RIBA MRIAI
Nicholas C Loader ARICS
Shane Rowe BSc (Hons)
Michael P Armitage

Associate Directors:
Keith E Willis Tech RICS
James Stonard BSc LLB(Hons)
Alan E Foster Dip Arch

Consultant:
John Evers FRICS ACI.Arb

D & M

The D &M Planning Partnership

Chartered Town Planners

RIVERSIDE CHAMBERS 20 BRIDGE STREET GODALMING SURREY GU7 1HY
Tel. No. 01483 425705 Fax. No. 01483 425707
e-mail: info@dm-planning.co.uk website: www.dm-planning.co.uk

PLANNING SERVICES HPT 40327
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APP
CS
26 FEB 2001
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FILE:

Our Ref PAD/HCC/130/00
Your Ref BP/F2000/2840

22 February 2001

Mrs B Polnik
Wokingham District Council
Planning Services
PO BOX 157
Shute End
WOKINGHAM
Berkshire RG40 1WR

Dear Mrs Polnik

**THE TOWN & COUNTRY PLANNING ACT 1990 (AS AMENDED)
PROPOSED EXTENSION TO CLUB HOUSE AND ERECTION OF
HEALTH & FITNESS CLUB AT SANDMARTINS GOLF CLUB
FINCHAMPSTEAD ROAD WOKINGHAM**

Further to our recent correspondence, please find enclosed a copy letter from Upton McGoughan concerning roof plant for Sandmartins Golf Club.

We would ask you to note that the flat roof to the Golf Clubhouse extension will only be used for external condensers which are approximately 1.28-1.44 metres in height. Such condensers would be placed to the rear of the flat roof to reduce their visual impact.

I trust this information is of assistance to you. Should you have any further queries then please do not hesitate to contact me.

Yours sincerely
THE D&M PLANNING PARTNERSHIP

PAUL A DARKING

Encl

FACSIMILE MESSAGE

Upton McGougan plc
Devon House
171-177 Great Portland Street
London, W1W 5PQ
Tel: 020 7580 0833
Fax: 020 7580 0844
website: www.uptonmcgougan.com
email: ian@uptonmcgougan.com

UPTON McGOUGAN

PROJECT: Wokingham Golf Club

PROJECT NO: 622-0061-RWP02-fax

FOR THE ATTENTION OF: Adrian Rigby

DATE: 9th February 2001

COMPANY: Roger Wenn Partnership

FAX NUMBER: 01227 455904

FROM: Paul Gough

NUMBER OF PAGES TO FOLLOW: 0

MESSAGE:

Adrian

Re: Wokingham Golf Club
Roof Plant

Following receipt of your drawings AL(00) 01 and 02 both revision F, we have calculated approximate space required for plant on the flat roof. We have assumed that the Conservatory Area, Club room and Function Room will all be comfort cooled along with some smaller areas such as the committee room. Ventilation will be generally by natural/passive means to the whole building with only kitchen and toilet areas being provide with any mechanical ventilation. We have allowed for heating to all areas.

Please note that the only plant that can be located external are the condensers for the comfort cooling, all other plant can be located on the roof but will have to be contained within a weatherproof plant room enclosure.

It is preferable that the Hot Water Storage for the shower facilities and kitchen is located local to the facility; alternatively it would have to be located within a weatherproof plant room on the flat roof. If space were not available for hot water storage for shower facilities, instantaneous electric showers would be an option to consider.

Plant Areas

Cooling Plant (Air Cooled Chillers)	$30m^2$
Heating Plant	$15m^2$ x 3m high
Kitchen Ventilation	$15m^2$ Including Extract and fresh air make up
Toilet Extract	$3m^2$
Kitchen Hot Water Storage	$5m^2$ x 3m high
Shower Block (Ground and first)	$15m^2$ x 3.5m high for each floor

We trust the above is clear, should you have any questions please contact the undersigned.

Regards

Paul Gough
Upton McGougan Plc

COPIES TO: FAX NUMBER:

Please telephone if you do not receive all the pages, or if it is illegible.

Form No. OP07/35

THE ROGER WENN PARTNERSHIP LIMITED

Project Managers
Architects
Cost Consultants
Planning Supervisors
Construction Consultants

FACSIMILE MESSAGE

Please Reply to: CANTERBURY

To/Reference: Paul Darking	From/Reference: Adrian Rigby
At: D&M Planning	Fax No: 01483 425707
Date: ~~19.02.01~~ 19.02.01	No. of Sheets (including cover sheet): 2
CC:	CC Fax Nos

Canterbury
72 St Dunstan's Street
Canterbury Kent
CT2 8BL
Tel: (01227) 457471
Fax: (01227) 459904

London
5 Milner Street
Chelsea London
SW3 2QA
Tel: 0171 823 9811
Fax: 0171 823 9046

Warrington
Median House
21-23 Barbauld Street
Warrington
WA1 1EY
Tel: (01925) 659716
Fax: (01925) 632268

Brighton
14 Lewes Crescent
Kemp Town
Brighton
BN2 1FH
Tel: (01273) 603736

e-mail:
mail@trwpl.demon.co.uk

Re Sandmartins Golf Club

Dear Paul,

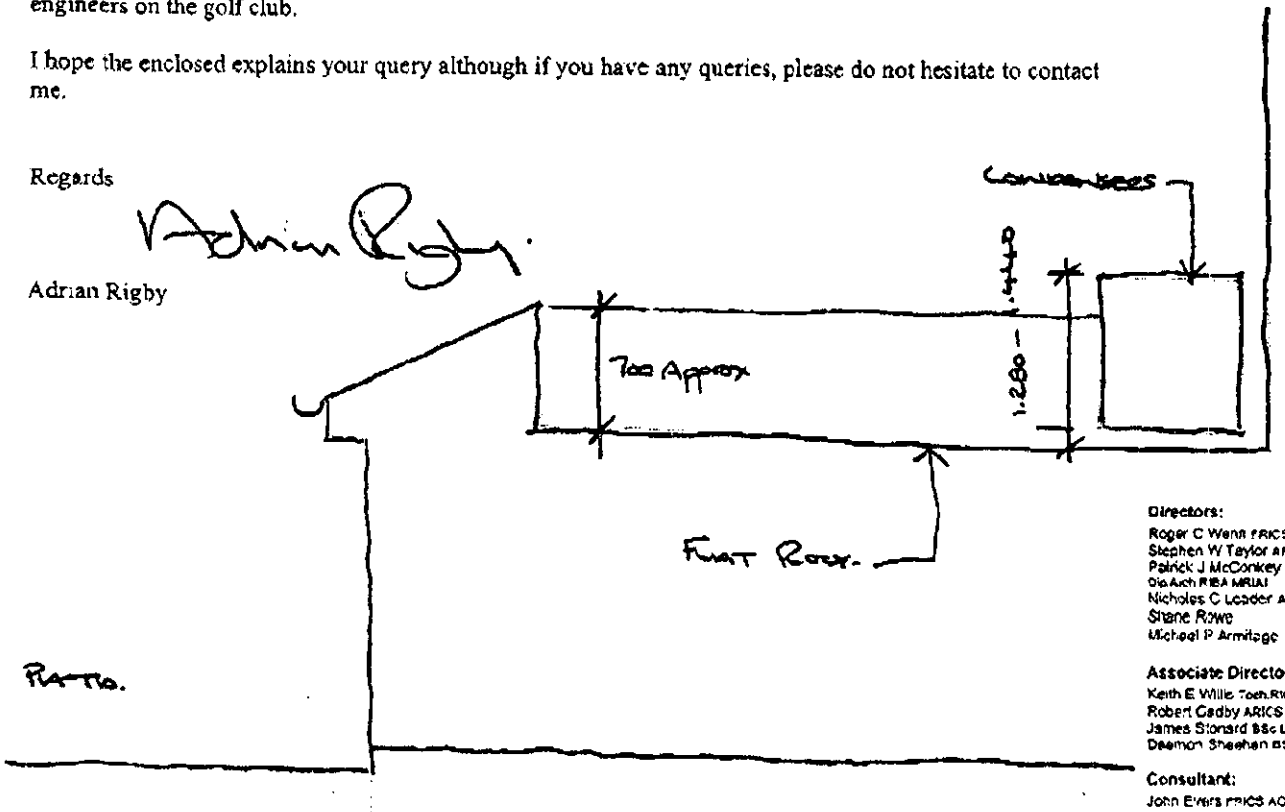
With regard your letter dated 31:01:01 and my subsequent fax dated 15:02:01 regarding external plant to the flat roof to the golf clubhouse extension, please note that this space will only be used for external condensers which are approx 1.280 to 1.440 m in height. We envisage placing them to the rear of the flat roof so reducing their overall visual impact.

The above information is preliminary and is subject to a full survey being carried by our mechanical engineers on the golf club.

I hope the enclosed explains your query although if you have any queries, please do not hesitate to contact me.

Regards

Adrian Rigby



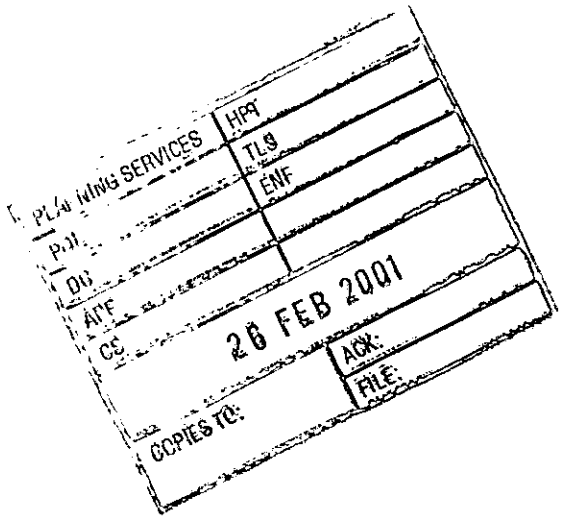
Directors:
Roger C Wenn FRICS ACI.Arb
Stephen W Taylor ARICS
Patrick J McConkey BA(Hons) Dip.Arch RIBA MRIAI
Nicholas C Leader ARICS
Shane Rowe
Michael P Armitage

Associate Directors:
Keith E Wills Tech.RICS
Robert Cadby ARICS
James Stonard BSc LLB(Hons)
Deemon Sheehan BSc (Hons)

Consultant:
John Evers FRICS ACI.Arb

for The Roger Wenn Partnership Limited

The Roger Wenn Pship Fax:01227455904 19 Feb '01 11:32 P.01/01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The D &M Planning Partnership
Chartered Town Planners

RIVERSIDE CHAMBERS 20 BRIDGE STREET GODALMING SURREY GU7 1HY
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e-mail: info@dm-planning.co.uk website: www.dm-planning.co.uk

PLAN 39413
RCL
DC BP
CS
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Our Ref PAD/JL/130/00
Your Ref BP/F2000/2840

31 January 2001

Mrs B Polnik
Wokingham District Council
Planning Services
PO BOX 157
Shute End
WOKINGHAM
Berkshire RG40 1WR

Dear Mrs Polnik

THE TOWN & COUNTRY PLANNING ACT 1990 (AS AMENDED) PROPOSED EXTENSION TO CLUB HOUSE AND ERECTION OF HEALTH & FITNESS CLUB AT SANDMARTINS GOLF CLUB FINCHAMPSTEAD ROAD WOKINGHAM

I write to thank you for your recent letter dated 26 January in connection with the above planning application and I write to confirm that I have requested the additional information and amended plans from the architects, The Roger Wenn Partnership.

I understand that these will be forwarded to you in the near future. In addition I am preparing a further supporting statement regarding the policy position and on the question of need. I understand that the Highway Consultants are currently in discussion with Mr Callaghan regarding the Traffic Impact Assessment study and again I hope that this will be forwarded to you in the near future.

Yours sincerely
THE D&M PLANNING PARTNERSHIP

Paul Darking

PAUL A DARKING

Tel. (0118) 974 6450 (Direct Line)
Fax. (0118) 974 6484
Email. Basia.Polnik@wokingham.gov.uk
Date January 26, 2001
My ref. BP/F/2000/2840

The D & M Planning Partnership
Riverside Chambers
20 Bridge Street
Godalming
Surrey
GU7 1HY

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

WITHOUT PREJUDICE

Dear Mr Dorking

PROPOSED EXTENSION TO CLUBHOUSE AND ERECTION OF HEALTH & FITNESS CLUB AT SANDMARTINS GOLF CLUB, FINCHAMPSTEAD ROAD, WOKINGHAM

I refer to your planning application for the above-mentioned proposal.

It would be helpful in considering this application that existing floor plans of the clubhouse are provided in order to clarify the proposed alterations to the building. In addition the levels shown on plan 20517 are not legible due to the scale of the drawing. As there are changes in levels on site a clearer plan is requested. I would also be grateful to receive further details of the external plant to be located on the roof of the single storey extension, as indicated on plan A 252 AL(00) 10A.

Finally, Policy WR13 of the Wokingham District Local Plan which relates to recreational and leisure facilities in the countryside states that recreational development, including extension to existing facilities will only be permitted subject to provisions of other policies and provided certain criteria are met. One of these criteria requires that it can be shown that there is a need for such facilities, taking into account existing and committed provision in the District. Amplification of this point is required.

I look forward to receiving this additional information in the near future.

Yours sincerely

MRS B POLNIK
Senior Planning Officer

Date: 22 December 2000

To: Case Officer

We have received Revised Plans for the following planning application:

Application Number: F/2000/2840

Location: Sandmartins Golf Club, Finchampstead Road, Finchampstead, Wokingham.

Proposal: Proposed extension to clubhouse and erection of health and fitness club.

Applicant: Sandmartins Golf Club C/Othe Roger Wenn Partnership Ltd.

Case Officer: Mrs B Polnik

The new plans show the following: Changes to layout elevations and red/blue line of application site.

Comments are required by 05/01/2001.

Should you have any queries regarding this application please contact the case officer Mrs B Polnik on 0118 974 6450.

(RING ONE)

(REVISED PLANS) ADDITIONAL PLANS MINOR AMENDMENTS ADDITIONAL / REVISED PLANS TO COMPLY WITH CONDITIONS

App No. F/2000/2840 (Planaps) / (Ludhouse) Date Rec. 14.12.00

Location: SANDMARTINS GOLF COURSE

Parish WOKINGHAM / FINCHAMPSTEAD

Applicant: SANDMARTINS GOLF ~~COURSE~~ CLUB

Description of attached plans Revised plans showing changes to layout elevations and red/blue line of appln. site

Drawing No's: A253/Ax(00)03 A
05 C
04 D
00.A23.D01 B

CONSULTEES

Copies of plans will automatically be sent to Woodley Library, Part I Reg., Parish Council, Ward Councillors and the Case Officer unless specified.

Please tick which of the following you wish consulted.

OTHERS: _____ Drawing No's

_____ 1. NK (Landscape & Trees) _____ ☐
_____ 2. NK (Env. Design) _____ ☐
_____ 3. XA (Highways) _____ ☐
_____ 4. NF (Building Control) _____ ☐
_____ 5. BC/DC Liaison _____ ☐

A full set of plans will be sent to all consultees unless particular drawing No's are specified in the spaces above.

NEIGHBOURS: _____

_____ Date for Responses ☐

FURTHER ACTION

Re-advertise App. Y (N) (Delete as required)

Redate Application Y / (N) From _____

New Site Notice Y / (N)

New Description _____

CASE OFFICER BP.

Consultations Sent by Admin. on 22-12-00

Yellow - Part One Copy
Green - Officer's Copy

THE ROGER WENN PARTNERSHIP LIMITED
INTERNATIONAL CONSTRUCTION AND MANAGEMENT

Our Ref: PH\POLNIK-JH\121200

Your Ref:

37741

BP

COPIES TO: ACK. FILE:

Project Managers
Architects
Cost Consultants
Planning Supervisors
Construction Consultants
Interior Designers

13th December 2000

Mrs B Polnik
Wokingham District Council
Planning Services
P O Box 157
Shute End
Wokingham
Berkshire
Surrey, RG40 1WR

REVISED PLAN
2840

Dear Mrs Polnik

Application No. F/2000/2840 - Proposed Extension to Clubhouse and Erection of Health & Fitness Club, Sand Martins Gold Club, Finchamstead, Wokingham

With reference to your colleague's letter dated 28th November 2000 and your note attached we enclose 6 no. copies of the following:

i) Drawing AL(00)04D.
Revised elevations now incorporating committee room and lobby.

ii) Drawing 00.A23.D01B.
Plans of health and fitness club indicating doors and windows.

iii) Drawing AL(00)05C.
Elevations of health and fitness club. Minor amendments require to reflect changes in plan layout. External finishes unchanged.

iv) Drawing AX(00)03A.
The red/blue line positions have been amended on this drawing to indicate the existing access from Finchampstead Road being utilised for this development, as opposed to that previously shown in error.

We would be grateful if you could substitute these drawings for those currently within the application and trust that this additional information will not delay the planning process. However should you have any queries regarding the drawings please do not hesitate to contact us.

Yours sincerely

Jennifer Hughes.

J Hughes
for The Roger Wenn Partnership Limited

cc P Darking - D & M Planning Consultants

Canterbury
72 St Dunstan's Street
Canterbury Kent
CT2 8BL
Tel: (01227) 457471
Fax: (01227) 455904

London
5 Milner Street
Chelsea London
SW3 2QA
Tel: 020 7823 9811
Fax: 020 7823 9046

Preston
8 Sceptre Way
Bamber Bridge
Preston
PR5 6AW
Tel: (01772) 698455
Fax: (01772) 313818

Brighton
14 Lewes Crescent
Kemp Town
Brighton
BN2 1FH
Tel: (01273) 603736

e-mail:
mail@trwpl.demon.co.uk

www.trwpl.com

Directors:
Roger C Wenn FRICS ACI Arb
Stephen W Taylor ARICS
Patrick J McConkey
BA(Hons) Dip Arch RIBA MRIAI
Nicholas C Loader ARICS
Shane Rowe BSc (Hons)
Michael P Armitage

Associate Directors:
Keith E Willis Tech RICS
James Stonard BSc LLB(Hons)
Daemon Sheehan BSc(Hons)
Alan E Foster Dip Arch

Consultant:
John Evers FRICS ACI.Arb

38465

D & M

The D &M Planning Partnership

Chartered Town Planners

RIVERSIDE CHAMBERS 20 BRIDGE STREET GODALMING SURREY GU7 1HY
Tel. No. 01483 425705 Fax. No. 01483 425707
e-mail: info@dm-planning.co.uk website: www.dm-planning.co.uk

PLANNING SERVICES	HPT
POL	TLS
DC BP	ENF
APP	
CS	
09 JAN 2001	
COPIES TO:	ACK:
	FILE:

Our Ref PAD/HCC/130/00
Your Ref BP/F2000/2840

5 January 2001
BY FAX **0118 974 6484**

Mrs B Polnik
Wokingham District Council
Planning Services
PO BOX 157
Shute End
WOKINGHAM
Berkshire RG40 1WR

Dear Mrs Polnik

THE TOWN & COUNTRY PLANNING ACT 1990
PROPOSED EXTENSION TO CLUB HOUSE AND ERECTION OF HEALTH & FITNESS CLUB AT SANDMARTINS GOLF CLUB FINCHAMPSTEAD ROAD WOKINGHAM

As you may be aware we act on behalf of our clients in respect of the above planning application recently submitted to your Authority for consideration and determination.

We have instructed a Highway Consultant to prepare the traffic assessment, as requested, and will forward this on to you as a matter of urgency. I understand that you should receive all relevant information by the end of the month.

If you have any queries or require any other information, in the meantime, then please do not hesitate to contact me.

Yours sincerely
THE D&M PLANNING PARTNERSHIP

Paul Darking

PAUL A DARKING

01483425707

D & M

PLANNING SERVICES	HPT
POL	TLS
DC	ENF 38398
APP	
CS	
08 JAN 2001	
COPIES TO:	ACK:
	FILE:

The D &M Planning Partnership
Chartered Town Planners
RIVERSIDE CHAMBERS 20 BRIDGE STREET GODALMING SURREY GU7 1EY
Tel. No. 01483 425705 Fax. No. 01483 425707
e-mail info@dm-planning.co.uk web site www.dm-planning.co.uk

FACSIMILE TRANSMISSION

TO: Mrs B Polnik **FAX NO:** 0118 974 6484

COMPANY: Wokingham DC **DATE:** 5/1/01

FROM: Paul Darking

NO. OF PAGES INCLUDING THIS ONE: 2

MESSAGE:

This message may contain confidential or legally privileged information. In the event of an error in transmission, unauthorised recipients are requested to contact the sender immediately and not to disclose or make use of this information.

01483425707

D & M

The D &M Planning Partnership
Chartered Town Planners

RIVERSIDE CHAMBERS 20 BRIDGE STREET GODALMING SURREY GU7 1HY
Tel. No. 01483 425705 Fax. No. 01483 425707
e-mail: info@dm-planning.co.uk website: www.dm-planning.co.uk

Our Ref PAD/HCC/130/00
Your Ref BP/F2000/2840

5 January 2001
BY FAX **0118 974 6484**

Mrs B Polnik
Wokingham District Council
Planning Services
PO BOX 157
Shute End
WOKINGHAM
Berkshire RG40 1WR

Dear Mrs Polnik

THE TOWN & COUNTRY PLANNING ACT 1990
PROPOSED EXTENSION TO CLUB HOUSE AND ERECTION OF HEALTH & FITNESS CLUB AT SANDMARTINS GOLF CLUB FINCHAMPSTEAD ROAD WOKINGHAM

As you may be aware we act on behalf of our clients in respect of the above planning application recently submitted to your Authority for consideration and determination.

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If you have any queries or require any other information, in the meantime, then please do not hesitate to contact me.

Yours sincerely
THE D&M PLANNING PARTNERSHIP

Paul Darking

PAUL A DARKING

Wokingham District Council
Planning Application

Town and Country Planning (General Development Procedure) Order 1995 – Notice under Article 8

AND/OR

Planning (Listed Buildings and Conservation Areas) Regulations 1990 and Planning (Listed Buildings and Conservation Areas) Act 1990

Application No: F/2000/2840

Proposal:
Proposed extension to clubhouse and erection of health and fitness club.

Location:
Sandmartins Golf Club Finchampstead Road Finchampstead Wokingham

This application is being advertised in the Wokingham Times newspaper on the 13/12/2000 for the following reason(s);

PROPOSAL IS CONTRARY TO THE DEVELOPMENT PLAN
PROPOSAL IS A MAJOR DEVELOPMENT

The application can be inspected at Wokingham District Council's offices during the following times:

PLANNING DEPARTMENT, SHUTE END, WOKINGHAM TEL (0118) 974 6428
8.30 - 5.00 Monday - Thursday & 8.30 - 4.00 Friday

WOODLEY LIBRARY HEADLEY ROAD WOODLEY (9.30am - 7.00pm Mon, Thurs & Fri. 9.30am - 5.00pm Tues, 9.30am - 1.00pm Saturday. closed all day Wednesday)

Comments should be sent in writing QUOTING THE APPLICATION NUMBER to the Case Officer Mrs B Polnik P.O. Box 157 Council Offices, Shute End, Wokingham, Berkshire, RG40 1WR to arrive before **03/01/2001**. Written comments submitted will become available for public inspection.

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

Date: 13/12/2000

Tel. (0118) 974 6450 (Direct Line)
Fax. (0118) 974 6484
Email. Basia.Polnik@wokingham.gov.uk
Date December 22, 2000
My ref. BP/F/2000/2840

The Roger Wenn Partnership Ltd.
72 St Dunstan's Street
Canterbury
Kent
CT2 8BL

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

Dear Mr Rigby

RE: PROPOSED EXTENSION TO CLUBHOUSE AND ERECTION OF HEALTH AND FITNESS CLUB AT SANDMARTINS GOLF CLUB, FINCHAMPSTEAD ROAD, WOKINGHAM

I refer to my letter dated 11th December 2000 requesting a traffic assessment and would be grateful if you could notify me within 14 days of the date of this letter when this might be submitted.

As you are aware, the application is currently invalid and will not be processed further until this information is received or the application is withdrawn.

I look forward to your reply.

Yours sincerely

MRS B POLNIK
Senior Planning Officer

Copy faxed 22.12.00

cc. The D & M Planning Partnership

Tel. (0118) 974 6450 (Direct Line)
E-Mail Basia.Polnik@wokingham.gov.uk
Date. 11 December, 2000
My ref. BP/F/2000/2840

The Roger Wenn Partnership Ltd.
72 St Dunstan's Street
Canterbury
Kent
CT2 8BL

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
DX: 33506 – Wokingham

Dear Mr Rigby

RE: PROPOSED EXTENSION TO CLUBHOUSE AND ERECTION OF HEALTH AND FITNESS CLUB AT SANDMARTINS GOLF CLUB, FINCHAMPSTEAD ROAD

I refer to your recent planning application for the above-mentioned proposal and write to you under the terms of Article 3 (2) of the Town & Country Planning (General Development Procedure) Order 1995 to advise you that it is not possible to determine your application unless the following information is supplied:

As a development of this magnitude would generate significant numbers of journeys, a Traffic Assessment is required to assess the impact of traffic generation and overall sustainability of the site.

Should you wish to discuss the scope of the Traffic Assessment, please contact Mr T Callaghan of our Highways Development Control (tel: 0118 974 6323).

I look forward to receiving this information at your earliest convenience.

Yours sincerely

MRS B POLNIK
Senior Planning Officer

HIGHWAYS CONSULTATION SHEET

From: Mrs B Polnik **Date:** 28 November 2000

Application Number: F/2000/2840

Proposal: Proposed extension to clubhouse and erection of health and fitness club.

Parish: FINCHAMPSTEAD PARISH

Site Address:
Sandmartins Golf Club, Finchampstead Road, Finchampstead, Wokingham.

Applicant:
Sandmartins Golf Club C/Othe Roger Wenn Partnership Ltd.

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

✓ below as applicable:

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

Comment.

Please could the applicant produce a TIA for the proposed development.

requested

Signed: _____ **Print name:** Adam Coggins 12/12/00

☎ 0118 974 6379 (Direct Line)
Tuesday, 05 December 2000

The Roger Wenn Partnership
72 St Dunstans Street
Canterbury
Kent
CT2 8BL

Access Officer
Environmental Services Department
P.O. Box 155
Shute End, Wokingham
Berkshire RG40 1WW
Tel: (0118) 974 6379
Fax: (0118) 974 6385
Minicom No: (0118) 974 6991
DX: 33506 - Wokingham

Dear Sir

Planning Application No F2000/2840
Address: Sandmartins Golf Club, Finchampstead Road, Finchampstead

The above Planning Application has been examined for the provision of access and facilities for disabled people.

The following two lists of points should be addressed in order to improve the use of the building by disabled people.

List A. (These are mandatory requirements under the Building Regulations)

1. Level access needs to be provided from the curtilage of the site and from the accessible parking bays to the main. If site constraints necessitate an approach steeper than 1 in 20 a ramped approach should be provided.
2. Please ensure the entrance doors and or the frames need to be clearly identified by tonally contrasting with the wall. Door furniture should be distinguishable from the door, and the door opening pressure should not exceed 25-30 Newton's.
3. Ensure flush thresholds.
4. Please ensure that access is available to the full range of services offered all bars and self-service counters and at least half the area where seats are provided are accessible to wheelchair users.
5. Ensure vision panels fitted to doors on circulation routes.
6. Ensure level access to conservatory.
7. Identify hazardous glazing.
8. Ensure ramp to terrace complies.
9. Ensure layout and size of accessible WC complies after fit out and that the transfer area is kept clear of any obstructions.

List B. (These are not mandatory requirements but are recommended good practice and normally add little or no extra cost to the construction work.)

1. 2 accessible car parking bays.
2. Signage to WC.
3. Alarm cord secured to floor level WC.
4. External lock override.
5. An accessible shower and changing facility.

From 2004 under the Disability Discrimination Act 1995 service providers will have to take reasonable steps to remove, alter, or provide reasonable means of avoiding, physical features that make it impossible or unreasonably difficult for disabled people to use a service.

Whenever a service provider is planning and executing building or refurbishment works, such as extending existing premises or making structural alterations to an existing building. It is sensible to provide for the removal or alteration of physical features, which create a barrier to access for disabled people. Enlightened developers and building managers will want to anticipate this legal requirement well before 2004.

Please telephone me on the above number, if you would like to discuss any of the above.

If you have any queries with regard to the Building Regulations please contact the Area Building Control Surveyor.

Many thanks in anticipation,
Yours faithfully

D. e. Garrett

Duncan Garrett
Access Officer

Received by Wokingham District Council

Application No: F/2000/2840

Proposal:
Proposed extension to clubhouse and erection of health and fitness club.

Location:
Sandmartins Golf Club, Finchampstead Road, Finchampstead, Wokingham.

The application is available for inspection at Wokingham District Council's offices during the following times:

PLANNING DEPARTMENT, SHUTE END, WOKINGHAM TEL (0118) 974 6428
8.30 - 5.00 Monday - Thursday & 8.30 - 4.00 Friday

WOODLEY LIBRARY HEADLEY ROAD WOODLEY (9.30am - 7.00pm Mon, Thurs & Fri. 9.30am - 5.00pm Tues, 9.30am - 1.00pm Saturday. closed all day Wednesday). If you intend to view this application at Woodley Library (see details above) please allow 4 days from the date of this notice for delivery of plans.

Comments should be sent in writing QUOTING THE APPLICATION NUMBER to the Case Officer Mrs B Polnik P.O. Box 157 Council Offices, Shute End, Wokingham Berkshire, RG40 1WR to arrive on or before 22/12/2000. Written comments submitted will become available for public inspection.

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

Head Planning and Transportation

28 November 2000

WOKINGHAM D.C. DEVELOPMENT CONTROL

(*) PRE-APP ATTACHED (2)

Start date:	17 NOV 2
Officer: BP	Application No. F/2000/2840

Map No. 11 Site 2.07

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

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

Level: ☑ Sub Committee ☐ Delegated ☐ Sec. State

☐ Incorrect Fee ☐ Invalid ☐ PD

Description:

(F.....) PROPOSED EXTENSION TO CLUBHOUSE AND ERECTION OF HEALTH & FITNESS CLUB.

Location: SANDMARTINS GOLF CLUB, FINCHAMPSTEAD ROAD,

Parish: ~~WOKINGHAM~~ Finchampstead Ward: Evendons

27.11.2000 JB.

Applicant: SANDMARTINS GOLF CLUB

Fee Received 8075-00 (3) Required requested 16/11 8170-00 Additional 95-00 Refund .....

Received 17/11

Enforcement Section to be notified ☐ tick if required

Additional information required for validation

		Reason	Requested	Received
1	1:2500 OS location plan showing property edged in blue/red	+ access	16/11	to follow ✓20/11
2	1:500 block plan showing existing & proposed dev. + adj. Properties			
3	Forms unsigned	Q 24 floor spaces in wrong places.	16/11	to follow 20/11
4	Correct S 66 certificate			
5	Elevation plans	(Golf Club - W elevation does not show new committee room (with door + window) - No E. elevation (to show Lobby)		
6	Floor plans	Health & Fitness Club - floor plans do not show windows/doors		
7	Metric scale disclaimer			
8	Encroachment letter			
9	Miscellaneous			

APPLN NO. _____

ACTION REQUIRED BY DEVELOPMENT CONTROL

Conservation Area .....

Listed Building 1 2 2*

Advertisement Required ..Major development + Departure from development plan.

Date Site Notice Sent :27.11.2000. Parish Council Informed - YES / NO

INTERNAL CONSULTATIONS

Building Control .....
Landscape ✓.....
Trees .....
Conservation Officer .....
Environmental Health ✓.....
Housing .....
Leisure & Cultural services ✓.....
Public Rights of Way ✓.....
Property .....
District Secretary (only if called in by SOS) .....
Policy & Plans ✓.....
Strategic Planning (JSPU) .....
Minerals (INTERNAL) .....
Archaeological Site (BABTIE) : .....
Education .....
Social Services .....
Highways ✓.....

EXTERNAL CONSULTATIONS

Adjacent D P A ✓
Adjacent Parish Wokingham Finchampstead
Southern Electricity Board ✓Proposed relocation of substation.....
British Gas .....
PSA Oil Pipeline .....
Transco : .....
Environment Agency ✓.....

Rail Track .....
Police Arch. Liaison Officer .....

HERITAGE BODIES

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

(Rural Area)

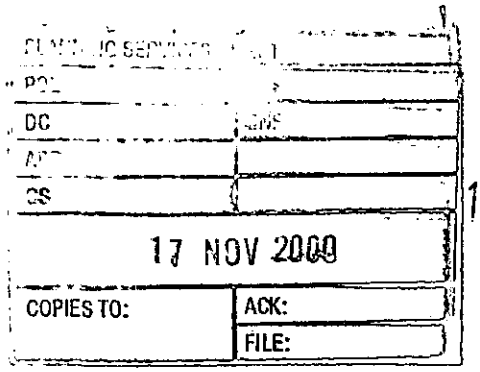
OTHERS:

.....
- C P R E
- Ramblers Association
Pre-app attached.

NEIGHBOURS:

S/N + 7, 9, 11, 15, 17, 19, 21, 23 & 25 Wildcroft Drive
1 - 17 (odds+evens) Russley Green
334a, 334b, 324-334 (evens) Finchampstead Road ✓
Gowrings of Wokingham, 245 Finchampstead Rd
247 - 257 (odds) Finchampstead Road
3, 3a, 1 & 2 Kiln Ride
Rosebery, Kiln Ride
Knowle, Kiln Ride
22, 24, 26, 28 Sandhurst Road

By Appointment
To Her Majesty The Queen
Building Contractors
John Mowlem & Company PLC
Isleworth



17.NOV.2000*

MOWLEM
John Mowlem & Company PLC

White Lion Court
Swan Street
2840 Isleworth
Middlesex
TW7 6RN

Tel: 020 8568 9111
Fax: 020 8847 4802

Our ref: RM/jb

16th November 2000

The Planning Department
Wokingham Borough Council
Shute End
Wokingham
Surrey . RG40 1BN

Dear Sirs

Re: Extension of Existing Club House and Proposed Health & Fitness Club Sandmartins Golf Club, Finchampstead Road, Wokingham

At the request of the Roger Wenn Partnership we are enclosing herewith our cheque in the sum of £95..00 being additional planning application fee in relation to the above following re-calculation.

Yours faithfully

Richard Mawdsley

THE ROGER WENN PARTNERSHIP LIMITED
INTERNATIONAL CONSTRUCTION AND MANAGEMENT

20 NOV 2000
17.NOV.2000* 2[illegible]

Our Ref: PH\WOKINGHAM BC-AR\171100
Your Ref:

Project Managers
Architects
Cost Consultants
Planning Supervisors
Construction Consultants
Interior Designers

17th November 2000

Wokingham Borough Council
Council Planning Offices
Planning Department
Shute End
Wokingham
RG40 1BN

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72 St Dunstan's Street
Canterbury Kent
CT2 8BL
Tel: (01227) 457471
Fax: (01227) 455904

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14 Lewes Crescent
Kemp Town
Brighton
BN2 1FH
Tel: (01273) 603736

e-mail:
mail@trwpl.demon.co.uk

www.trwpl.com

Dear Sirs

Extension of Existing Clubhouse and Proposed Health & Fitness Club

Following submission of the planning application for the above project earlier today, we enclose 6 no. copies of drawing no. A253-AX(00)03 showing the location, 6 no. copies of revised drawing A253-AX(00)02A along with 6 no. copies of the revised part 2 of the application form.

We also confirm that a cheque for £95.00 will be forwarded to you from the Client making the total planning fee £8,170.00.

Yours faithfully

Adrian Rigby
for The Roger Wenn Partnership Limited

Enc.

Directors:
Roger C Wenn FRICS ACI Arb
Stephen W Taylor ARICS
Patrick J McConkey BA(Hons) Dip Arch RIBA MRIAI
Nicholas C Loader ARICS
Shane Rowe BSc (Hons)
Michael P Armitage

Associate Directors:
Keith E Willis Tech RICS
James Stonard BSc LLB(Hons)
Daemon Sheehan BSc(Hons)
Alan E Foster Dip Arch

Consultant:
John Evers FRICS ACI.Arb

THE ROGER WENN PARTNERSHIP LIMITED
INTERNATIONAL CONSTRUCTION AND MANAGEMENT

Our Ref: JT\WOKINGHAM-AR\131100

Your Ref:

17.NOV.2000* 2840

Project Managers
Architects
Cost Consultants
Planning Supervisors
Construction Consultants
Interior Designers

13th November 2000

Wokingham Borough Council
Council Planning Offices
Planning Department
Shute End
Wokingham
RG40 1BN

Canterbury
72 St Dunstan's Street
Canterbury Kent
CT2 8BL
Tel: (01227) 457471
Fax: (01227) 455904

London
5 Milner Street
Chelsea London
SW3 2QA
Tel: 020 7823 9811
Fax: 020 7823 9046

Preston
8 Sceptre Way
Bamber Bridge
Preston
PR5 6AW
Tel: (01772) 698455
Fax: (01772) 313818

Brighton
14 Lewes Crescent
Kemp Town
Brighton
BN2 1FH
Tel: (01273) 603736

e-mail:
mail@trwpl.demon.co.uk

www.trwpl.com

Dear Sirs

Extension of Existing Clubhouse & Proposed Health & Fitness Club.

With regard to the above, please find enclosed the completed Planning Application form along with the requisite number of Planning drawings, Planning Application fee and drawing issue sheet.

Please can you address all future correspondences regarding this Planning Application to our Planning Consultants:

The D&M Planning Partnership
Riverside Chambers
20 Bridge Street
Godalming
Surrey
GU7 1HY Attention: Paul A Darking

If you require any additional information please do not hesitate to contact the above.

Yours faithfully

Adrian Rigby

Adrian Rigby
for The Roger Wenn Partnership Limited

Enc

Directors:
Roger C Wenn FRICS ACI Arb
Stephen W Taylor ARICS
Patrick J McConkey BA(Hons) Dip Arch RIBA MRIAI
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Daemon Sheehan BSc(Hons)
Alan E Foster Dip Arch

Consultant:
John Evers FRICS ACI.Arb

THE ROGER WENN PARTNERSHIP LIMITED

REGISTER OF DRAWINGS AND ISSUE

PROJECT: **ALTERATIONS TO GOLF CLUB, WOKINGHAM**

17. NOV. 2000 PROJECT No: A252 2840

CLIENT: **SANDMARTINS COLF CLUB**

SHEET No: Page 1 of 1

DRAWING CATEGORY:	**DAY**	09	10	15
Issue Status Code:	**MONTH**	11	11	11
I: Information T: Tender	**YEAR**	00	00	00
P: Preliminary C: Construction PL: Planning	**STATUS**	PL	PL	PL

DRG.NO	DRAWING DESCRIPTION	SIZE	SCALE	REVISION		
AL(00)04	Elevations and Section	A1	1:50 1:100	B	B	C
AL(00)09	Ground Floor Plan	A1	1:100	*	*	A
AL(00)10	First Floor Plan	A1	1:100	*	*	A

Distribution		**Number of Copies (E = Email issue)**	
Client:	Edward Fox - Sandmartins Golf Club		1
Client	Andrew Hall - Golf Professional Sand Martins Golf Club		1
Developer	Leisure Express Developments		
Planning Supervisor:	TRWPL		
Structural Engineer:	Upton McGoughan Plc		
M&E Consultant:	Upton McGoughan Plc		
Contractor:	Mowlems	1	
Local Authority:	Wokingham District Council		6
Local Authority:	*Building Regulations*		
Planning Consultants:	D & M Planning		
Landscape Architects:			

J:\Archie\A252\Admin\Forms\DWG-ISSUE-current.doc

THE ROGER WENN PARTNERSHIP LIMITED

REGISTER OF DRAWINGS AND ISSUE

PROJECT: **HEALTH & FITNESS CLUB, WOKINGHAM** PROJECT No: **A253**

CLIENT: **SANDMARTINS GOLF CLUB** SHEET No: Page 1 of 1

DRAWING CATEGORY:	**DAY**	09	10	15
Issue Status Code:	**MONTH**	11	11	11
I: Information T: Tender	**YEAR**	00	00	00
P: Preliminary C: Construction PL:Planning	**STATUS**	PL	PL	PL

DRG.NO	DRAWING DESCRIPTION	SIZE	SCALE	REVISION		
	ABA Site Survey	A1	1:500	*	*	A
AX(00)01	Site Layout	A1	1:500	G	G	H
AX(00)02	Location Plan	A2	1:1250	*	*	*
AL(00)05	Health & Fitness Club Section & Elevations	A1	1:200	B	B	B
00.A23.D01	Esquisse Ground & First Floor Plans	A2	1:200	*	*	*

Distribution		**Number of Copies (E = Email issue)**
Client:	Edward Fox - Sandmartins Golf Club	1
Client	Andrew Hall - Golf Professional Sand Martins Golf Club	1
Developer	Leisure Express Developments Ltd – T Bickers Esq	
Planning Supervisor:	TRWPL	
Structural Engineer:	Upton McGoughan plc	
M&E Consultant:	Upton McGoughan plc	
Contractor:	Mowlem	1
Operator:	Esporta Health and Fitness	
Local Authority	Wokingham District Council Planning Department	6
Fitout Architect	Esquisse Design	
Planning Consultant	D & M Planning	
Landscape Architect:	Robert Rummey Associates	

1789/a

SECTION 66 CERTIFICATE

Application No.

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

CERTIFICATE A 17.NOV.2000* 2840

I certify that:

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

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

OR

CERTIFICATE B N/A

I certify that:

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

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

+ See Note (a) to Certificate A

OR

CERTIFICATE C N/A

I certify that

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

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

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

(b) Insert description of steps taken.

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

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

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

  (b) .....

  .....

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

  the (c) .....

  on (d) .....

1789/b

CERTIFICATE D N/A.

I certify that

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

OR

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

(b) . . . . . .

. . . . . .

(b) Insert description of steps taken

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

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

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

on (d) . . . . . ●

ALL APPLICANTS MUST COMPLETE THIS SECTION

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

Agricultural Holdings Certificate

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

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

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

OR

N/A.

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

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

Signed P. Conn M'Conkey

On behalf of Bendmarking Golf Club

Date 13 NOVEMBER 2000

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

1769c

PLANNING APPLICATION

PART 2

This part of the form need only be completed if the application involves non-residential development. Please answer all questions in print or block letters. If the answer is not applicable, write N/A in the space. You may wish to amplify your answers in a covering letter.

24. STATE THE GROSS FLOOR SPACE (by external measurement) OF ALL BUILDINGS TO WHICH THIS APPLICATION REFERS. Please give all floor areas in SQUARE METRES.

	USE CLASS	Existing floor space		Proposed additional floorspace created by	
		Retained in existing use	Lost by change of use or demolition	New building	Change of use
A1	SHOPS	N/A			
A2	FINANCIAL AND PROFESSIONAL SERVICES	N/A			
A3	FOOD AND DRINK	N/A			
B1(a)	OFFICE (other than A2)	N/A			
B1 (b)	RESEARCH AND DEVELOPMENT	N/A			
B1 (c)	LIGHT INDUSTRIAL	N/A			
B2	GENERAL INDUSTRIAL	N/A			
B3-7	SPECIAL INDUSTRIAL	N/A			
●	STORAGE OR DISTRIBUTION	N/A			
C1	HOTELS AND HOSTELS	N/A			
C2	RESIDENTIAL INSTITUTIONS	N/A			
D1	NON-RESIDENTIAL INSTITUTIONS	N/A			
D2	ASSEMBLY AND LEISURE	N/A			
OTHER	Please Specify SPORTS CLUB	NONE	NONE	2732M²	
OTHER	Please Specify GOLF CLUB	504 M2	NONE	270 M2	N/A
	TOTAL	504 M2	---	3002 M2	---

25. IF C1 OR C2 USE IS PROPOSED, PLEASE STATE NUMBER OF BED SPACES N/A

26. WHAT PROVISION IS BEING MADE FOR PARKING?

	Cars	Lorries
Existing	102	NONE
Proposed	329	NONE

27. DESCRIBE THE ACTIVITY OR PROCESSES TO BE CARRIED ON
Please provide details of any equipment, plant or machinery to be installed and any end products. You may wish to amplify your answers in a covering letter.

GOLFING, REFRESHMENTS AND HEALTH AND FITNESS CLUB

28. WHO WILL OCCUPY THE PREMISES?
a) Give the name and current operating address of the proposed occupier

SANDMARTINS GOLF CLUB AND ESPORTA HEALTH AND FITNESS

b) Will these premises be vacated? NO

29. IF KNOWN, HOW MANY PEOPLE ARE LIKELY TO BE EMPLOYED ON SITE AFTER COMPLETION OF THE DEVELOPMENT? NOT KNOWN (TO BE CONFIRMED)

Existing Staff	Transferred Staff	New Staff	Total
---	---	---	---

30. DOES THE PROPOSAL INVOLVE THE USE OR STORAGE OF ANY OF THE HAZARDOUS SUBSTANCES LISTED IN THE NOTES? NO

If so, state this material, the quantity and method of storage.

Before submitting the application check that it is complete, that all questions have been answered and that the site boundary and the new work are clearly edged in red on the plans. Every application must be accompanied by the appropriate certificate and fee. See "NOTES TO HELP APPLICANTS'.

THE ROGER WENN PARTNERSHIP LIMITED

17.NOV.2006* 2840

REGISTER OF DRAWINGS AND ISSUE

PROJECT: **HEALTH & FITNESS CLUB, WOKINGHAM** PROJECT No: **A253**

CLIENT: **SANDMARTINS GOLF CLUB** SHEET No: Page 1 of 1

DRAWING CATEGORY:	**DAY**	09	10	15	16	17
Issue Status Code:	**MONTH**	11	11	11	11	11
I: Information T: Tender	**YEAR**	00	00	00	00	00
P: Preliminary C: Construction PL:Planning	**STATUS**	PL	PL	PL	PL	pl

DRG.NO	DRAWING DESCRIPTION	SIZE	SCALE	REVISION				
	ABA Site Survey	A1	1:500	*	*	A	A	
AX(00)01	Site Layout	A1	1:500	G	G	H	H	
AX(00)02	Location Plan	A2	1:1250	*	*	*	*	A
AX(00)03	Location Plan	A2	1:2500					*
AL(00)05	Health & Fitness Club Section & Elevations	A1	1:200	B	B	B	B	
00.A23.D01	Esquisse Ground & First Floor Plans	A2	1:200	*	*	*	*	

Distribution			**Number of Copies (E = Email issue)**					
Client:	Sandmartins Golf Club	E.Fox		1		1		
Client	Golf Professional Sand Martins Golf Club	A.Hall		1		1		
Developer	Leisure Express Developments	T. Bickers				1		
Planning Supervisor:	TRWPL							
Structural / M&E Engineer:	Upton McGoughan Plc	K .Smith				2		
Contractor:	Mowlems	R.Mawdsley	1			1		
Contractor:	Ernst Ireland/Mowlems	D. Perry				1		
Local Authority:	Wokingham District Council Planning Dept				6		6	
Planning Consultants:	D & M Planning	P. Dorking				1		
Landscape Architects:	Robert Rummey Associates							
Operator	Esporta Health and Fitness	R Langford				1		
Fitout Architect	Esquisse Design					1		

(2) ADDRESS SAND MARTINS GOLF CLUB LAND AT KINGDOMS FARM PARISH WOKINGHAM / FINCHAMPSTEAD

PLOT No. FINCHAMPSTEAD ROAD ~~FINCHAMPSTEAD~~ ORD. SHEET No.

BUILDER ACCESS - FINCHAMPST. CLUB HOUSE - WOKINGHAM

Plan No.	Applicant	Description of Development	Date of Decision	Decision
37813	ARC PROPERTIES	GOLF COURSE WITH ANCILLARY FACILITIES	31.7.91	W/SS.C/A
38836	FOX GOLF LTD	GOLF COURSE, HOTEL, CLUB HOUSE & ET.	2.9.92 (REF) 15.4.93 24.4.93	C/A ... ISSUED
39961	ES. FOX LTD	NON-ILL. SIGN BOARDS	16.9.92	C/
FP/92/0744	"	STORE & STAFF ANNEX	11.9.92	APP
FP/92/0943	"	LIT / ALTS	23.12.92	APP
42224	"	SAFETY NETTING	24.3.95	R
42225	FOX GOLF LTD.	VAR. 38836 (LIGHTING)	20.3.95	R
43383	"	CHANGE LAYOUT OF 5 HOLES ON COURSE	22.3.95	C

DATE OF COMPLETION

MINISTRY DECISION

SPECIAL ORDERS 38836 - LA SIGNED - 12.3.93

DRAINAGE

091074

1933

(3) SAND MARTINS GOLF CLUB

ADDRESS FINCHAMPSTEAD ROAD PARISH WOK / FINCHAMPST

PLOT No. ORD. SHEET No. SU 7966 (90

BUILDER

Plan No.	Applicant	Description of Development	Date of Decision	Decisi
44985	FOX GOLF	FL. LIGHTING & SAFETY	20.10.95	C
95/61076/VAR		LIGHTING		
44986	FOX GOLF	SAFETY NET	20.10.95	C
95/61077/~~REMP~~.				

MINISTRY DECISION

SPECIAL ORDERS Plan. Restrictions - Mr. Milne - 24/1/00

1933

(1) SAND MARTINS GOLF CLUB

ADDRESS FINCHAMPSTEAD ROAD PARISH FINCHAMPSTEAD PART / WOK

PLOT No. X EVENDONS FARM ORD. SHEET No.

BUILDER ACCESS - FINCHAMPS. CLUB HOUSE - WOKINGHAM

Plan No.	Applicant	Description of Development	Date of Decision	Decisi
0/238/60				
299/55	R.J. HUTCHINGS	O/L. RES. DEV	23.6.55	Re
162/56	KNIGHT, FRANK & RUTLEY	"	11.5.56	Re
908/56	AMEYS AGGREGATES	EXTR. OF GRAVEL	8.10.56	Re
640/72	H.R. PARKER B. SOCS. LTD.	O/L. RES. DEV.	14.6.72	Re
02181	KNOWL HILL SANDPIT	EXTRACTION OF SAND	24.6.75	Ca
04947	BCC	ACCESS ROAD FOR ABOVE (S. of 285 FINCHAMPS. ROAD)	7.9.76	Ca
09678	AMEY ROADSTONE CORP.	EXTRACTION OF SAND	20.2.79	Ca
13136	R.K. HARRIS & LAND. LTD.	O/L. RES. DEV 18.96 ACRES	2.5.80	Re
14882	AMEY	NEW ACCESS ROAD	12.2.81	Ca
32652/3	W/DR. ARC. PROPS.	O/L RES. DEV		
34390/1	"	RES/GOLF COURSE/CLUB ETC.	7.2.90	Re

MINISTRY DECISION 908/56 - APPEAL GRANTED - 18.6.58

SPECIAL ORDERS 14882 - VAR. COND. 3 ie NO. OF VEHICLES - TP. 30.4.86 - 31.5.8

TPO 195 & 280/83 REV - 5.12.85

6

Rec 71111
£8075

1769a

WOKINGHAM DISTRICT COUNCIL
PLANNING APPLICATION

PART 1

APPLICATION FOR PERMISSION TO CARRY OUT DEVELOPMENT - TOWN AND COUNTRY PLANNING ACTS

Please answer **ALL QUESTIONS** in **BLOCK LETTERS.** If a question is not applicable, answer **N/A** in space. Please submit **SIX** copies of this form and plans to:-

THE DISTRICT PLANNING OFFICER
WOKINGHAM DISTRICT COUNCIL
PLANNING DEPARTMENT
P O Box No. 157
COUNCIL OFFICES
SHUTE END
WOKINGHAM
BERKSHIRE, RG40 1WR

FOR OFFICE USE ONLY

APP/X0360/A/00/ 2064 0

1.	**APPLICANT'S NAME**	SANDMARTINS GOLF CLUB
	ADDRESS	FINCHAMSTEAD ROAD
		WOKINGHAM
	POST CODE	--- **PHONE** ---
2. If the applicant has an agent, all correspondence will be sent to the agent	**AGENT'S NAME**	THE ROGER WENN PARTNERSHIP LIMITED
	ADDRESS	72 ST DUNSTANS STREET
		CANTERBURY KENT
	POST CODE	CT2 8BL **PHONE** 01227 457471
3. On the plans show the SITE outlined in RED Show also OTHER land in the applicant's ownership or control in BLUE.	**SITE LOCATION**	A253/AX(00)02 on 1 above.
4. WHAT IS THE APPLICATION FOR ? Give brief details and state for what purpose this site and any buildings will be used.		EXTENSION OF EXISTING CLUBHOUSE AND PROPOSED HEALTH AND FITNESS CLUB
5. Give the area in hectares or part of a hectare	**AREA OF SITE**	1.38 HECTARES
6. State the applicant's interest in the land *e.g. owner, prospective purchaser, lessee*	**OWNERSHIP**	OWNER
List all the plans and drawings submitted with the application	**PLANS/DRAWINGS**	A253/AX(00)01G, 02, AL(00)05B ESQUISSE DRG. 00·A23 D01 & ABA SURVEY. A252/AL(00)04B, 09 & 10

8. DOES THE APPLICATION INVOLVE ANY OF THE FOLLOWING ? Tick the boxes(x)	**CHANGE OF USE**	☐	**REDEVELOPMENT**	☐
	ERECTION OF NEW BUILDING	☑	**ALTERATION or EXTENSION**	☑

9. WHAT TYPE OF APPLICATION IS THIS ? Tick one box only

OUTLINE PERMISSION	☐	See question 10
FULL PERMISSION	☑	
APPROVAL OF DETAILS/RESERVED MATTERS	☐	State relevant outline permission number Also complete Question 10
TEMPORARY PERMISSION	☐	State period required
RELAXATION OF CONDITIONS	☐	State relevant application number Conditions to be relaxed

10. *IF THIS IS AN OUTLINE APPLICATION OR AN APPROVAL OF RESERVED MATTERS, which details, if any, do you wish to be considered as part of this application ?* N/A

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

11. WHAT IS THE EXISTING USE OF THE LAND AND/OR BUILDING(S) e.g. residential, industrial, etc. If the site is vacant say so, and also state its previous use and when that ceased.

OPEN GRASSED AREA BEHIND CLUBHOUSE

12. DOES A PUBLIC RIGHT OF WAY CROSS OR ABUT THE SITE OR THE PROPOSED ACCESS?

YES/~~NO~~ — If yes, show existing route(s) and any proposed alternatives on the plans

13. ARE THERE ANY TREES ON THE SITE? IF YES, ARE ANY TO BE FELLED?

~~YES~~/NO — If yes, please show their positions, spread and species on the plans and which, if any, are to be felled.

14. STATE EXTERNAL MATERIALS TO BE USED.

EXTERNAL WALLS-FAIRFACED BRICKWORK
AND TIMBER CLADDING
ROOF-STANDING SEAM METAL ROOF-
RHEINZINK OR SIMILAR

15. HOW WILL THE SITE BE ENCLOSED? Say whether walls, fences or hedges, and give height, colour and materials. If the site is divided into plots, say how each is to be enclosed.

EXISTING TREES, HEDGES AND FENCES

16. HOW WILL SURFACE WATER BE DISPOSED OF?

SOAKAWAYS

17. HOW WILL FOUL SEWAGE BE DISPOSED OF?

To existing system — YES/~~NO~~

If no, please give details

18. WHAT ARE THE ACCESS ARRANGEMENTS?
AS EXISTING
AS PROPOSED
Give details of pedestrian and vehicular access

AS EXISTING ENTRANCE TO GOLF CLUB

19. HAS PROVISION BEEN MADE FOR THE DISABLED? See notes for applicants

YES

20. IF THIS PROPOSAL INVOLVES RESIDENTIAL DEVELOPMENT OR THE LOSS OF RESIDENTIAL UNITS, COMPLETE THE FOLLOWING TABLE

N/A

	No. OF DWELLINGS/HABITABLE ROOMS PROPOSED		TO BE RETAINED		TO BE LOST	
HOUSE	/	*	/	*	/	*
BUNGALOW	/	*	/	*	/	
FLAT/MAISONETTE	/	*	/	*	/	*
OTHER	/	*	/	*	/	*

* STATE No. OF HABITABLE ROOMS

21. DOES THE PROPOSAL INVOLVE ANY NON-RESIDENTIAL BUILDING OR USE?

YES/NO — If YES, complete Part 2 of the form

22. DOES THE PROPOSAL INVOLVE THE WINNING, WORKING OR PROCESSING OF MINERALS: THE DISPOSAL OF MINERAL WASTE, OR THE DEPOSIT OR PROCESSING OF REFUSE AND WASTE MATERIALS?

~~YES~~/NO — If YES, please ask for and complete Part 3 of the form

23. STATE THE FEE ENCLOSED WITH THIS APPLICATION
The current scale of fees is enclosed. If you believe a reduced fee or no fee is payable, say why.

£8075.00

I hereby apply for permission in respect of the particulars described above and in the attached plans and drawings. If planning permission is granted, the development must be carried out strictly in accordance with the approved plans. Failure to do so could result in enforcement action being taken. Permission under the Town & Country Planning Acts does not obviate the possible need to apply for Building Regulations approval.

SIGNED P Mc Conkey ON BEHALF OF SANDMARTINS GOLF CLUB DATE 13 NOVEMBER 2000

Before submitting the application check that it is complete, that all questions have been answered and that the site boundary and the new work are clearly edged in red on the plans. Every application must be accompanied by the appropriate certificate and fee. See "NOTES TO HELP APPLICANTS".

1769c

PLANNING APPLICATION

PART 2

This part of the form need only be completed if the application involves non-residential development. Please answer all questions in print or block letters. If the answer is not applicable, write N/A in the space. You may wish to amplify your answers in a covering letter.

24. STATE THE GROSS FLOOR SPACE (by external measurement) OF ALL BUILDINGS TO WHICH THIS APPLICATION REFERS.
Please give all floor areas in SQUARE METRES.

	USE CLASS	Existing floor space		Proposed additional floorspace created by	
		Retained in existing use	Lost by change of use or demolition	New building	Change of use
A1	SHOPS	N/A			
A2	FINANCIAL AND PROFESSIONAL SERVICES	N/A			
A3	FOOD AND DRINK	N/A			
B1(a)	OFFICE (other than A2)	N/A			
B1 (b)	RESEARCH AND DEVELOPMENT	N/A			
B1 (c)	LIGHT INDUSTRIAL	N/A			
B2	GENERAL INDUSTRIAL	N/A			
B3-7	SPECIAL INDUSTRIAL	N/A			
B8	STORAGE OR DISTRIBUTION	N/A			
C1	HOTELS AND HOSTELS	N/A			
C2	RESIDENTIAL INSTITUTIONS	N/A			
D1	NON-RESIDENTIAL INSTITUTIONS	N/A			
D2	ASSEMBLY AND LEISURE	N/A			
OTHER	Please Specify SPORTS CLUB	NONE	NONE		
OTHER	Please Specify GOLF CLUB	504 M2	NONE	2665 M2	N/A
	TOTAL	504 M2	---	2665 M2	---

25. IF C1 OR C2 USE IS PROPOSED, PLEASE STATE NUMBER OF BED SPACES N/A

26. WHAT PROVISION IS BEING MADE FOR PARKING?

	Cars	Lorries
Existing	102	NONE
Proposed	296	NONE

27. DESCRIBE THE ACTIVITY OR PROCESSES TO BE CARRIED ON
Please provide details of any equipment, plant or machinery to be installed and any end products. You may wish to amplify your answers in a covering letter.
GOLFING, REFRESHMENTS AND HEALTH AND FITNESS CLUB

28. WHO WILL OCCUPY THE PREMISES?
a) Give the name and current operating address of the proposed occupier
SANDMARTINS GOLF CLUB AND ESPORTA HEALTH AND FITNESS
b) Will these premises be vacated?
NO

29. IF KNOWN, HOW MANY PEOPLE ARE LIKELY TO BE EMPLOYED ON SITE AFTER COMPLETION OF THE DEVELOPMENT? NOT KNOWN (TO BE CONFIRMED)

Existing Staff	Transferred Staff	New Staff	Total
---	---	---	---

30. DOES THE PROPOSAL INVOLVE THE USE OR STORAGE OF ANY OF THE HAZARDOUS SUBSTANCES LISTED IN THE NOTES?
If so, state this material, the quantity and method of storage.
NO

Before submitting the application check that it is complete, that all questions have been answered and that the site boundary and the new work are clearly edged in red on the plans. Every application must be accompanied by the appropriate certificate and fee. See "NOTES TO HELP APPLICANTS'.

1769d

YOUR PLANNING APPLICATION

WHY DO YOU NEED TO MAKE A PLANNING APPLICATION ?

New buildings, major alterations and enlargement of existing buildings, and many changes in the use of buildings and land need planning permission.
The Town and Country Planning Acts impose a duty on Local Authorities to control these changes, and this means that a balance has to be found between the need and pressure for change, and the desire to protect the character of settlements and the countryside.
The merits of each application are, therefore, carefully examined.

WHAT ELSE MAY YOU HAVE TO DO ?

Listed Building Consent:	for works to a Listed Building; or for demolition works on land within the curtilage of a Listed Building or within a Conservation Area.
Advertisement Consent:	for the display of advertisements or signs
Building Regulation Approval:	for most new building or construction work.

Special forms are available for these types of applications.

You should also check whether there are any other regulations with which you may need to comply.

WHAT HAPPENS TO THE APPLICATION ?

It will first be checked to see if it is complete and if it is, it will be registered.

Consultations will be carried out with public and other bodies, such as the Highway Authority, or Local Parish Councils.

Publicity may be given to allow local people the opportunity to comment on your proposals.

The application will be considered in relation to the Council's planning policies and guidelines, the past history of decisions on that site or in the locality, other standards (such as parking, or visibility at road junctions), and any other material considerations.

The site will be visited by a Planning Officer You may be asked to submit more information, or to amend your application.

The application will then be considered either by a Planning Committee or Sub Committee (made up of Councillors) or by the Chief Officer responsible for planning matters. Objections to an application will be taken into consideration by the Committee or the Chief Officer.

Shortly after the application has been determined, you will receive a Decision Notice.

HOW LONG WILL IT TAKE ?

An application will generally be determined within eight weeks although a longer period may sometimes be required for a complicated application.

WHAT SORT OF DECISION CAN BE MADE ?

Your application may be approved.

Your application may be approved subject to certain conditions. These could impose restictions on the use of land or buildings, or require further details to be approved at a later stage, (e.g. materials or landscaping).
You may appeal against the conditions, but this opens the entire permission to review by the Secretary of State.

Your application may be refused. The reason will be listed on the Decision Notice.

WHAT HAPPENS IF THE APPLICATION IS REFUSED ?

You have the right to appeal against the refusal to the Secretary of State, but you have to do that within six months.
Appeals can be dealt with by written representations by both sides, or by a Public Inquiry.
You may ask the Planning Officer whether an amended application would be more likely to receive planning permission.

DATA PROTECTION ACT 1984

'Information contained in this form is likely to be personal data within the terms of the Data Protection Act 1984, and as such will be held by the Council on computer (such as the PLANAPS applications processing system) and may be used by the Council only for purposes registered under the terms of the Data Protection Act.'

1769c

PLANNING APPLICATION

PART 2

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B2	GENERAL INDUSTRIAL	N/A			
B3-7	SPECIAL INDUSTRIAL	N/A			
B8	STORAGE OR DISTRIBUTION	N/A			
C1	HOTELS AND HOSTELS	N/A			
C2	RESIDENTIAL INSTITUTIONS	N/A			
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D2	ASSEMBLY AND LEISURE	N/A			
OTHER	Please Specify SPORTS CLUB	NONE	NONE	2732 M²	
OTHER	Please Specify GOLF CLUB	504 M2	NONE	270 M2	N/A
	TOTAL	504 M2	---	3002 M2	---

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SANDMARTINS GOLF CLUB AND ESPORTA HEALTH AND FITNESS

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---	---	---	---

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If so, state this material, the quantity and method of storage.

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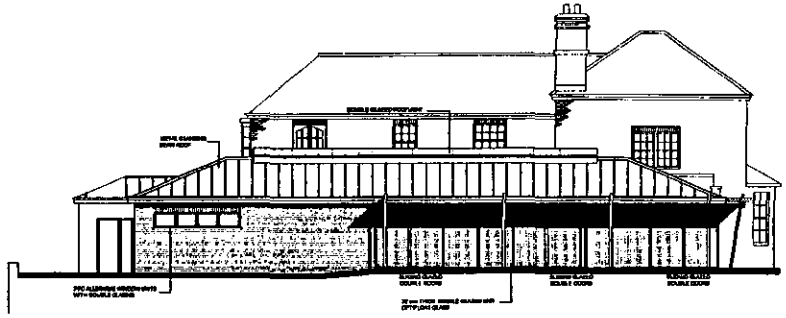
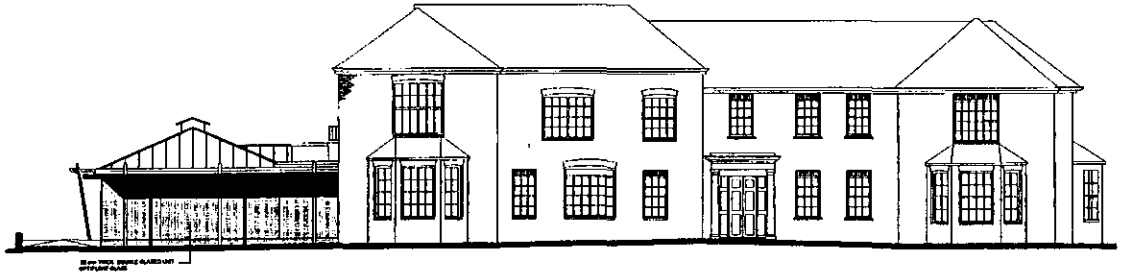
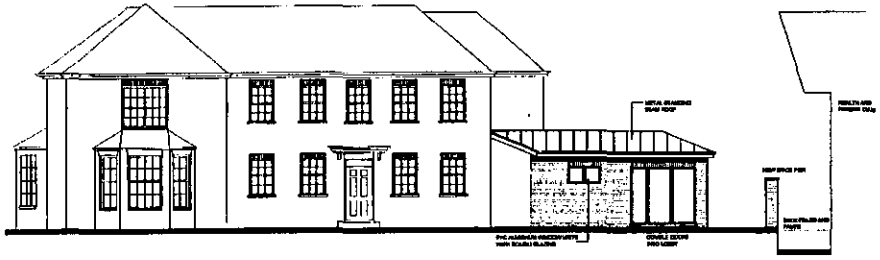
NORTH ELEVATION



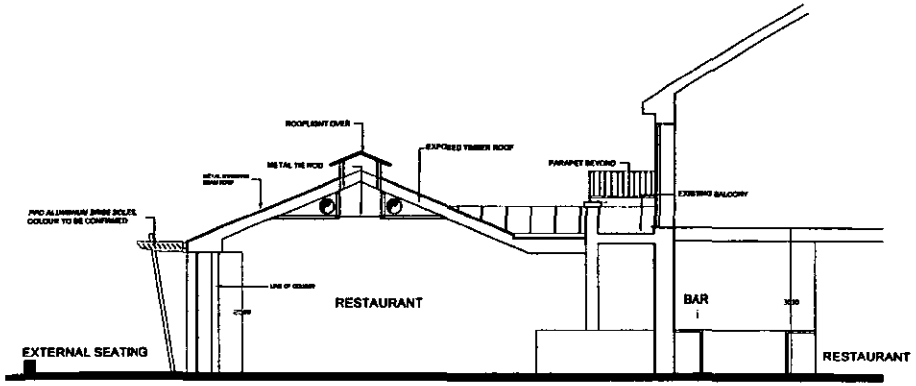
WEST ELEVATION



SOUTH ELEVATION



EAST ELEVATION



SECTION A - A THROUGH RESTAURANT 1:50

REVISED PLAN

2840

NOTES

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- ALL DIMENSIONS INDICATED ARE STRUCTURAL
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE FOLLOWING

NOTE:
SCHEMATIC LAYOUT SUBJECT TO FLOOR TO FLOOR HEX CONFIRMATION AND SITE SURVEY

REV	DATE	AMENDMENT	BY

PLANNING

CLIENT
SANDMARTINS GOLF CLUB

PROJECT TITLE
ALTERATIONS TO GOLF CLUB, WOKINGHAM

DRAWING TITLE
ELEVATIONS AND SECTION

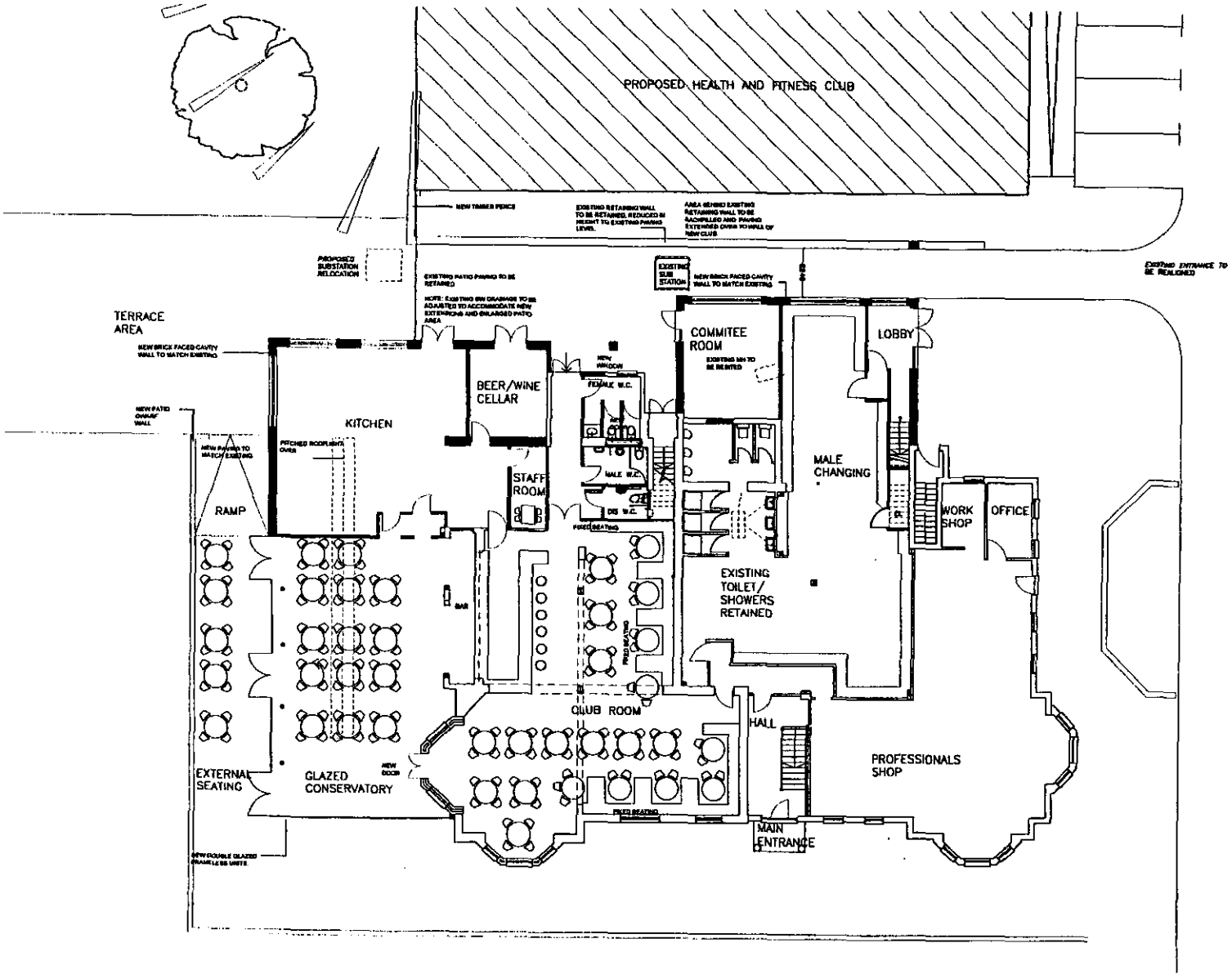
DATE	SCALE	CAD FILE NO
OCT '09	1:50, 1:100@A1	CAD FILE
DRAWN	CHECKED	MASTER DWG NO
VJ	AR	PROPOSED ELEVATI

JOB NO		REVISION
A252	AL(00)O4	D

THE ROGER WENN PARTNERSHIP LIMITE

ARCHITECTS
PROJECT MANAGERS
PLANNING SUPERVISORS
CONSTRUCTION CONSULTANTS
COST CONSULTANTS

TELEPHONE
FACSIMILE



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NOTES

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NEW BLOCKWORK / STUD PARTITION

17 NOV 2000 2540

REV | DATE | AMENDMENT | BY

PLANNING

CLIENT
SANDMARTINS GOLF CLUB

PROJECT TITLE
ALTERATIONS TO GOLF CLUB, WOKINGHAM

DRAWING TITLE
GROUND FLOOR PLAN

DATE	SCALE	CAD FILE NO
NOV 2000	1:100@A1	AL-00-09
DRAWN	CHECKED	MASTER DWG NO.
AR	AR	MASTER1

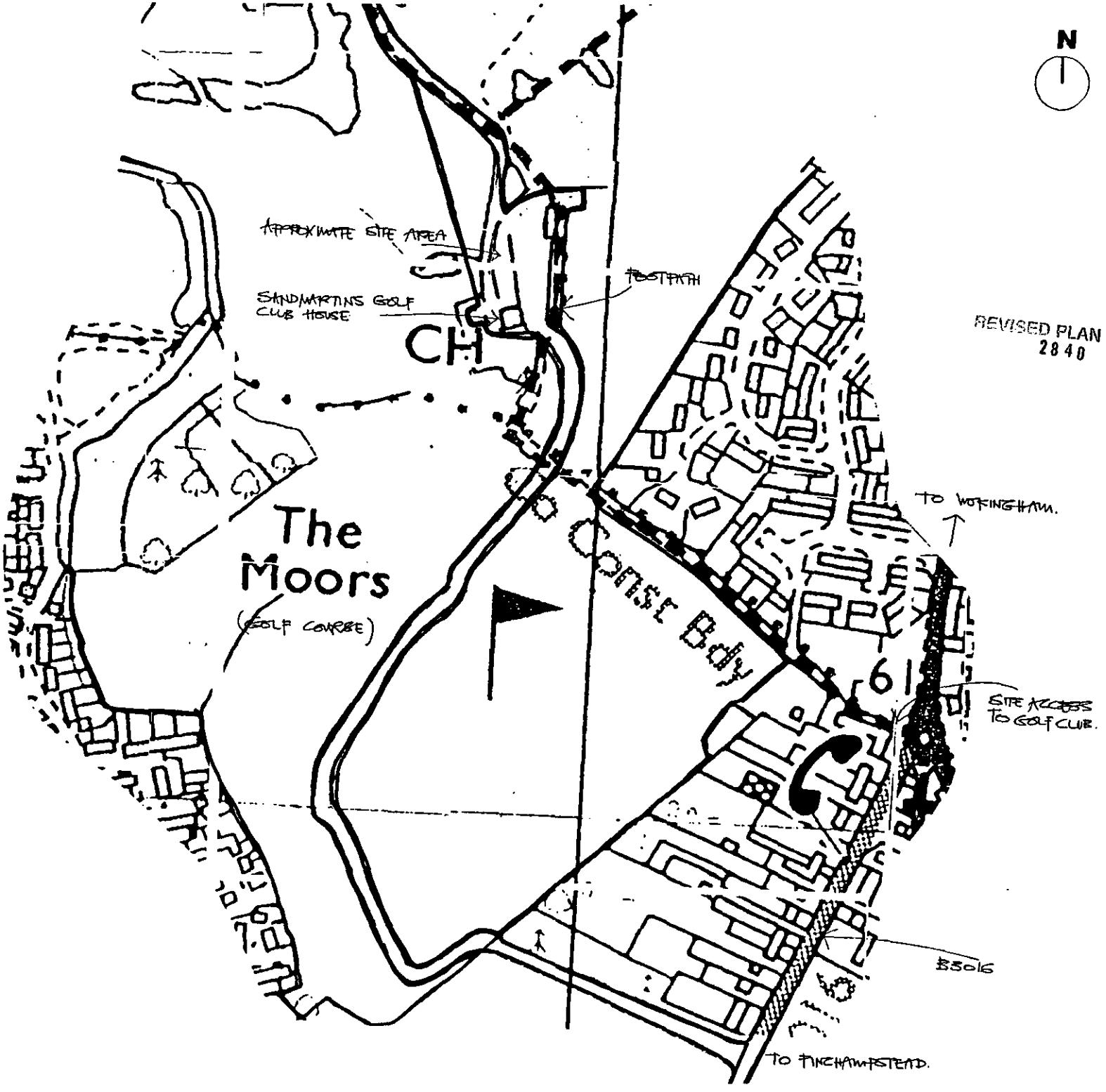
JOB NO		REVISION
A252	AL(00)09	A

THE ROGER WENN PARTNERSHIP LIMITED

ARCHITECTS
PROJECT MANAGERS
PLANNING SUPERVISORS
CONSTRUCTION CONSULTANTS
COST CONSULTANTS

72 St Nicholas Street
Daventry, NN11
Telephone (01327) 704171
Facsimile (01327) 705041
e-mail: mail@rwp.daventry.co.uk

4,000 sf
1,000m²
Established
1963



REVISED PLAN
2840

NOTES

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REV	DATE	AMENDMENT	BY

PLANNING

CLIENT
SANDMARTINS GOLF CLUB
WOKINGHAM, SURREY

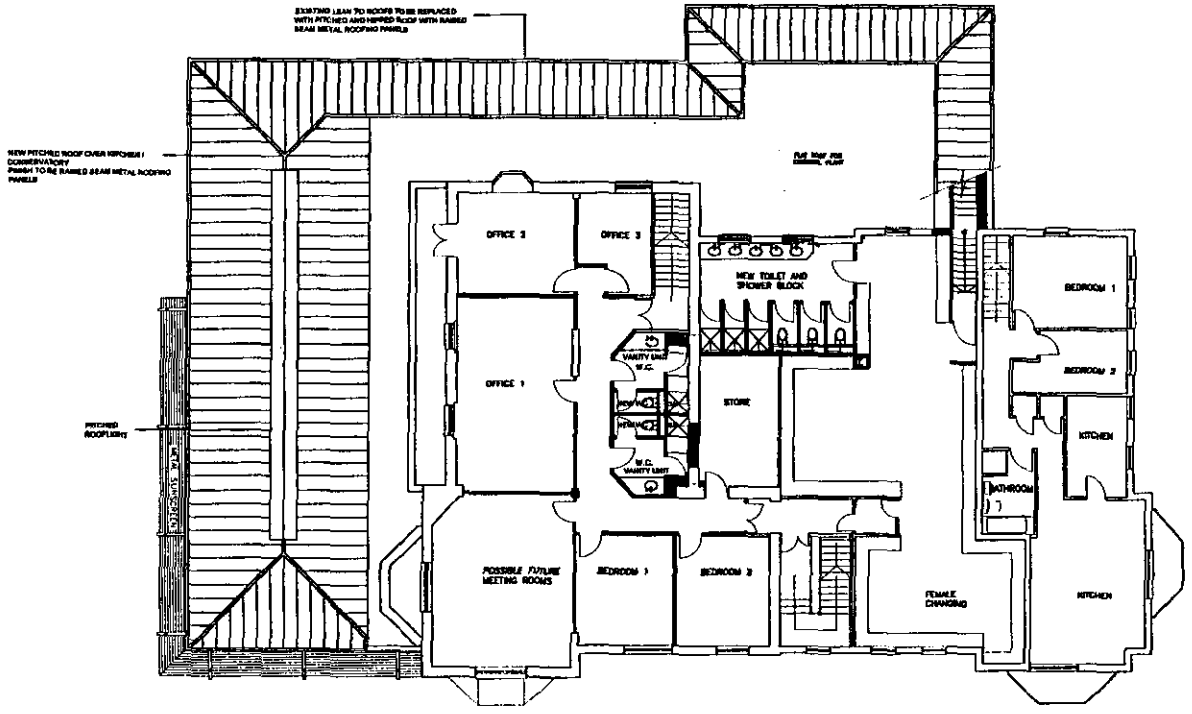
PROJECT TITLE
HEALTH & FITNESS CLUB

DRAWING TITLE
SITE LOCATION PLAN
PLAN

DATE	SCALE	CAD FILE NO.
NOV '99	1:2500@A2	AX-00-A2
DRAWN	CHECKED	MASTER DWG NO
AR	AR	MASTER

JOB NO		REVISION
A253	AX (00) 03	A

THE ROGER WENN PARTNERSHIP LIMITED
ARCHITECTS
PROJECT MANAGERS
BUILDING SERVICES CONSULTANTS
CONSTRUCTION CONSULTANTS
COST CONSULTANTS
22 ST GUNSTAN'S STREET
CANTERBURY, KENT
TELEPHONE (01227) 457471
FACSIMILE (01227) 455804
ALSO AT
LONDON
WASHINGTON
BRIGHTON



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NOTES

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NOTE:
SCHEMATIC LAYOUT SUBJECT TO FLOOR TO FLOOR HEIGHT CONFIRMATION AND SITE SURVEY

NEW BLOCKWORK / STUD PARTITION

17.NOV.2008 2340

REV	DATE	AMENDMENT	BY

PLANNING

CLIENT

SANDMARTINS GOLF CLUB

PROJECT TITLE

ALTERATIONS TO GOLF CLUB, WOKINGHAM

DRAWING TITLE

FIRST FLOOR PLAN

DATE	SCALE	DWG FILE NO
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DRAWN	CHECKED	MASTER DWG NO
JW	AR	WHO TEMPT

JOB NO.		REVISION
A252	AL(00)10	A

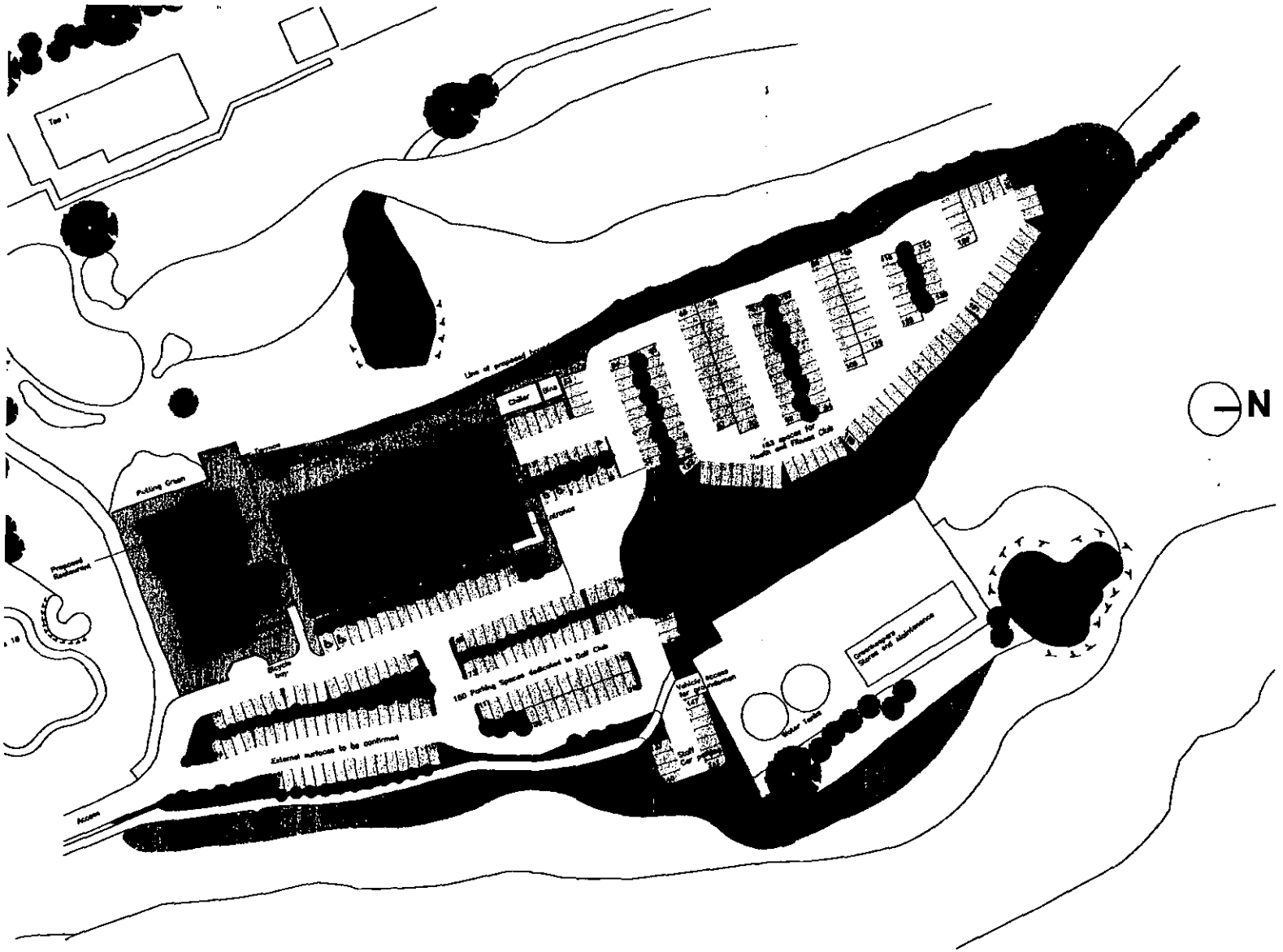
THE ROGER WENN PARTNERSHIP LIMITED

ARCHITECTS
PROJECT MANAGERS
PLANNING SUPERVISORS
CONSTRUCTION CONSULTANTS
COST CONSULTANTS

25 D Queen's STREET
CHATHURST, KENT
TELEPHONE (01227) 457471
FACSIMILE (01227) 456444

e-mail: mail@rogerwenn.co.uk

LONDON
WASHINGTON
SINGAPORE



REVISED PLAN
2840 1

NOTES

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- ALL LEVELS ARE IN METRES
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07 JUNE 2001

REV	DATE	AMENDMENT	BY
J	12/10/01	AMENDMENT TO SITE LAYOUT	RW

CLIENT
SANDMARTINS GOLF CLUB
WOKINGHAM, SURREY

PROJECT TITLE
HEALTH & FITNESS CLUB

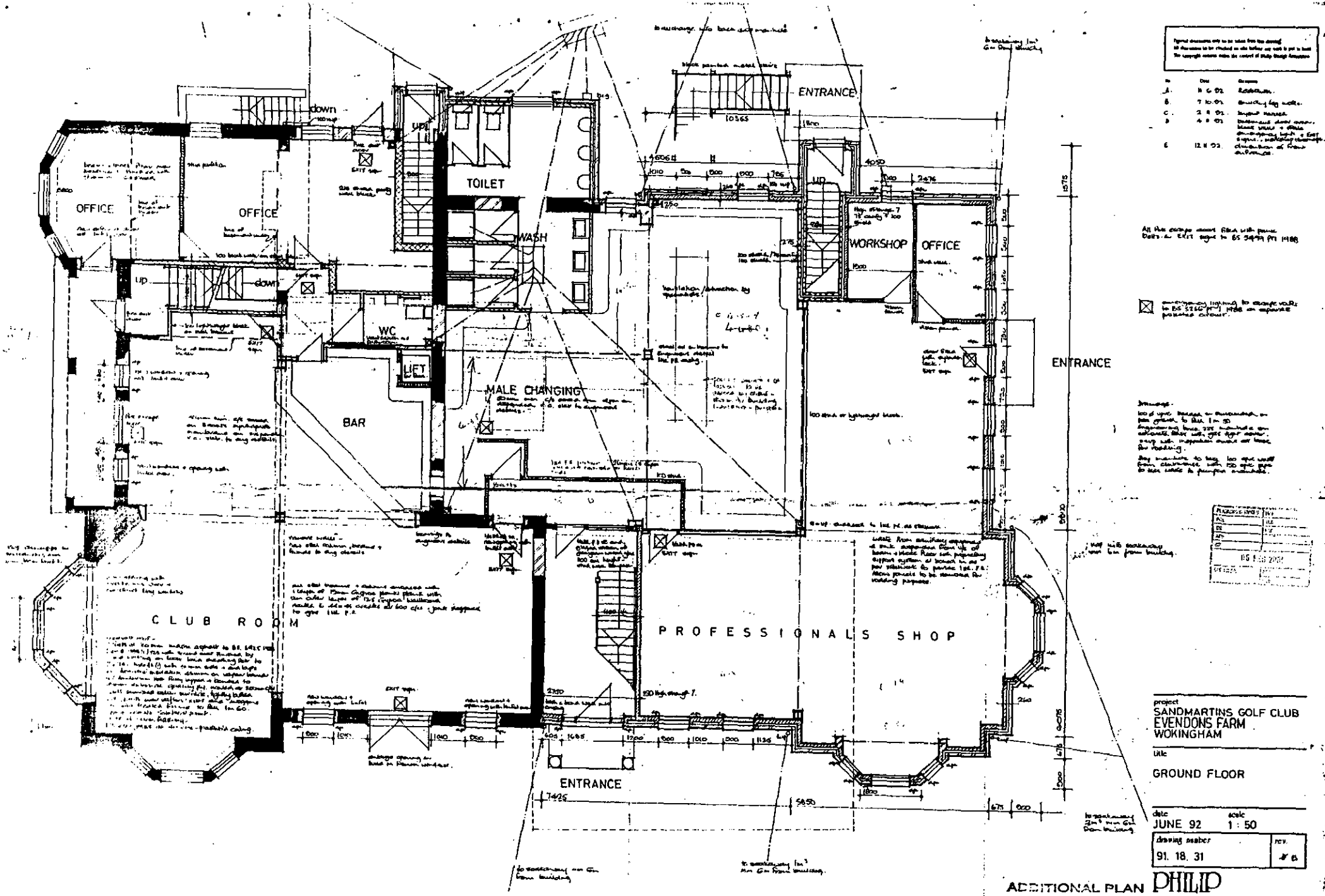
DRAWING TITLE
SITE LAYOUT PLAN

DATE	SCALE	CAD FILE NO
07/06/01	1:500	SITELAYOUT
DRAWN	CHECKED	DOCUMENT
JH	JH	SITELAYOUT

JOB NO.		REVISION
A253	AX (00) 01	J

PLANNING

THE ROGER WENN PARTNERSHIP LIMITED
INTERNATIONAL CONSTRUCTION AND MANAGEMENT
72 ST NICHOLAS STREET
CHIPPENHAM, WILTS
TELEPHONE: (01249) 653431
FACSIMILE: (01249) 658691
e-mail: chippenham@wenn.co.uk
www.rogerwenn.com
ALSO AT:
LONDON
PRESTON
BRISTOL



ADDITIONAL PLAN

2840

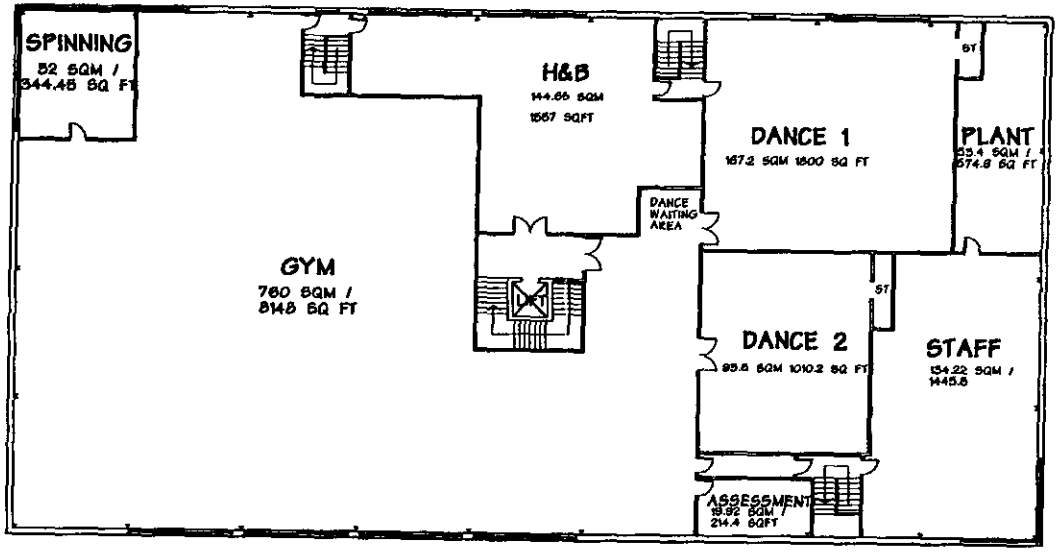
project
SANDMARTINS GOLF CLUB
EVENDONS FARM
WOKINGHAM

title
GROUND FLOOR

date JUNE 92 scale 1 : 50

drawing number 91. 18. 31 rev. A

PHILIP DESIGN ASSOCIATES
architects & surveyors
Brabocuf House 64 Portsmouth Road
Guildford Surrey GU2 5DU
Tel 0483 33011 Fax 0483 576647



FIRST FLOOR PLAN
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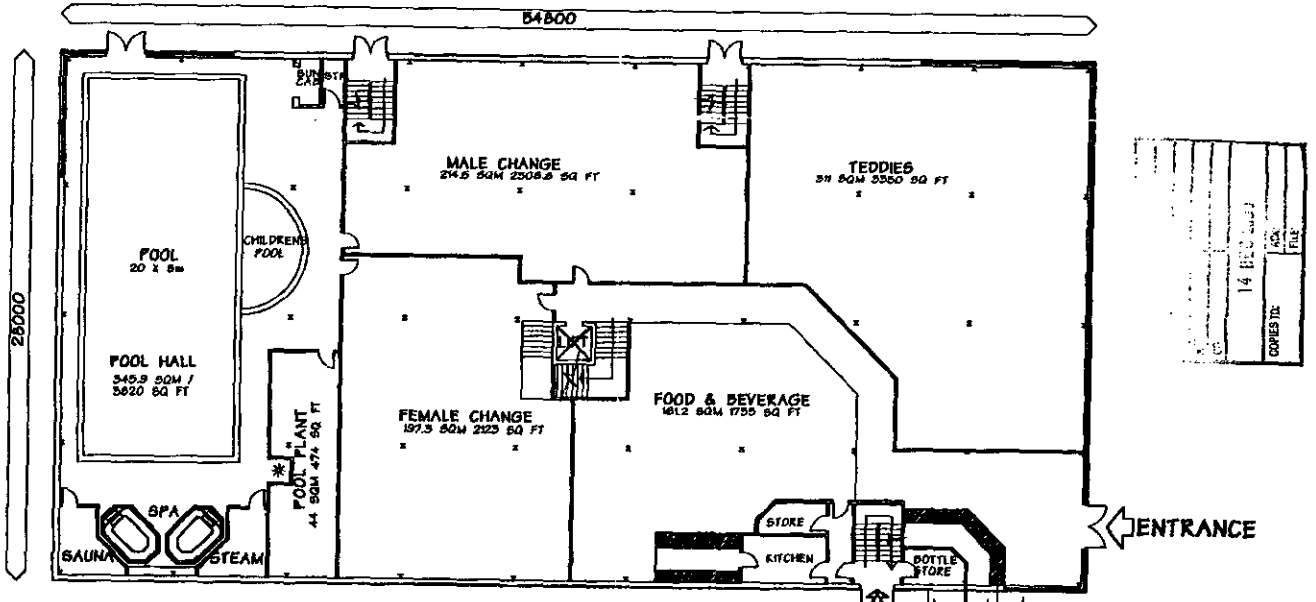

GROUND FLOOR PLAN
1485 SQ M 15985 SQ FT

2840
REVISED PLAN

Revisions:		Date
A	EXTERNAL FENESTRATION ADDED, WALL THICKNESSES INDICATED.	07.12.00
B	EXTERNAL FENESTRATION ALTERED ADJACENT RECEPTION AREA AT GROUND FLOOR LEVEL AND STAFF ROOM AT FIRST FLOOR LEVEL.	11.12.00

Design
ARCHITECTS & INTERIOR DESIGNERS
ASHLEIGH HOUSE, BUTTON PARK, PONTEFRACT, WEST YORKSHIRE, ENGLAND, WF8 2HR
TEL: +44 (0) 1977 79 44 55 FAX: +44 (0) 1977 79 03 48
E-MAIL: THE.TEAM@ESQUISSE.CO.UK
WEB SITE: HTTP://WWW.ESQUISSE.CO.UK

Client	ESPORTA HEALTH AND FITNESS
Project	ESPORTA- WOKINGHAM SANDMARTINS GOLF CLUB
Title	FLOOR PLANS
Date	OCT 00
Scale	1:200
Drawn by	MSA/CD
Checked by	
Drawing no.	00.A23.D01B

Directory
Drwg Name
Proj Lib
Layerset

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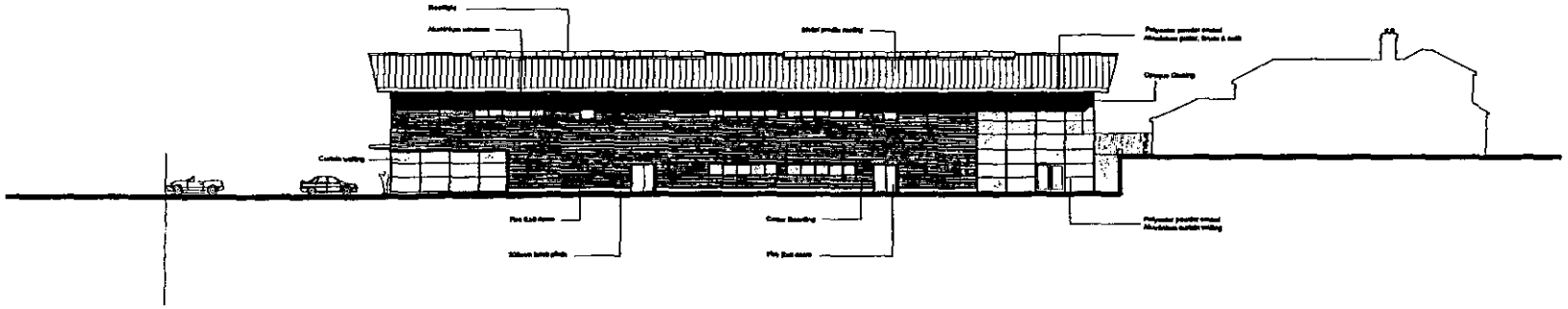

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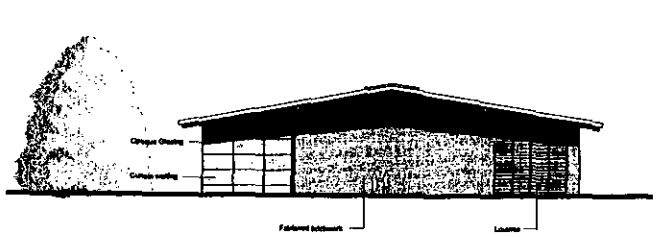

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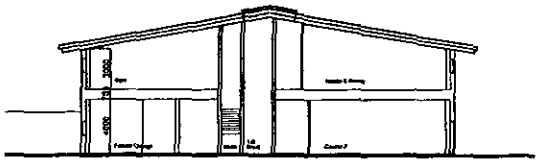
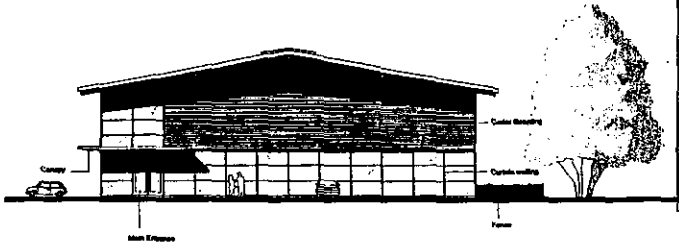


SECTION A - A



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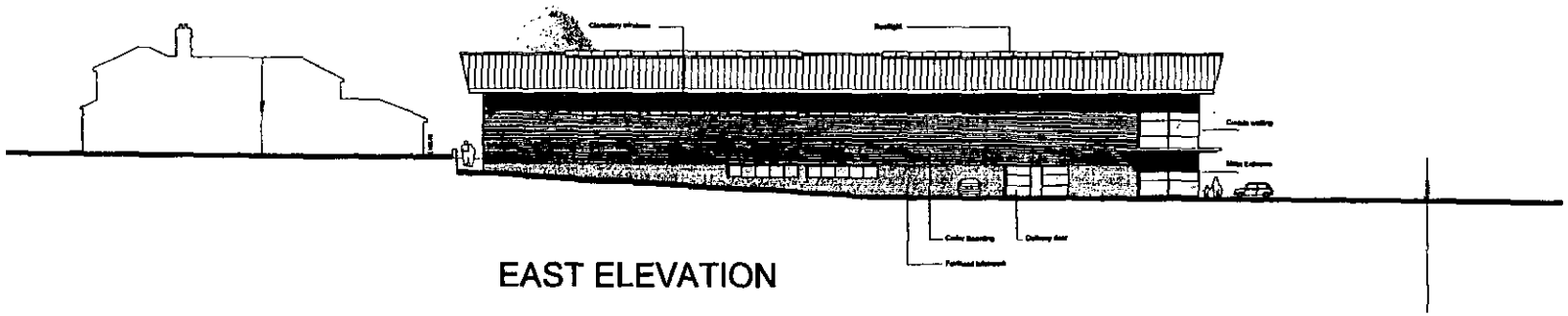


EAST ELEVATION

PLANNING

CLIENT

SANDMARTINS GOLF CLUB
WOKINGHAM, SURREY

PROJECT TITLE

HEALTH & FITNESS CLUB

DRAWING TITLE

SECTION & ELEVATIONS
HEALTH & FITNESS CLUB

DATE	SCALE	DIGITAL FILE
OCT'99	1:100@A1	CAD FILE
DRAWN	CHECKED	WORKING NO.
MH	AF	PROP-SITE-SECTION

JOB NO	DRAWING NO	REVISION
A253	AL(00)05	C

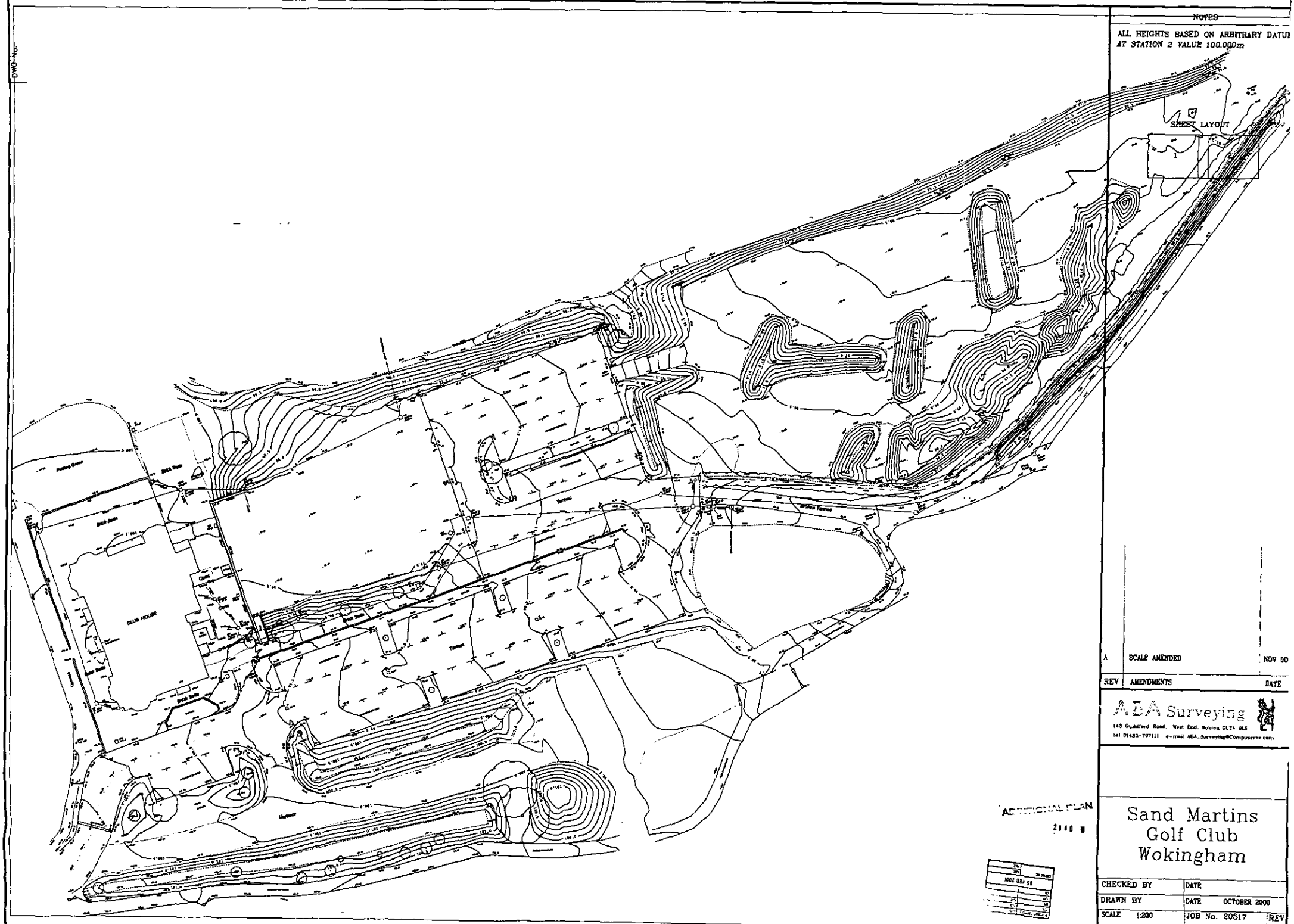
REVISED PLAN

2840 - 8

THE ROGER WENN PARTNERSHIP LIMITED

ARCHITECTS
PROJECT MANAGERS
PLANNING SUPERVISORS
CONSTRUCTION CONSULTANTS
COST CONSULTANTS

73 ST MARTIN'S STREET
DARKSBURY, YORK
TELEPHONE (01237) 457477
FACSIMILE (01237) 458004



DWG No.

NOTES

ALL HEIGHTS BASED ON ARBITRARY DATUM
AT STATION 2 VALUE 100.000m

SHEET LAYOUT

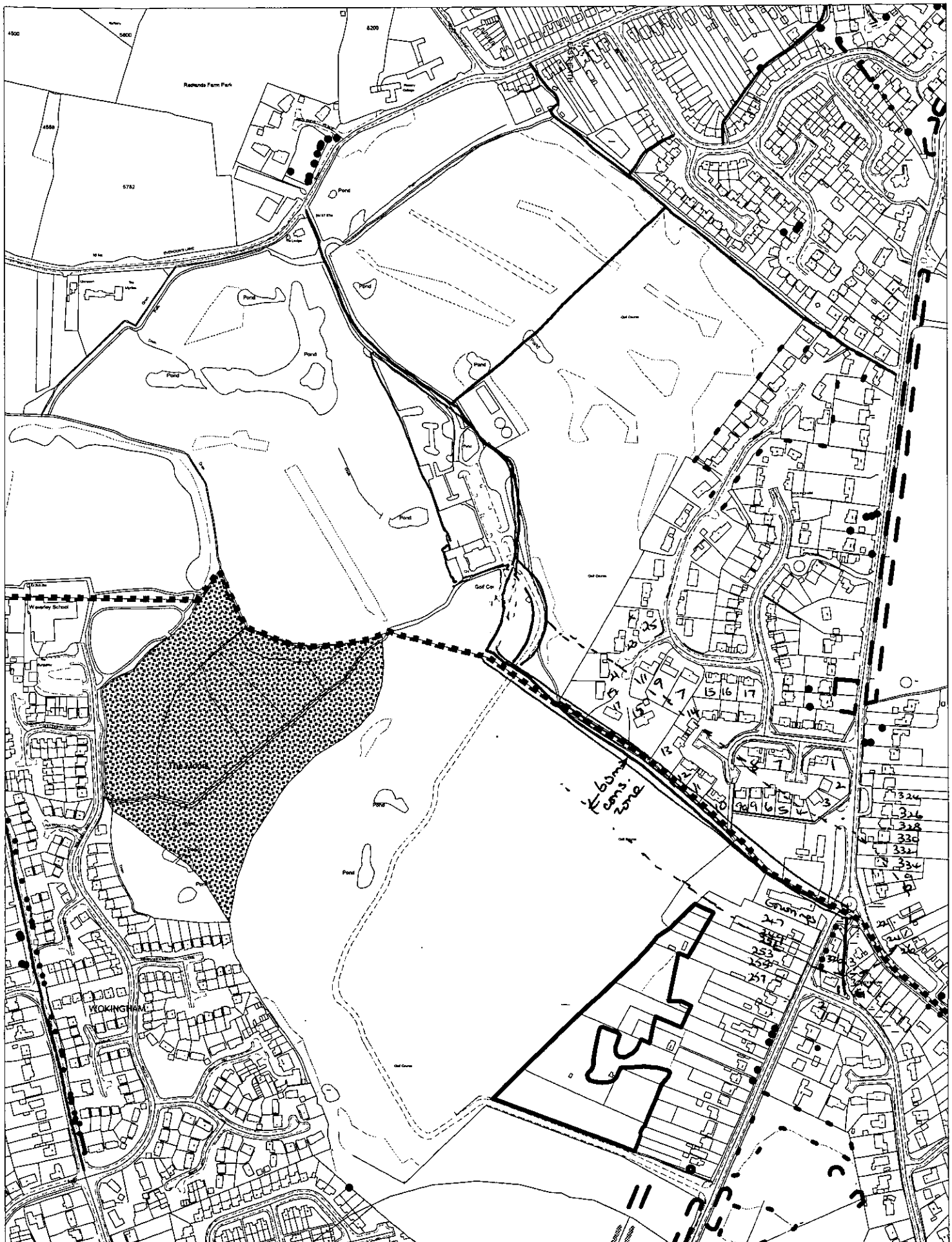
REV	AMENDMENTS	DATE
A	SCALE AMENDED	NOV 00

ABA Surveying
143 Guildford Road West End Woking GU24 9LE
tel 01483-797111 e-mail ABA_Surveying@Compuserve.com

ADDITIONAL PLAN
2640 W

Sand Martins Golf Club Wokingham

CHECKED BY	DATE	
DRAWN BY	DATE	OCTOBER 2000
SCALE 1:200	JOB No. 20517	REV



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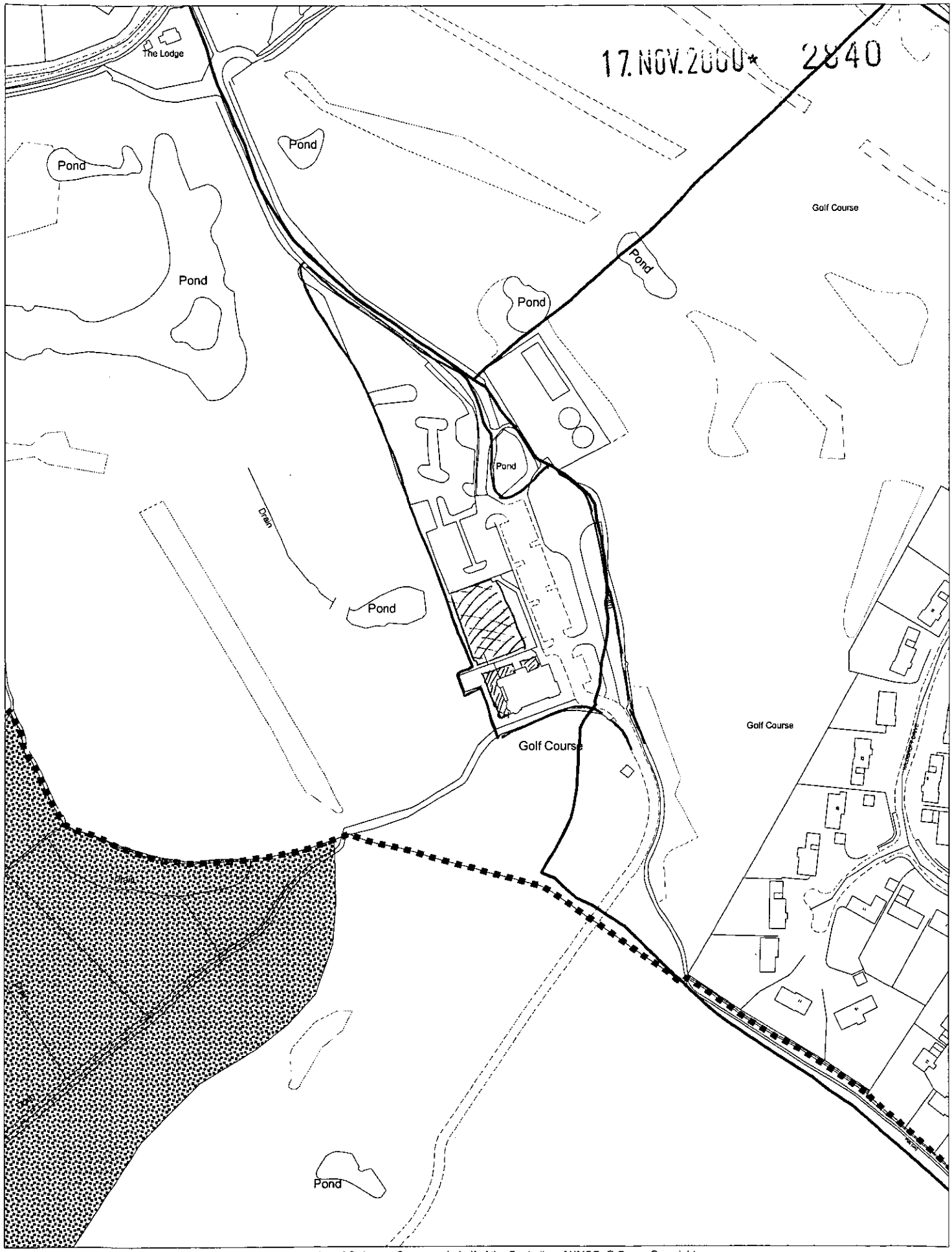
Development Control Section, Environmental Services, Wokingham District Council.

23 November 2000

Scale: 1 : 5000

N
W E
S



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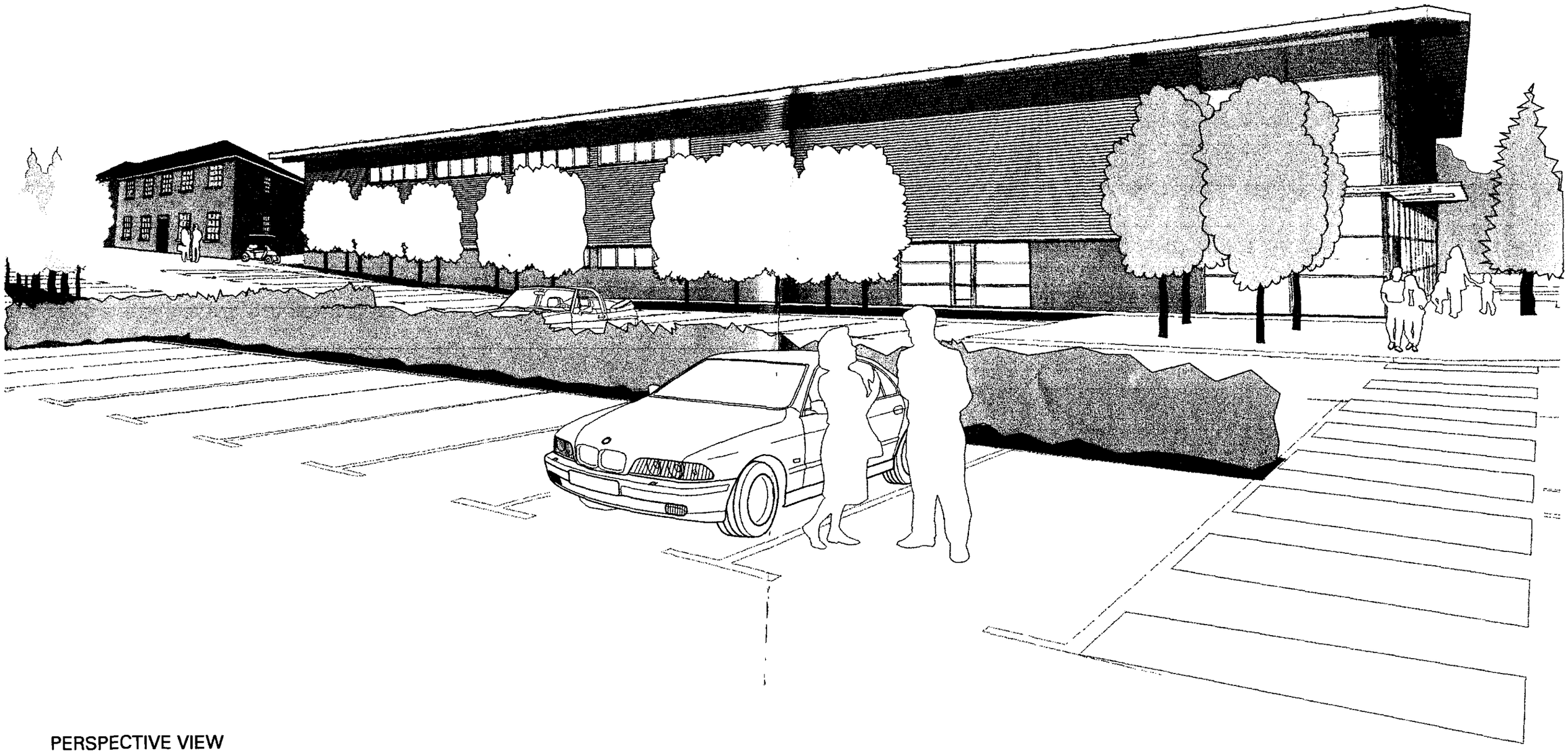
Development Control Section, Environmental Services, Wokingham District Council.
23 November 2000 Scale: 1 : 2500



PERSPECTIVE VIEW

Health & Fitness Club
Sandmartins Golf Club, Wokingham

THE ROGER WENN PARTNERSHIP LIMITED
INTERNATIONAL CONSTRUCTION AND MANAGEMENT

F/2000/2840

SAND MARTINS GOLF CLUB

ADDITIONAL PLANS - GREEN TRAVEL PLAN, TRANSPORT ASSESSMENT

Date: 14 March 2001

To: Case Officer

We have received Additional Plans for the following planning application:

Application Number: F/2000/2840

Location: Sandmartins Golf Club, Finchampstead Road, Finchampstead, Wokingham.

Proposal: Proposed extension to clubhouse and erection of health and fitness club.

Applicant: Sandmartins Golf Club C/Othe Roger Wenn Partnership Ltd.

Case Officer: Mrs B Polnik

The new plans show the following: Green Travel Plan, transport assessment plans showing levels and exiting layout of clubhouse. Drawing nos ABA Survey, 91.18.31E, 91.18.32G.

Comments are required by 04/04/2001.

Should you have any queries regarding this application please contact the case officer Mrs B Polnik on 0118 974 6450.

(RING ONE)

~~REVISED PLANS~~ | ADDITIONAL PLANS | MINOR AMENDMENTS | ADDITIONAL / REVISED PLANS TO COMPLY WITH CONDITIONS

App No. F/2000/2840 (Planaps) / (Ludhouse) Date Rec. 12.2.01 & 9.3.2001

Location: SANDMARTINS GOLF COURSE, FINCHAMPSTEAD RD

Parish WOKINGHAM

Applicant: Sandmartins Golf Club

Description of attached plans Green Travel Plan and transport assessment and plans showing levels and existing layout of clubhouse

Drawing No's: ABA survey, 91.18.31E, 91.18.32G

CONSULTEES

Copies of plans will automatically be sent to Woodley Library, Part I Reg., Parish Council, Ward Councillors and the Case Officer unless specified. and Finchampstead PC.

Please tick which of the following you wish consulted.

OTHERS: reconsult

		Drawing No's	
1.	NK (Landscape & Trees)		
2.	NK (Env. Design)		
3.	XA (Highways)		✓
4.	NF (Building Control)		
5.	BC/DC Liaison		

A full set of plans will be sent to all consultees unless particular drawing No's are specified in the spaces above.

NEIGHBOURS: reconsult

Date for Responses 21 DAYS

FURTHER ACTION

Re-advertise App. (Y) / N (Delete as required)

Redate Application (Y) / N From 9.3.01

New Site Notice (Y) / N

New Description

CASE OFFICER BP.

Consultations Sent by Admin. on 14/03.B

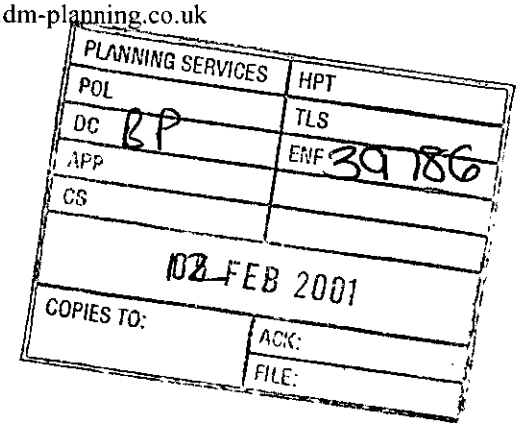
Yellow - Part One Copy
Green - Officer's Copy

D & M

The D&M Planning Partnership
Chartered Town Planners

RIVERSIDE CHAMBERS 20 BRIDGE STREET GODALMING SURREY GU7 1HY
Tel. No. 01483 425705 Fax. No. 01483 425707
e-mail: info@dm-planning.co.uk website: www.dm-planning.co.uk

Our Ref PAD/JL/130/00
Your Ref BP/F2000/2840



9 February 2001

Mrs B Polnik
Wokingham District Council
Planning Services
PO BOX 157
Shute End
WOKINGHAM
Berkshire RG40 1WR

2840 7

ADDITIONAL PLAN

Dear Mrs Polnik

THE TOWN & COUNTRY PLANNING ACT 1990 (AS AMENDED)
PROPOSED EXTENSION TO CLUB HOUSE AND ERECTION OF HEALTH & FITNESS CLUB AT SANDMARTINS GOLF CLUB FINCHAMPSTEAD ROAD WOKINGHAM

Further to our recent correspondence in connection with the above planning application, please find enclosed additional plans as requested.

These comprise a copy of the ABA survey drawing, now to a scale of 1 : 200 which I trust is more legible; and copies of drawing nos. 91.18.31 rev E and 91.18.32 rev G showing plans of the ground and first floor clubhouse.

We are currently in discussions with Upton McGougans regarding the size and type of plant and as soon as we have this detailed information I will forward it on to you. I am also currently preparing a more detailed background statement which deals with the issue of need and these will be forwarded on to you as a matter of urgency.

If you require any further information please do not hesitate to contact me.

Yours sincerely
THE D&M PLANNING PARTNERSHIP

Paul Darking

PAUL A DARKING

Mark up with TIA when received.

Encl

Denis Wilson Partnership

Windsor House
37 Windsor Street
Chertsey
Surrey, KT16 8AT
Tel: +44 (0)1932 569566
Fax: +44 (0)1932 569531
E-mail: chertsey@deniswilson.co.uk
Internet: www.deniswilson.co.uk

Mrs Basia Polnik
Senior Planning Officer
Wokingham District Council
Environmental Services Department
Planning Services
P.O. Box 157
Shute End
Wokingham
Berkshire
RG40 1WR

ADDITIONAL PLAN

2840

Our Ref: SRH/jk/2001-065

08 March 2001

Dear Basia,

PROPOSED EXTENSION TO CLUBHOUSE AND ERECTION OF HEALTH AND FITNESS CLUB AT SANDMARTINS GOLF CLUB, FINCHAMPSTEAD ROAD

In support of application ref. BP/F2000/2840, please find enclosed six copies of both the transport assessment and the green travel plan.

Should you require any further copies please do not hesitate to contact me.

Yours sincerely,

Shelley Hygate
for THE DENIS WILSON PARTNERSHIP

Email: shelley.hygate@deniswilson.co.uk

Encl.

c.c. Adrian Rigby — Roger Wenn Partnership + encl.
Paul Darking — D & M Planning + encl.

PLANNING SERVICES	HT 0929
POL	TLS
DC BP	ENF
APP	
CS	
09 MAR 2001	
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	FILE

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Denis Wilson Partnership

Windsor House
37 Windsor Street
Chertsey
Surrey, KT16 8AT
Tel: +44 (0)1932 569566
Fax: +44 (0)1932 569531
E-mail: chertsey@deniswilson.co.uk
Internet: www.deniswilson.co.uk

P 39303
DC BP ENF
CS
COPIES TO:

Mr T Callaghan
Wokingham District Council
Council Offices
Shute End
Wokingham
Berkshire RG40 1WR

Our Ref: JCT/jk/2001-065

29 January 2001

Dear Mr Callaghan

TRANSPORT ASSESSMENT SCOPING STUDY
HEALTH & FITNESS CLUB & CLUBHOUSE EXTENSION
SANDMARTINS GOLF CLUB, FINCHAMPSTEAD ROAD, WOKINGHAM

Please find enclosed a Transport Assessment Scoping Study, for the above development site. A Planning Application is now lodged.

The report is submitted with a view to reaching agreement on the scope of a Transport Assessment to fully assess the transport implications of the development. Once you have read the report it may be appropriate for us to meet and discuss the proposals in detail.

I trust the above is acceptable, and look forward to hearing from you.

Yours sincerely

Jonathan Tricker
for THE DENIS WILSON PARTNERSHIP

Email john.tricker@deniswilson.co.uk

Encl.

cc. B Polnik, Wokingham District Council + encl. – For info.
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1 INTRODUCTION

1.1 Background

1.1.1 The Denis Wilson Partnership has been instructed to investigate the transport implications associated with the planning application to develop a new Health and Fitness Club (HFC) at Sandmartins Golf Club, Wokingham, together with a small extension to the existing golf clubhouse.

1.1.2 The purpose of this study is to assess the development proposals in the context of both existing and future transport infrastructures. The study will seek to demonstrate that the development of Sandmartins Golf Club provides a positive approach to sustainable transport, emphasising the promotion of access by non-car modes.

1.2 Scope of Study

1.2.1 To define a scope for the Transport Assessment (TA), a Scoping Study was submitted to the County Council for discussion in January 2001. This document and relevant correspondence is contained in Appendix A. As a result of these discussions the TA will be structured in the following manner.

1.2.2 Section 2 - Existing Land Uses, Infrastructure and Accessibility, provides a description of the existing land uses, and reports on the existing level of transport infrastructure in the local area.

1.2.3 Section 3 - Development Proposals, Policy Considerations and Accessibility Improvements, provides a summary of the planning application, reports on relevant local and national policy and describes measures proposed to assist those travelling by alternative modes of travel.

1.2.4 Section 4 - Trip Assumptions, Operational Assessments and Transport Impact, considers the level of trips that would be attracted to the site as a consequence of the proposals and their assignment over the local highway network, with a report on the effect of the development trips on the access and wider network.

1.2.5 Section 5 – Conclusions and Recommendations, summarises the contents of the report and provides an overall conclusion and recommendations.

1.2.6 This study was prepared using guidance on Transport Impact Assessment, prepared by the IHT, although a more multi-modal approach has been adopted in tune with emerging advice contained in the draft revision of Planning Policy Guidance Note 13 'Transport'.

2 EXISTING LAND USES, INFRASTRUCTURE AND ACCESSIBILITY

2.1 Preamble

2.1.1 This section will detail the nature of the development site and its local surroundings, paying attention to all modes of transport.

2.2 Existing Land Uses

2.2.1 The development site is currently occupied by Sandmartins Golf Club, which would be retained and extended as part of the proposals.

2.3 Infrastructure

2.3.1 The development site is located approximately 2 km to the south of Wokingham on Finchampstead Road B3016. The golf course lies on the urban fringes of Wokingham and Finchampstead. The site in the context of the local area is shown in Plan 1.

2.3.2 The development sites access links to Finchampstead Road via a simple priority 'T' junction. The junction has satisfactory visibility. To the north Finchampstead Road links to the A321 via a small 3-arm conventional roundabout. To the south of the site, Finchampstead Road intersects with a small 4-arm conventional roundabout, serving mainly the residential areas of Finchampstead. Further to the south Finchampstead Road links with the B3430.

2.4 Existing Travel Patterns

2.4.1 To establish existing traffic patterns, classified turning counts were undertaken throughout the local area, during a Friday PM peak (1600 – 1900) and Saturday Network Peak (1200 – 1700). Full traffic surveys are contained in Appendix B.

2.4.2 The following junctions were surveyed, which effectively form the primary local highway network under consideration.

(i) Site Access / Finchampstead Road Priority Junction

(ii) Finchampstead Road / A321 Roundabout

2.4.3 It is generally accepted that during these time periods, network and leisure trips combine to result in a 'maximum impact' situation. The results of this survey will be used as a basis for determining the likely impact that development traffic would have on the local area.

2.4.4 The survey results indicate that the Friday peak on the local network and at the site access occur during different periods, between 16:15 and 17:15 at the Throat Roundabout and between 17:45 and 18:45 at the Golf Club access. For robustness the peak periods at each junction have been used for the base network flows for the purposes of capacity analysis. The Saturday peak is identified as between 11:30 and 12:30 at both locations.

2.4.5 An on-site parking accumulation survey has also been undertaken to establish the current demands for customer parking. This survey has been undertaken for a period both on a Friday and Saturday and the results are contained within Appendix C.

2.4.6 Parking accumulation calculations show that currently the maximum parking demand for the golf course is 24 vehicles during the survey periods. However the golf club advises that parking demand can be considerably higher during social events.

2.5 Existing Accessibility

2.5.1 An accessibility audit of the development site by alternative modes of travel has been undertaken, concentrating primarily on opportunities to walk and cycle to the site, although consideration has also be given to bus travel.

2.5.2 Plan 2 gives an indication of our initial findings, showing walk time isochrones, bus routes and cycle routes. These aspects are discussed in detail below.

Public Transport

2.5.3 There is one bus route (193) that pass in close proximity to the site, which passes to the east of the site along the A321.

Route N°	Origin / Destination	Monday to Friday		Saturday
		Daytime	PM Peak	Daytime
193	Reading-Camberley	2	2	2
TOTAL		2	2	2

Table 2.1 Existing two-way bus frequencies

2.5.4 The bus stop utilised by bus route 193 is located approximately 800 metres from the site. This bus services runs between Reading and Camberley via Wokingham.

2.5.5 Plan 2 indicates the bus routes in the vicinity of the site.

Pedestrian and Cycle Accessibility

2.5.6 The site is easily accessible by pedestrians, with footpaths running into the site from north, south and east giving many local residents the option to walk to the site, as well as from the nearby bus stops.

2.5.7 There are few dedicated cycle routes within the Wokingham area and currently there are no cycle routes within the vicinity of the site.

2.6 Road Safety

2.6.1 Accident records have been obtained from Wokingham District Council. The record is for the period from November 1997 to October 2000 inclusive and relates only to those accidents that resulted in personal injuries.

2.6.2 The geographical limits of the study area may be seen in Plan 3. Also illustrated by this plan is the location of each recorded accident. The key factors relating to each recorded accident is contained in Appendix D.

2.6.3 The accident data indicate that the area under consideration experienced fourteen *personal injury accidents during the three year study period.*

2.6.4 Of the accidents recorded eleven (79%) resulted in slight injuries and three (21%) in serious injuries. There were no fatal accidents occurring in the vicinity of the site access, therefore it may be seen that the severity ratio correlates closely to the national average for non-built up roads.

2.6.5 From Plan 3 it can be seen that two of the accidents occurred on minor roads away from the A class (A321) and B class (B3016) sections respectively of Finchampstead Road.

2.6.6 The remaining twelve accidents were associated with junctions on Finchampstead Road. However these twelve junction accidents were recorded at seven different locations. Only the Finchampstead Road/Nine Mile road junctoion to the south of the development was the location of three collisions. Two other locations had two accidents in the three year period whilst the remaining accidents all occurred at different locations.

2.6.7 It may therefore be concluded that nowhere within the vicinity of the proposed development demonstrates a statistically significant pattern of repeated accidents. More specifically no accidents at all were recorded on the one kilometre long section of Finchampstead Road between the junctions of Kiln ride and Barkham Ride.

2.6.8 With regard to road users, the records indicate that one pedestrian and two pedal cyclists sustained injuries. However one of the pedal cycle accidents occurred when the cyclist lost control and rode into the carriageway in the path of a passing car. A reversing light goods vehicle injured the pedestrian casualty.

2.6.9 It is clear therefore that vulnerable groups of road users are not disproportionately represented within the overall accident pattern in this locality. Similarly there is no dominant pattern of adverse conditions in terms of darkness or restricted visibility. However almost half of the accidents occurred on a wet or damp road surface.

3 DEVELOPMENT PROPOSALS, POLICY CONSIDERATIONS AND ACCESSIBILITY IMPROVEMENTS

3.1 Preamble

3.1.1 This section provides a summary of the planning application, including measures proposed to assist those travelling by alternative modes of transport.

3.2 Development Proposals

3.2.1 *The site will be redeveloped in a comprehensive manner to provide a Health and Fitness* Club of 2665 sq. metres GFA. In addition the development would provide a small extension to the existing clubhouse to provide a restaurant.

3.2.2 The development would provide appropriate landscaping, car parking, service vehicle access and access arrangements for those travelling by 'greener' modes of travel.

3.2.3 The car park would be split between the two uses, with 183 spaces provided for the HFC component and 150 spaces for the retained Golf Course this allows for a 10% reserve capacity, which is required for adequate circulation. The level of development car parking will be reviewed based on Local Authority parking standards, central government policy and the needs of the development.

3.3 Policy Considerations

National Policy

3.3.1 The Department of the Environment, Transport and the Regions provides guidance for Local Authorities on the level of car parking to be incorporated at various forms of development within Planning Policy Guidance (PPG) note 13 entitled 'Transport'. A draft revision of this Policy was published in October 1999.

3.3.2 As one of the key issues relating to the development is the level of car parking required to adequately accommodate the proposals it is relevant to consider the guidance provided within draft PPG13. *The level of car parking is discussed within paragraph 4.6.*

"A certain level of off-street parking provision may be necessary for development to proceed without causing traffic problems, but in order to realise the potential of locational policies and avoid disadvantaging urban areas through added congestion or because of their poorer level of car access, local planning authorises should;

(i) Adopt reduced requirements for parking for locations which have good access to other means of travel than the private car;

(ii) *Be flexible in the requirements for off-street residential parking space and reduce or waive them where necessary in order to provide quality and affordable high density development in areas of good access to other means of travel,*

(iii) *Ensure parking requirements in general are kept to the operational minimum,*

(iv) *Not require developers to provide more spaces than they themselves wish unless there are significant local safety or traffic management implications; and*

(v) *Ensure that parking provision at peripheral office, retail and similar developments is not set at high levels which would have the effect of significantly disadvantaging more central areas.*

3.3.3 The draft PPG13 parking standard for D2 use is 1 space per 22-25sqm GFA; this is a maximum standard and equates to 107-121 spaces for the proposed development.

3.3.4 It is therefore clear that parking should be determined on actual need, taking into account the site's location. For this reason we have undertaken a parking accumulation survey at a similar Esporta First Leisure Health & Fitness Club in Leeds, a facility with both a similar GFA and similar leisure based uses to the proposed Wokingham site. The Leeds site contains 140 designated spaces for the fitness club.

3.3.5 The parking accumulation surveys are shown in Appendix C, indicating the maximum accumulation of 140, which occurred at 17:45. Further surpressed demand was also observed during this period with 7 vehicles leaving without finding a space. In addition 15 vehicles were directed to an adjacent over-spill car park. The survey therefore suggests that the Wokingham site would need at least 162 spaces.

3.3.6 It is proposed to provide 183 car-parking spaces. The operator confirms this conforms to their minimum operational requirements, based upon this observed demand and the operational characteristics of the club. This allows for a 10% reserve capacity, which is required for adequate circulation during busy periods.

3.3.7 Central government issues guidance on both the policies and the operation of the planning system, with respect to the transportation policy of new developments, in the form of Planning Policy Guidance (PPG) documents. PPG 13, 'Transport', identifies the following key aims;

(i) *to reduce growth in the length and number of motorised journeys,*

(ii) *to encourage alternative means of travel which have less environmental impact, and hence,*

(iii) *to reduce reliance on the private car.*

3.3.8 The guidance outlines locational policies that should be adopted to achieve the aims listed above. For new leisure facilities, the guidance supports, where possible, the use of sites in existing urban areas to maximise the modes of transport available to the public to reach these facilities. In particular, the following considerations should be addressed;

(i) to concentrate facilities in town centre and other locations well served by public transport,

(ii) to maintain and encourage the provision of local leisure and entertainment facilities

(iii) to make provision for attractive and accessible local play areas, public open space and other recreational facilities.

3.3.9 Policy guidance on the provision of recreational facilities within urban areas is also offered within PPG 17, entitled 'Sport and Recreation'. Central government supports sport and recreation, with a strong emphasis for local authorities to seek to maintain open space within the urban environment.

3.3.10 Within this guidance it is acknowledged that there are considerable development pressures upon the urban open space, and that sports facilities (indoor and outdoor) should accommodate intensive use to reduce the demands upon the land available. These developments should also be in proximity to the various modes of public transport.

3.3.11 The Government White Paper, entitled 'A New Deal for Transport – Better for Everyone', further emphasises the need to maximise the use of non-car modes, including walking and cycling, where possible in all aspects of life.

Local Policy

3.3.12 Local policy in relation to development within Wokingham District is set out within the Council's Deposit Draft Local Plan, February 2000. Section 9.0 makes specific reference to the Council's general principles for recreational development.

3.3.13 A number of policy statements within this section should be read with respect to the development proposal.

'the council will seek to retain, and enhance in appropriate locations, recreational facilities within the plan area. It will seek to ensure that they are accessible by environmentally friendly modes such as foot, cycle and public transport as well as by private car.' (Policy WR1)

'Development that will result in the loss of existing open spaces or recreational facilities whether publicly or privately owned, will not be allowed unless the sport and recreational facilities can be retained and enhanced through redevelopment of a small part of the site.' (Policy WR2)

'The Council will seek the dual use and joint provision of recreational facilities, both indoor and outdoor...' Policy WR12

3.3.14 Though the golf area is under private ownership, the development proposal would adhere to the Council's policy objective of both retaining and enhancing recreational facilities, but without compromising the overall character of the area through significant development. Indeed, the application would seek to increase the number of recreational opportunities available at a single location.

3.3.15 Also, the accompanying Green Travel Plan (ref.SRH/2001-065) March 2001, demonstrates how the developer/occupier would seek to encourage both staff and members' to travel by more sustainable modes in broad accordance with Council policy.

3.3.16 The Wokingham District Council current parking standard for D2 use is 1 space per 5sqm, subject to an assessment of local circumstances, which equates to 533 spaces for the proposal and this is a maximum standard.

3.4 Accessibility

3.4.1 The existing vehicle access to the Sandmartins Golf Club point would be retained off Finchampstead Road to serve both the retained golf club and proposed health and fitness centre.

3.4.2 An investigation into ways of improving access for alternative modes of transport has been undertaken, but there has been some consideration of developing a travel information and publicity strategy.

3.4.3 With specific reference to cycling, there is a cycle strategy proposed by the local authority incorporating new cycle routes around the area, which would enhance the accessibility of the site by this mode. The routes in proximity to the site are illustrated upon Plan 2.

3.4.4 To the east of the site, the local authority are proposing a cycle route that runs along the Finchampstead Road leading towards Wokingham town centre and running south towards Finchampstead. This route passes directly by the site access providing good accessibility to cyclists.

3.4.5 A second proposed cycle route also originating from Wokingham town centre passes through Easthearth to the north of the site and runs to the west of the site via Randall's Farm and continues in a southward direction.

3.4.6 To enable cyclists to access the site from this route the existing pedestrian routes that connect into the site would need to be converted to a shared cycle/pedestrian facility.

3.4.7 It is envisaged that the club would actively advertise the alternative means of accessing the site as part of the travel information strategy, as well as publicising to members and offering incentives to not travel by car.

3.4.8 Further details of the means of encouraging both staff and members to travel to and from the club are detailed in the supplementary Green Travel Plan (ref. SRH/2001-065) produced March 2001.

4 TRIP ASSUMPTIONS AND TRANSPORT IMPACT

4.1 Preamble

4.1.1 This section considers the level of traffic that would be attracted to the site as a consequence of the proposal, and its distribution over the local highway, when compared with the existing situation. Finally the effect of development traffic on the access and local highway network is quantified.

4.1.2 For the purpose of the transport assessment, it is not anticipated that the small extension to the existing facilities, which is solely for the enhancement of the club, should produce any additional trips upon the local highway network.

4.2 Trip Assumptions

Trip Generation

4.2.1 The proposal comprises the development of a health and fitness club upon the site of an existing golf club. The vehicular traffic, as a result of the health and fitness club development, is considered below.

4.2.2 Initially the TRICS 4.5 database sports club category was investigated taking into account size, locational aspects and public transport level. The database contained two such comparable sites; these are set out in Table 4.1.

Trics Site	Location	Occupiers
SC-07-K-01	Weybridge	Healthtrack
KC-07-K-01	Rochester	Moores Fitness

Table 4.1 TRICS Health and Fitness Clubs identified

4.2.3 The full TRICS data is contained in Appendix E. However these trip rates are considered low when compared with data taken from other clubs within the chain of the proposed operator. Thus we have analysed data from an analogous club in Leeds. The first Leisure Health and Fitness Club in Leeds is an Esporta facility with both a similar GFA and similar leisure based uses to the proposed Wokingham site.

4.2.4 The investigations revealed the following, average trip attraction rates and associated vehicle movements based on 2665sq.m GFA, shown in Table 4.2.

	Trip Rates (Mov./100sq.m)			Traffic Movements		
	Arrivals	Depart	Total	Arrivals	Depart	Total
Friday 1700 – 1800	3.480	3.480	6.960	93	93	186
Saturday 1130 – 1230	1.360	2.120	3.480	36	56	92

Table 4.2 Summary of Trip Rates and Vehicle Movements

Trip Distribution & Assignment

4.2.5 To assign the development traffic flows, consideration was given to the nature of local highways and the patterns of existing peak hour traffic. The primary assumption is that all development traffic will use Finchampstead Road. Inspection of traffic flows at the junction of Sandmartins Golf Club and Finchampstead Road indicates an approximately 50:50 split north and south. The trip assignments are illustrated in Figure 5.

4.2.6 Development trips have been assigned and distributed to the network, using the assumptions outlined above. These development trips are shown in Figures 6 & 7 for the weekday PM and Saturday peaks respectively.

4.3 Operational Assessments

4.3.1 To investigate the traffic impact of the proposals, resultant traffic flows have been calculated by adding the development flows to the base flows. These are summarised in Figures 8 & 9.

4.3.2 The operational assessment component of the TA focuses on the local highway network and provides information on junction and link capacity, utilising the PICADY and ARCADY computer application programs.

4.3.3 The resultant base with development traffic conditions, with flows as in Figures 8 and 9, have been compared against the otherwise base conditions, with flows as in Figures 3 and 4.

4.3.4 The baseline conditions are modelled to define a benchmark, from which the development impact can be measured. The resultant traffic flows seek to analyse the effect of the development in isolation, during the first year of operation.

4.4 Transport Impact

4.4.1 The results of the junction capacity assessments have been analysed in detail to determine the development impact. The results of the ARCADY and PICADY assessments are included as Appendix F and are summarised in Table 4.2.

	Base 2002				Resultant 2002			
	AM		PM		AM		PM	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q
Finchampstead Road (N)	0.609	2	0.525	1	0.633	2	0.535	1
Sandhurst Road	0.391	1	0.281	0	0.407	1	0.287	0
Finchampstead Road (SW)	0.315	1	0.347	1	0.352	1	0.367	1
Finchampstead Road (N)	-	-	-	-	-	-	-	-
Site Access	0.024	0	0.041	0	0.257	0	0.178	0
Finchampstead Road (S)	0.010	0	0.029	0	0.140	0	0.079	0

Table 4.3 Summary of Operational Assessments

Finchampstead Road / Sandhurst Road

4.4.2 From the above ARCADY assessments it can be seen that the junction works substantially within capacity with minimal queuing for both the 2002 base traffic flows and predicted 2002 with proposed HFC development traffic flows.

Site Access / Finchampstead Road

4.4.3 From Table 4.3 it can be seen that this junction operates satisfactorily and well within capacity with minimal queuing for both the 2002 base flows and predicted 2002 with proposed HFC development flows.

4.4.4 To further quantify the traffic impact, a link analysis of flows on the local highway network has been undertaken, to establish the effects of the development further afield.

Link	2002 TRAFFIC FLOWS					
	FRIDAY PEAK			SATURDAY PEAK		
	Base	Res	%	Base	Res	%
A321 Finchampstead Road	1800	1874	+4.1	1609	1645	+2.2
A321 Sandhurst Road	1066	1084	+1.7	786	796	+1.3
B3016 Finchampstead Road	874	966	+10.5	978	1024	+4.7
B3016 Finchampstead Road (North of site access)	953	1045	+9.7	929	975	+5.0
B3016 Finchampstead Road (South of site access)	953	1047	+9.9	923	969	+5.0

Table 4.4 Percentage Impact Analysis

4.4.6 From Table 4.3 it can be seen that for the Friday evening there is less than a 10% increase in flows and for the Saturday peak there is less than a 5% increase in flows on all analysed links due to the proposed development HFC development. This indicates that the proposed HFC is likely to have only a limited impact on the network during the peak periods.

4.5 Road Safety

4.5.1 The section of Finchampstead Road from which the proposed development will be accessed has a remarkably good safety record with no recorded accidents in the past three years. There are therefore clearly no local factors of any significance with which drivers are failing to cope safely, this includes the existing Golf Club access.

4.5.2 It may therefore be included that no material increase in risk will arise from comparatively small numerical increase in the use of an access at this location.

5 SUMMARY AND CONCLUSION

5.1 Summary

5.1.1 The development site is located approximately 2 km to the south of Wokingham on Finchampstead Road B3016, with the golf course lying on the urban fringes of Wokingham and Finchampstead.

5.1.2 The proposed development would provide a 2665sqm health and fitness club to complement the existing golf course facilities. Also incorporated in the proposals is the development of the existing restaurant facilities.

5.1.3 A total of 333 parking spaces are proposed of which 183 would be for the health and fitness club usage and 150 for the golf club usage.

5.1.4 Vehicular access to the development would be from Finchampstead Road approximately 250 metres to the south of the Throat Roundabout junction; this is the access currently used by the golf club.

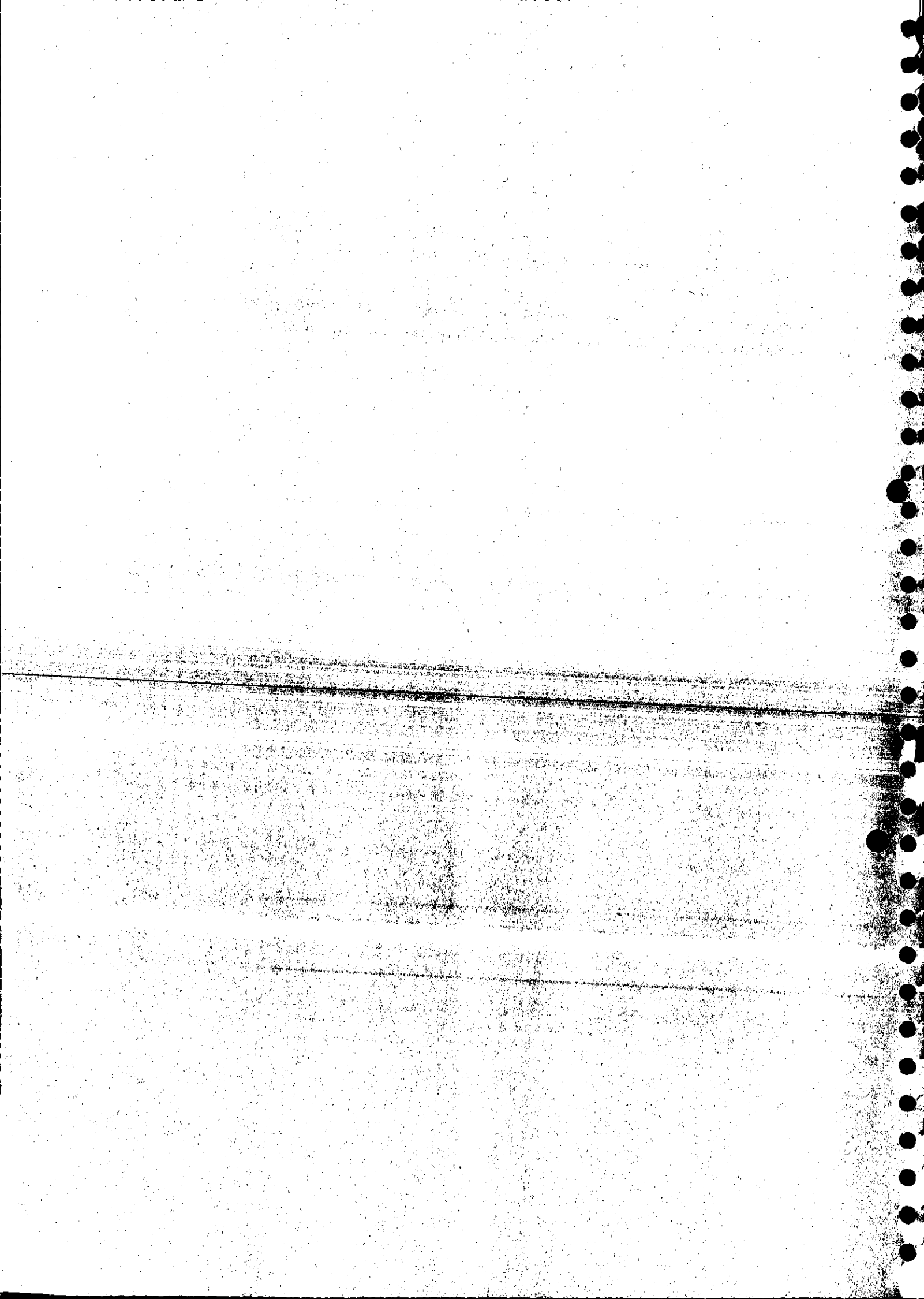
5.1.5 Pedestrian access to the site serves the local community well and with the local authority proposed cycle routes the cycle accessibility is potentially good.

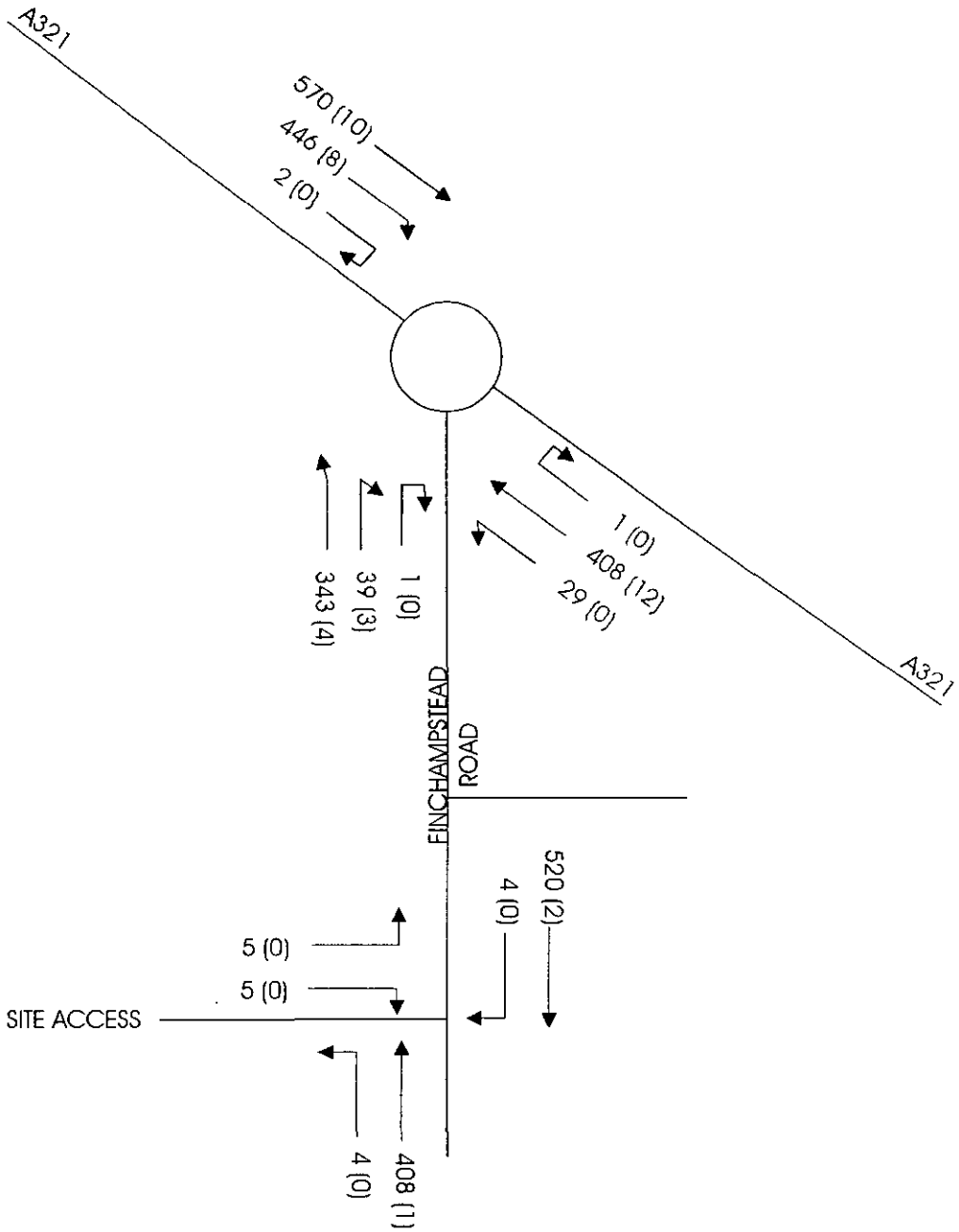
5.1.6 Junction capacity assessments have been undertaken using the predicted traffic flows. This analysis indicates that the junctions in the immediate locality of the site would operate well within capacity with virtually no queuing.

5.2 Conclusions

5.2.1 It is the conclusion of this report that the proposed HFC development would have no adverse impact on the surrounding transport network and accords with local and national transport policy guidance, hence should be recommended for grant of planning consent.

FIGURES





THROAT PEAK = 16:15-17:15
GOLF CLUB ACCESS PEAK = 17:45 - 18:45

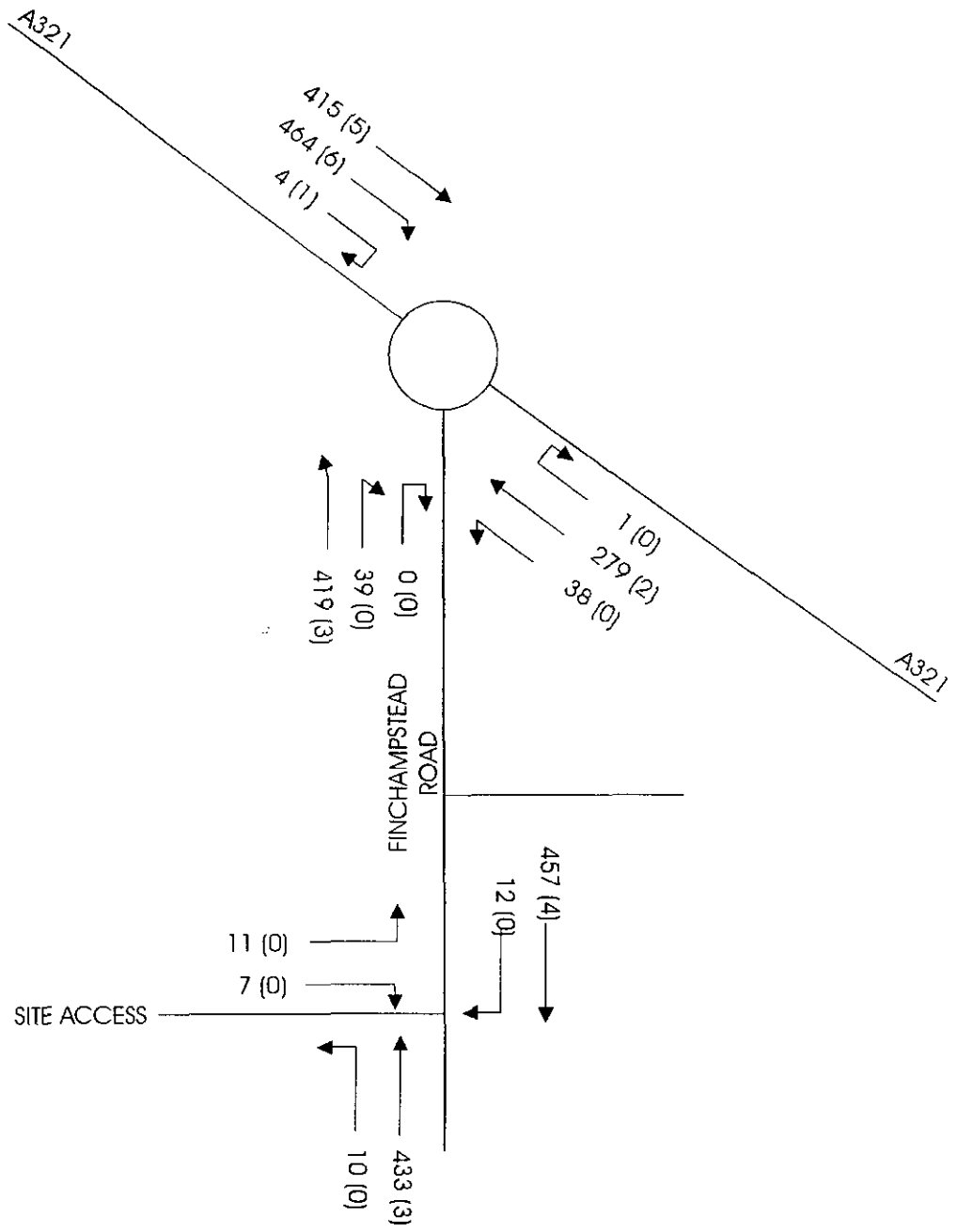
FRIDAY PEAK
2001 SURVEYED TRAFFIC FLOWS

Peris Wilson Partnership

JOB: ESPORTA HEALTH & FITNESS CLUB

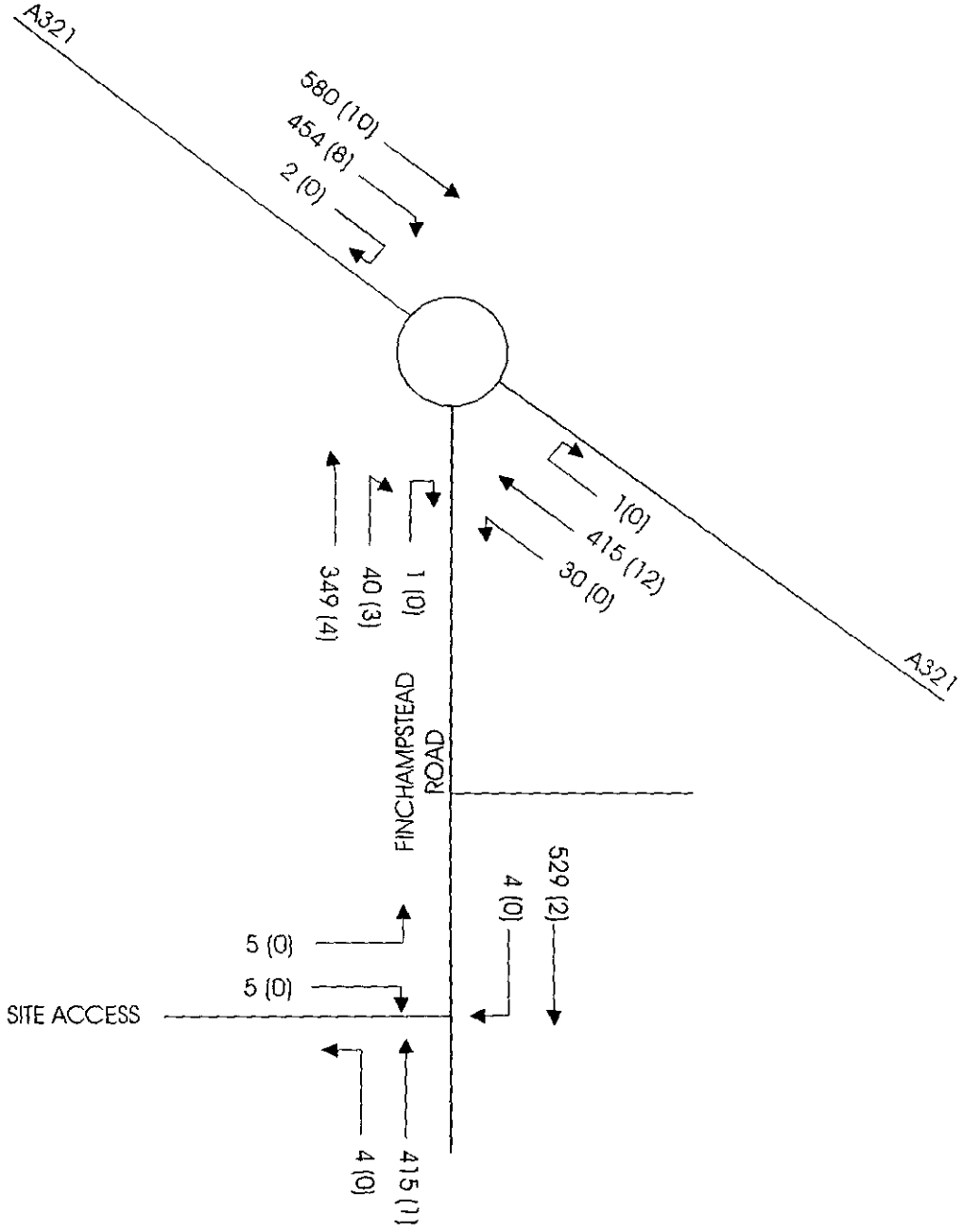
FIG: 1

DATE: FEB 2001



SATURDAY PEAK (11:30 - 12:30)
2001 SURVEYED TRAFFIC FLOWS

Denis Wilson Partnership	JOB: ESPORTA HEALTH & FITNESS CLUB	FIG: 2
	DATE: FEB 2001	



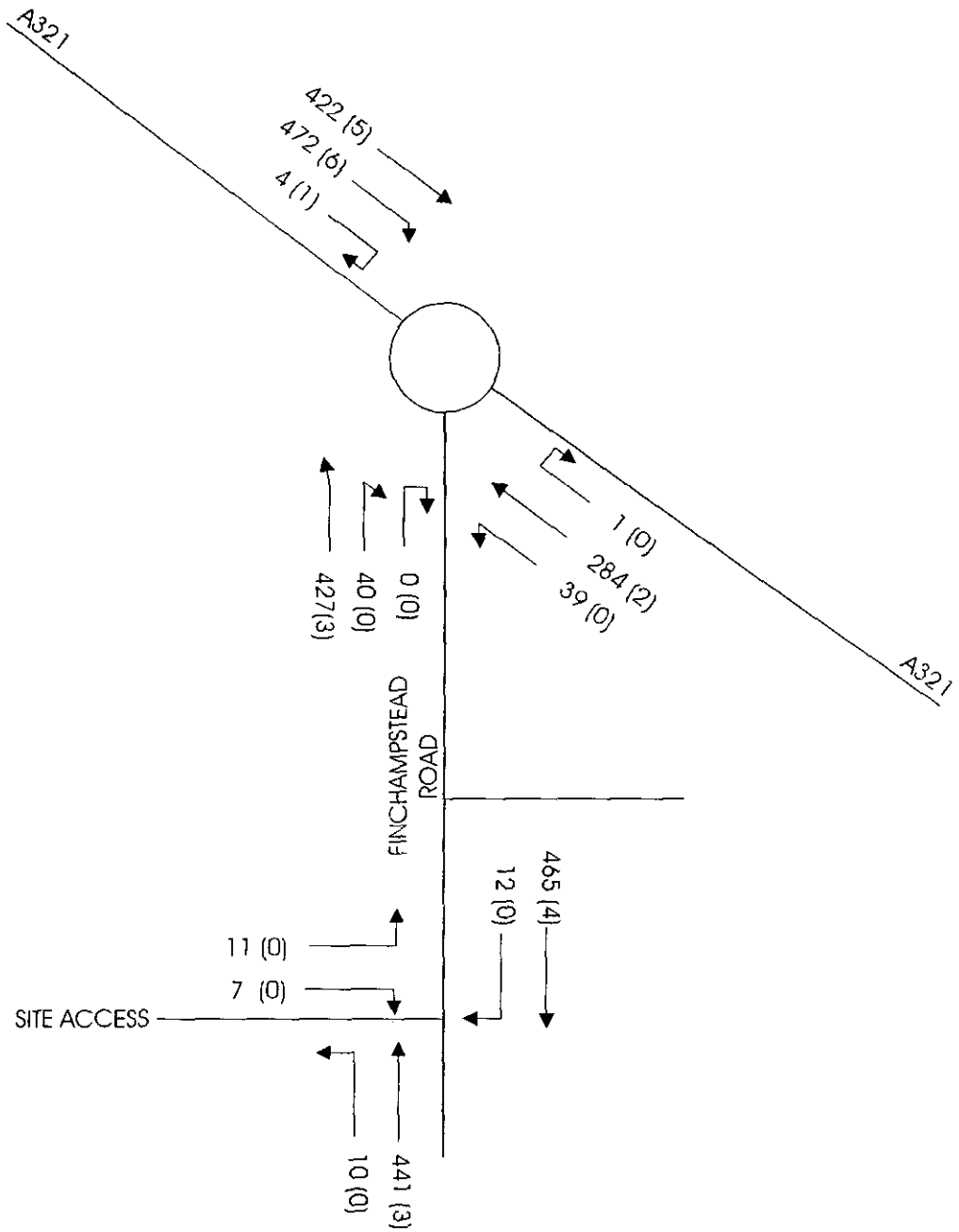
FRIDAY PEAK
2002 BASE TRAFFIC FLOWS

Denis Wilson Partnership

JOB: ESPORTA HEALTH & FITNESS CLUB

FIG: 3

DATE: FEB 2001



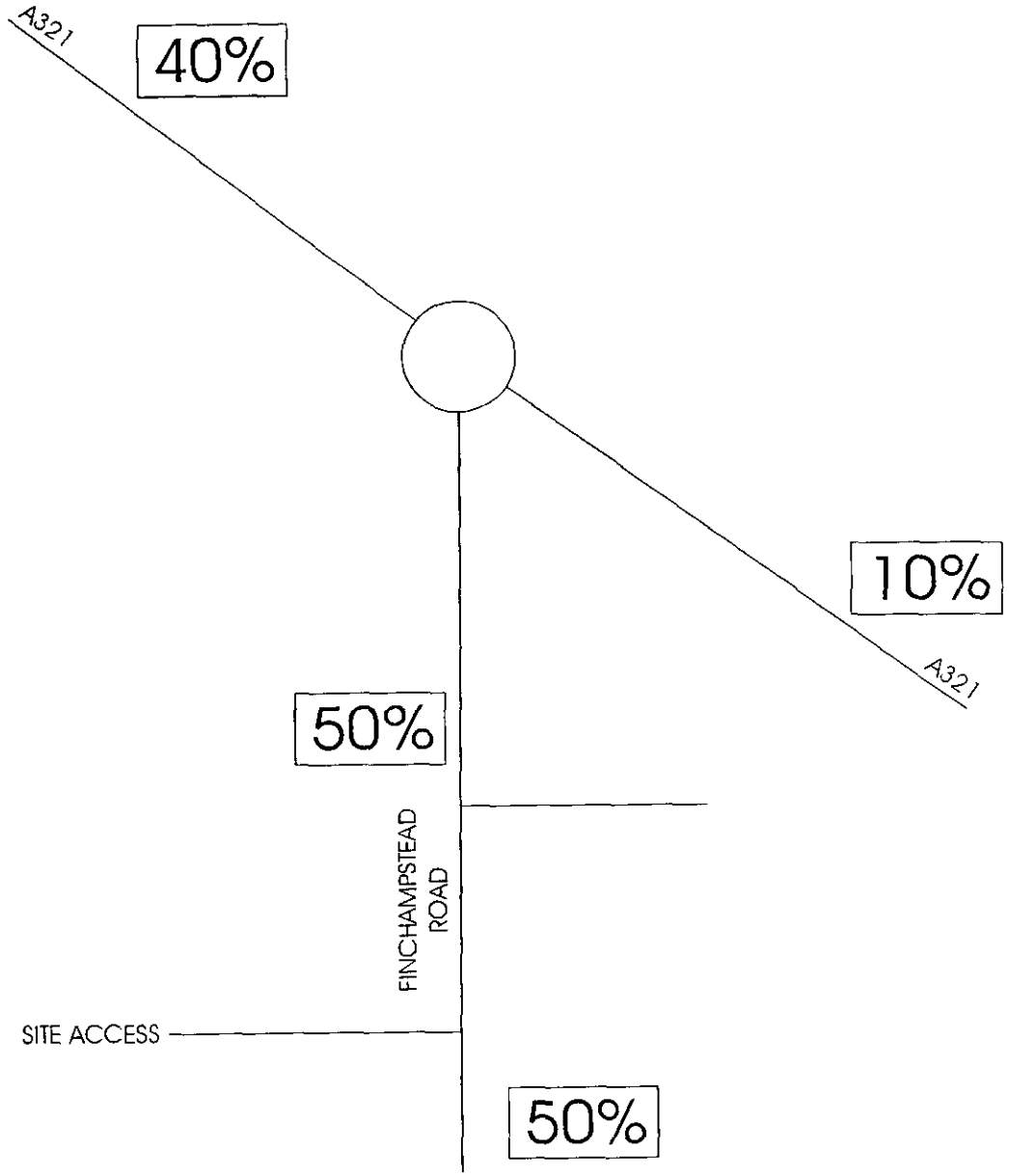
SATURDAY PEAK (11:30 - 12:30)
2002 BASE TRAFFIC FLOWS

Denis Wilson Partnership

JOB: ESPORTA HEALTH & FITNESS CLUB

DATE: FEB 2001

FIG: 4



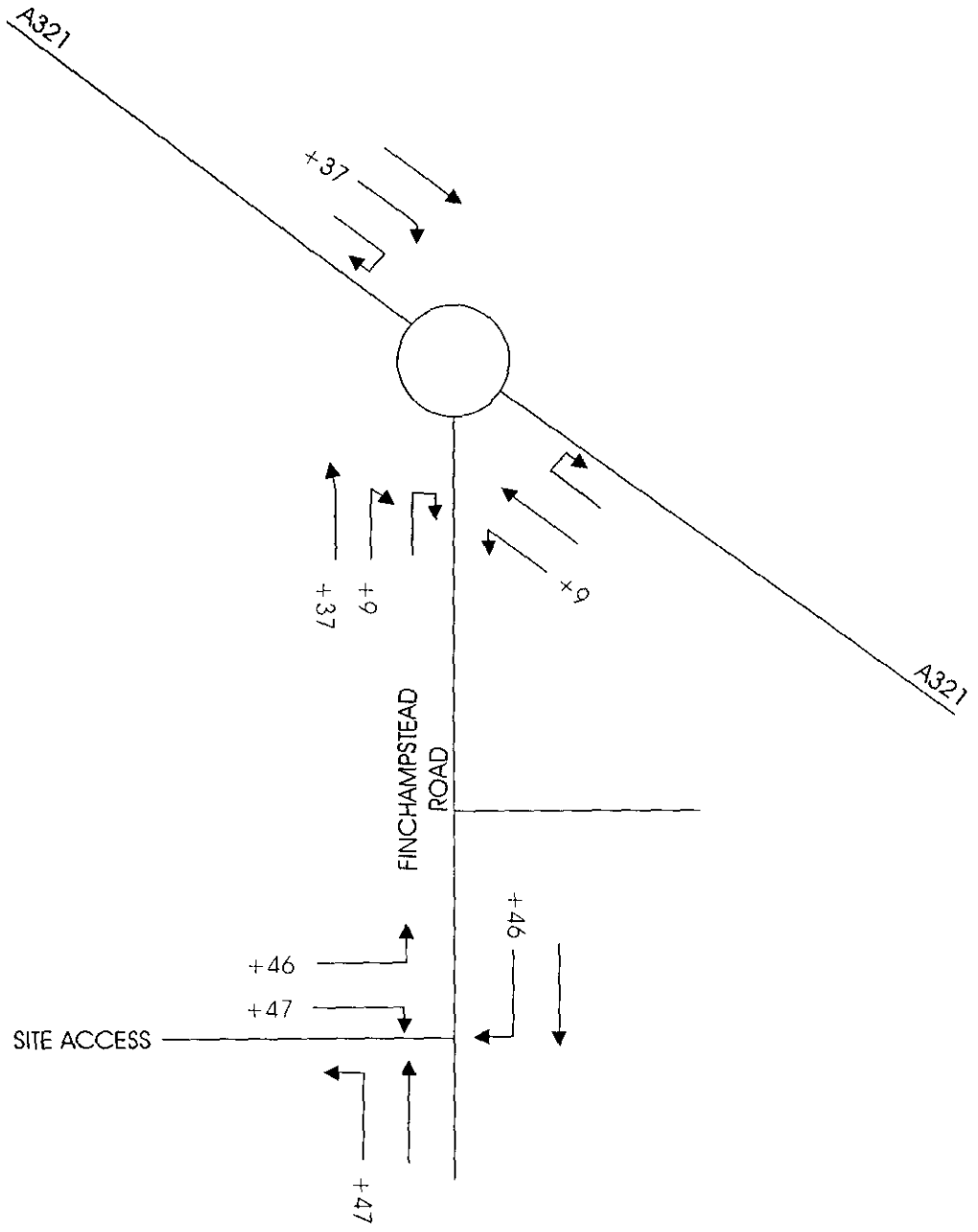
DISTRIBUTION OF HEALTH AND FITNESS CLUB TRIPS

Denis Wilson Partnership

JOB: ESPORTA HEALTH & FITNESS CLUB

FIG: 5

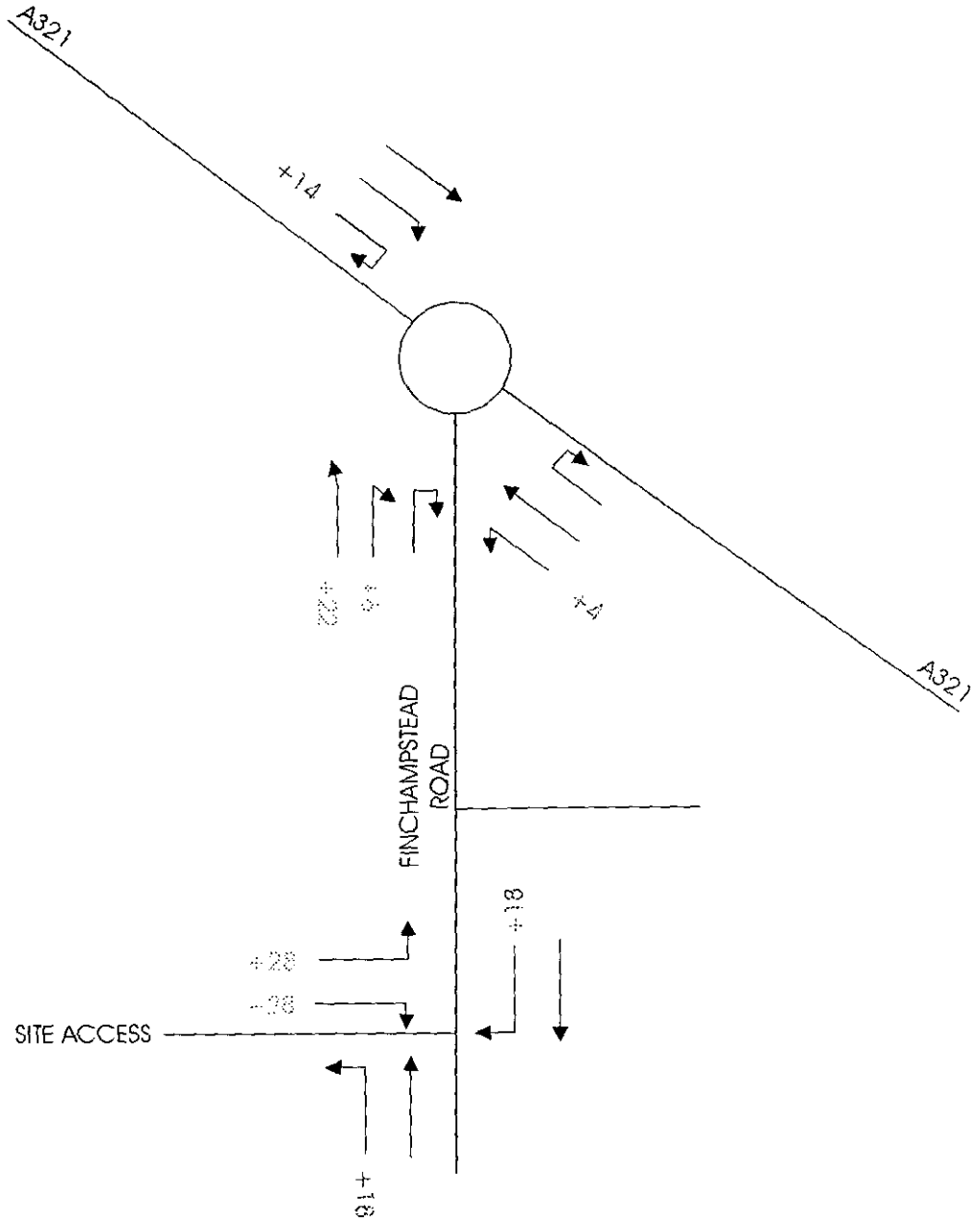
DATE: FEB 2001



ARRIVALS: 93
DEPARTURES: 93

FRIDAY PEAK
HEALTH & FITNESS CLUB TRIP ATTRACTION

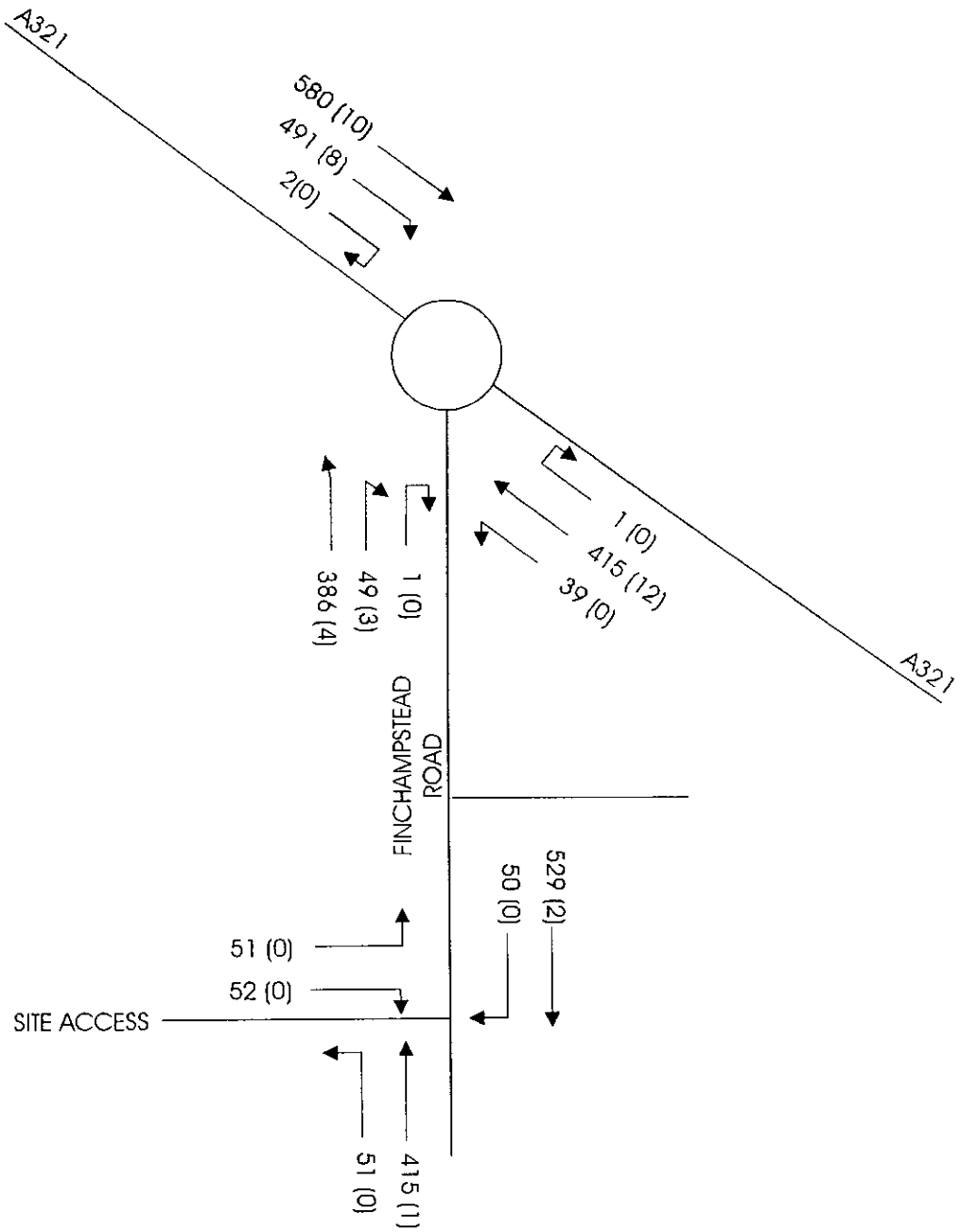
Denis Wilson Partnership	JOB: ESPORTA HEALTH & FITNESS CLUB	FIG: 6
	DATE: FEB 2001	



ARRIVALS: 36
DEPARTURES: 56

SATURDAY PEAK (11:30 - 13:30)
HEALTH & FITNESS CLUB TRIP ATTRACTION

denis wilson partnership	JOB: ESPORTA HEALTH & FITNESS CLUB	FIG: 7
	DATE: FEB 2001	



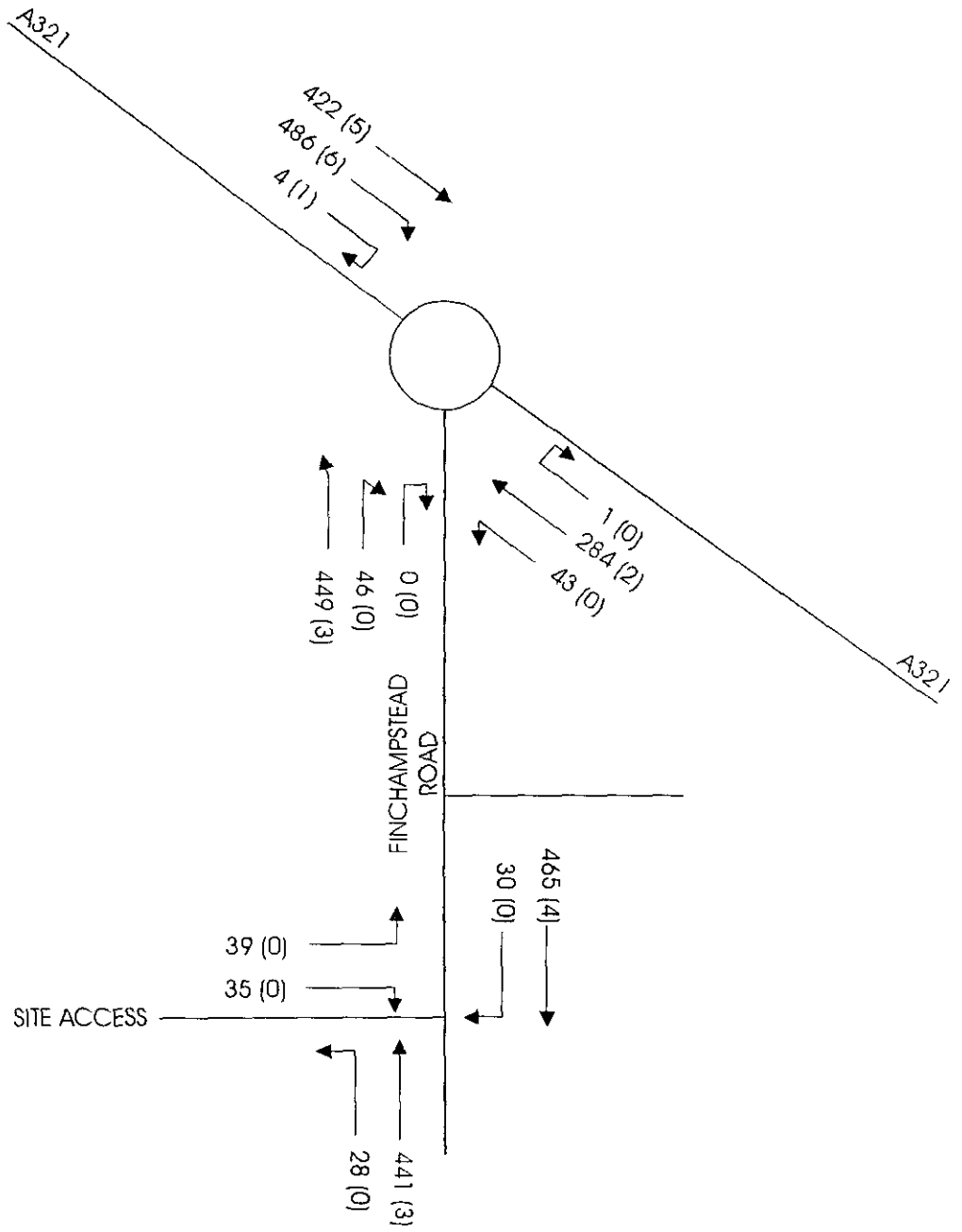
FRIDAY PEAK
RESULTANT TRAFFIC FLOWS

Denis Wilson Partnership

JOB: ESPORTA HEALTH & FITNESS CLUB

FIG: 8

DATE: FEB 2001



SATURDAY PEAK (11:30 - 12:30)
RESULTANT TRAFFIC FLOWS

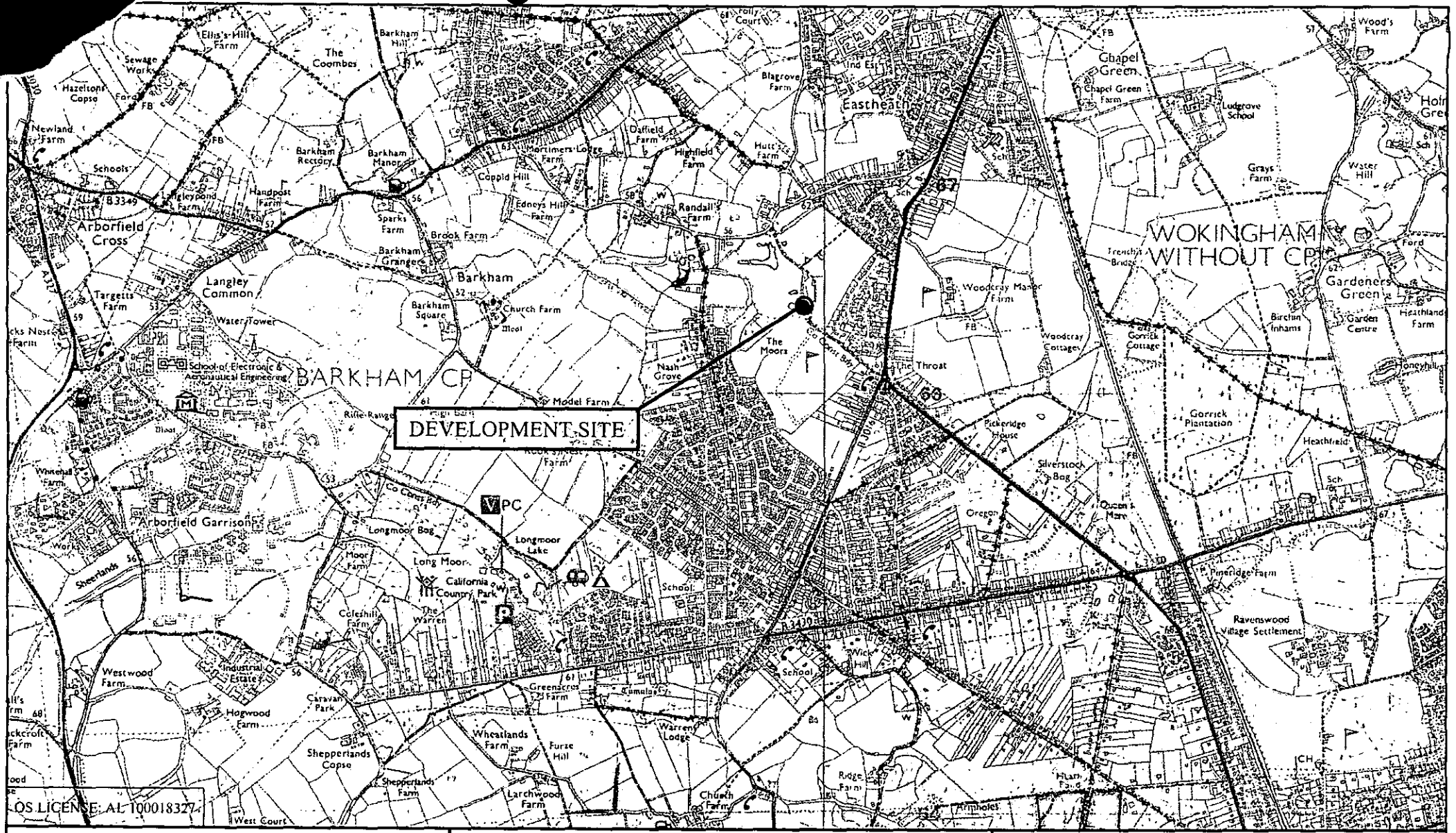
Denis Wilson partnership

JOB: ESPORTA HEALTH & FITNESS CLUB

FIG: 9

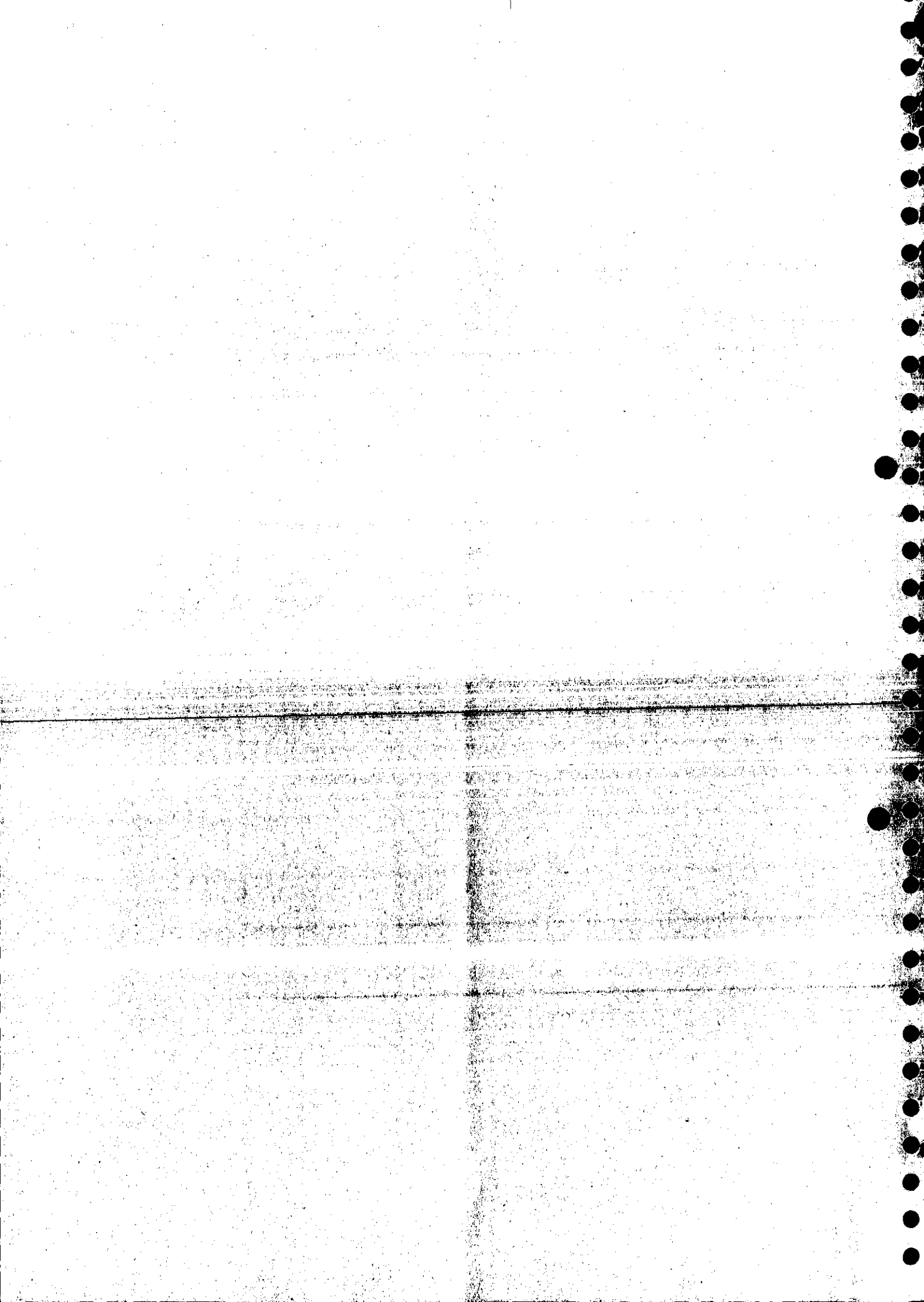
DATE: FEB 2001

PLANS



		LOCATION PLAN			
DRAWN	DATA	SCALE	JOB No.	PLAN No.	
GT	FEB 2001	1:25 000	2001-065	1	Denis Wilson Partnership

APPENDICES



APPENDIX A

ESPORTA HEALTH & FITNESS CLUB
& CLUB HOUSE EXTENSION
SANDMARTINS GOLF CLUB, WOKINGHAM

TRANSPORT ASSESSMENT SCOPING STUDY

A report prepared for Maple Oak Plc

January 2001

JCT/jk/2001-065

Windsor House, 37 Windsor Street, Chertsey, Surrey KT16 8AT

Tel: 01932 569566 Fax: 01932 569531 E-mail: chertsey@deniswilson.co.uk

Internet: www.deniswilson.co.uk

1.1 Introduction

1.1.1 The Denis Wilson Partnership have been instructed by Maple Oak Plc to investigate the transport implications associated with their forthcoming planning application to develop a new Esporta Health and Fitness Club (HFC) at Sandmartins Golf Club, Finchampstead Road, Wokingham.

1.1.2 This scoping study is submitted to the Council for discussion, with a view to reaching agreement on the extent of work required to fully assess the transport implications of the application. We anticipate the Transport Assessment (TA) to be structured in the following manner.

- Existing Land Uses, Infrastructure and Accessibility
- Development Proposals, Policy Considerations and Accessibility Improvements
- Trip Assumptions and Transport Impact

1.1.3 These headings are discussed in detail below, and have been prepared using guidance on Transport Impact Assessment, prepared by the IHT.

1.2 Existing Land Uses, Infrastructure and Accessibility

1.2.1 This section will detail the nature of the development site and its local surroundings, paying attention to all modes of transport.

1.2.2 The development site is currently occupied by Sandmartins Golf Club, which would be retained as part of the proposals.

1.2.3 The development site is located approximately 2 km to the south of Wokingham on Finchampstead Road B3016. The golf course lies on the urban fringes of Wokingham and Finchampstead.

1.2.4 The development site access links to Finchampstead Road via a Priority 'T' junction. The junction has satisfactory visibility. To the north Finchampstead Road links to the A321 via a small 3-arm conventional roundabout. To the south of the site, Finchampstead Road intersects with a small 4-arm conventional roundabout, serving mainly the residential areas of Finchampstead. Further to the south Finchampstead links with the B3430.

1.2.5 To establish existing traffic patterns, classified turning counts will be obtained throughout the local area, during a Friday PM peak (1600 – 1900) and Saturday Network Peak (1200 – 1700). It is intended to survey the following junctions, which will effectively form the primary local highway network under consideration.

- Site Access / Finchampstead Road Priority Junction
- Finchampstead Road / A321 Roundabout

1.2.6 It will be demonstrated that during these time periods, network and leisure trips combine to result in a 'maximum impact' situation. The results of this survey will be used, as a basis for determining the impact that development traffic on the local area.

1.2.7 An on-site parking accumulation survey would be undertaken to establish the current demands for customer parking. This survey would be undertaken during a full day during a Friday and Saturday.

1.2.8 An accessibility audit of the development site by alternative modes of travel will be undertaken, concentrating primarily on opportunities to walk and cycle to the site. Although consideration will also be given to bus travel. In addition any planned council led improvements to green infrastructure will be reported upon.

1.3 Development Proposals, Policy Considerations and Accessibility Improvements

1.3.1 This section will provide a summary of the planning application, including measures proposed to assist those travelling by alternative modes of transport.

1.3.2 The site will be redeveloped in a comprehensive manner to provide a Health and Fitness Club of 2665 sq. metres GFA. In addition the development would provide a small extension to the existing clubhouse to provide a restaurant. The GFA would be 300 sq. metres.

1.3.3 The development would provide appropriate landscaping, car parking, service vehicle access and access arrangements for those travelling by 'greener' modes of travel.

1.3.4 The car park would be split between the two uses, with 179 spaces provided for the HFC component and 150 spaces for the Golf Course. The level of development car parking will be reviewed based on Local Authority parking standards, central government policy and the needs of the development.

1.3.5 The development will be reviewed in the context of local policy, contained in the Wokingham Local Plan and Wokingham Local Transport Plan. At national level, consideration will be given to Planning Policy Guidance Note 13 'Transport', and other relevant policy / design documents.

1.3.6 The existing vehicle access point would be retained off Finchampstead Road. Other junction / access improvements would be investigated during the TA process, where necessary.

1.3.7 An investigation into ways of improving access for alternative modes of transport will be undertaken, which will include opportunities for developing travel information and publicity.

1.4 Trip Assumptions and Transport Impact

1.4.1 This section will consider the level of traffic that would be attracted to the site as a consequence of the proposal, and its distribution over local highway, when compared with the existing situation. Finally the effect of development traffic on the access and local highway network will quantified.

1.4.2 For the HFC development, trip attraction rates for the Friday and Saturday periods will be derived from commonly accepted sources such as TRICS, TRAVL and other survey data held by the Denis Wilson Partnership. When determining trip rates, consideration will be given to the site's Public Transport Accessibility Level (PTAL).

1.4.3 For the golf club proposal, a prediction would be made of any changes in traffic levels as a consequence of the proposals. However the restaurant proposals are primarily aimed at improving facilities for existing customers and as such, no significant increases in trips associated with the golf course are expected.

1.4.4 Trips will be distributed using commonly accepted methods, based on research data. Consideration will be given to linked trips, particularly linked with employment based trips.

1.4.5 Development traffic assignment will be established according to the nature of local highways, and the patterns of existing peak hour traffic. Consideration will be given to the gravity effects of residential and employment centres.

1.4.6 The transport impact component will focus on the local highway network and provide information on junction / link capacity and vehicle delay, utilising the PICADY and ARCADY computer application programs. In addition a percentage impact analysis on the local highway network will be undertaken.

1.4.7 The impact study will also provide a commentary on the effect of changes in the wider travel patterns and their relationship with land use planning.

APPENDIX B

K&M TRAFFIC SURVEYS
(Specialists in Traffic Data Collection)

30 Bartlett Road, Gravesend, Kent DA11 7LU
Telephone & Fax : 01474 567990
Mobile : 07860 806258/9
Email : kmtrafficsurveys@supanet.com

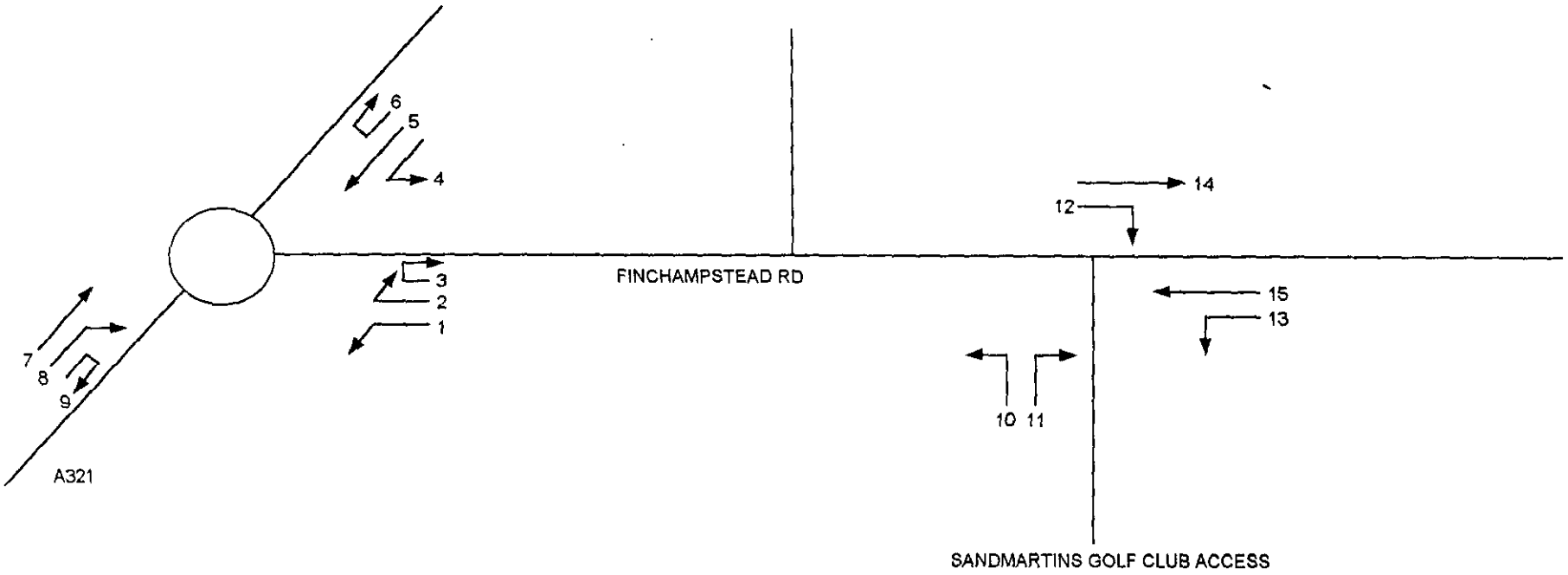
CLIENT:	**DENIS WILSON PARTNERSHIP**
LOCATION :	**SANDMARTINS GOLF CLUB, WOKINGHAM, BERKS**
DATE :	**2nd & 3rd FEBRUARY 2001**
DAY :	**FRIDAY & SATURDAY**
HOURS :	**1600-1900 & 1100-1700**
CLASSIFICATION :	**LIGHT/HEAVY**

M TRAFFIC SURVEYS

DATE : 2 & 3/2/2001

DAY : FRIDAY & SATURDAY

LOCATION : SANDMARTINS GOLF CLUB, WOKINGHAM



K&M TRAFFIC SURVEYS

TRAFFIC SURVEYS

DATE : 2/2/2001

DAY : FRIDAY

LOCATION : SANDMARTINS GOLF CLUB, WOKINGHAM

	MOVEMENT 1			MOVEMENT 2			MOVEMENT 3			MOVEMENT 4			MOVEMENT 5			MOVEMENT 6			MOVEMENT 7			MOVEMENT 8			MOVEMENT 9		
	CAR	HGV	TOT	CAR	HGV	TOT	CAR	HGV	TOT	CAR	HGV	TOT	CAR	HGV	TOT	CAR	HGV	TOT	CAR	HGV	TOT	CAR	HGV	TOT	CAR	HGV	TOT
1600-1615	62	8	**70**	21		**21**	0		**0**	8		**8**	110	1	**111**	0		**0**	115	3	**118**	110	1	**111**	0		**0**
1615-1630	91	2	**93**	14		**14**	0		**0**	6		**6**	72	2	**74**	0		**0**	151	6	**157**	115	1	**116**	0		**0**
1630-1645	80	1	**81**	9	2	**11**	0		**0**	10		**10**	92	4	**96**	1		**1**	136	2	**138**	101	3	**104**	1		**1**
1645-1700	97	1	**98**	7	1	**8**	1		**1**	5		**5**	126	4	**130**	0		**0**	133	2	**135**	117	2	**119**	1		**1**
1700-1715	71		**71**	6		**6**	0		**0**	8		**8**	106	2	**108**	0		**0**	140		**140**	105	2	**107**	0		**0**
1715-1730	78	4	**82**	7	2	**9**	0		**0**	10		**10**	86	2	**88**	0		**0**	139	2	**141**	124		**124**	1		**1**
1730-1745	76	1	**77**	17	1	**18**	0		**0**	5		**5**	81	2	**83**	0		**0**	136		**136**	102	2	**104**	1		**1**
1745-1800	71		**71**	13		**13**	0		**0**	5		**5**	86		**86**	0		**0**	140	2	**142**	137	1	**138**	1		**1**
1800-1815	81	2	**83**	8	1	**9**	0		**0**	4		**4**	95		**95**	0		**0**	114		**114**	114		**114**	0		**0**
1815-1830	115		**115**	6		**6**	0		**0**	3		**3**	85	1	**86**	0		**0**	92	1	**93**	130		**130**	1		**1**
1830-1845	90		**90**	3		**3**	0		**0**	1		**1**	88		**88**	0		**0**	92		**92**	122	1	**123**	0		**0**
1845-1900	94		**94**	11		**11**	0		**0**	3		**3**	65		**65**	0		**0**	81	1	**82**	106	1	**107**	1		**1**
1600-1700	330	12	**342**	51	3	**54**	1	0	**1**	29	0	**29**	400	11	**411**	1	0	**1**	535	13	**548**	443	7	**450**	2	0	**2**
1615-1715	339	4	**343**	36	3	**39**	1	0	**1**	29	0	**29**	396	12	**408**	1	0	**1**	560	10	**570**	438	8	**446**	2	0	**2**
1630-1730	326	6	**332**	29	5	**34**	1	0	**1**	33	0	**33**	410	12	**422**	1	0	**1**	548	6	**554**	447	7	**454**	3	0	**3**
1645-1745	322	6	**328**	37	4	**41**	1	0	**1**	28	0	**28**	399	10	**409**	0	0	**0**	548	4	**552**	448	6	**454**	3	0	**3**
1700-1800	296	5	**301**	43	3	**46**	0	0	**0**	28	0	**28**	359	6	**365**	0	0	**0**	555	4	**559**	468	5	**473**	3	0	**3**
1715-1815	306	7	**313**	45	4	**49**	0	0	**0**	24	0	**24**	348	4	**352**	0	0	**0**	529	4	**533**	477	3	**480**	3	0	**3**
1730-1830	343	3	**346**	44	2	**46**	0	0	**0**	17	0	**17**	347	3	**350**	0	0	**0**	482	3	**485**	483	3	**486**	3	0	**3**
1745-1845	357	2	**359**	30	1	**31**	0	0	**0**	13	0	**13**	354	1	**355**	0	0	**0**	438	3	**441**	503	2	**505**	2	0	**2**
1800-1900	380	2	**382**	28	1	**29**	0	0	**0**	11	0	**11**	333	1	**334**	0	0	**0**	379	2	**381**	472	2	**474**	2	0	**2**

TRAFFIC SURVEYS

DATE : 2/2/2001

DAY : FRIDAY

LOCATION : SANDMARTINS GOLF CLUB, WOKINGHAM

	MOVEMENT 10			MOVEMENT 11			MOVEMENT 12			MOVEMENT 13			MOVEMENT 14			MOVEMENT 15		
	CAR	HGV	TOT	CAR	HGV	TOT	CAR	HGV	TOT	CAR	HGV	TOT	CAR	HGV	TOT	CAR	HGV	TOT
1600-1615	0		**0**	3		**3**	4		**4**	1		**1**	130	2	**132**	92	9	**101**
1615-1630	5		**5**	1		**1**	0		**0**	0		**0**	98	1	**99**	74	1	**75**
1630-1645	1		**1**	0		**0**	1		**1**	0		**0**	100	4	**104**	84	2	**86**
1645-1700	2		**2**	0		**0**	2		**2**	1		**1**	115	2	**117**	80		**80**
1700-1715	4		**4**	1		**1**	0		**0**	0		**0**	123	2	**125**	84		**84**
1715-1730	0	2	**2**	1		**1**	0		**0**	0		**0**	105	1	**106**	69	2	**71**
1730-1745	1		**1**	0		**0**	0		**0**	3		**3**	130	1	**131**	101	4	**105**
1745-1800	2		**2**	0		**0**	2		**2**	1		**1**	112	1	**113**	79		**79**
1800-1815	2		**2**	2		**2**	0		**0**	0		**0**	114		**114**	93	1	**94**
1815-1830	0		**0**	1		**1**	1		**1**	1		**1**	128		**128**	124		**124**
1830-1845	1		**1**	2		**2**	1		**1**	2		**2**	164	1	**165**	111		**111**
1845-1900	0		**0**	3		**3**	2		**2**	3		**3**	98	1	**99**	87		**87**
1600-1700	8	0	**8**	4	0	**4**	7	0	**7**	2	0	**2**	443	9	**452**	330	12	**342**
1615-1715	12	0	**12**	2	0	**2**	3	0	**3**	1	0	**1**	436	9	**445**	322	3	**325**
1630-1730	7	2	**9**	2	0	**2**	3	0	**3**	1	0	**1**	443	9	**452**	317	4	**321**
1645-1745	7	2	**9**	2	0	**2**	2	0	**2**	4	0	**4**	473	6	**479**	334	6	**340**
1700-1800	7	2	**9**	2	0	**2**	2	0	**2**	4	0	**4**	470	5	**475**	333	6	**339**
1715-1815	5	2	**7**	3	0	**3**	2	0	**2**	4	0	**4**	461	3	**464**	342	7	**349**
1730-1830	5	0	**5**	3	0	**3**	3	0	**3**	5	0	**5**	484	2	**486**	397	5	**402**
1745-1845	5	0	**5**	5	0	**5**	4	0	**4**	4	0	**4**	518	2	**520**	407	1	**408**
1800-1900	3	0	**3**	8	0	**8**	4	0	**4**	6	0	**6**	504	2	**506**	415	1	**416**

VEHICLES PARKED IN GOLF COURSE

AT 1600 = 22
AT 1900 = 13

NOTE :

NO QUEUES OR ACCIDENT OCCURRED
FOR THE DURATION OF THE SURVEY

RAFFIC SURVEYS

DATE : 3/2/2001

DAY : SATURDAY

LOCATION : SANDMARTINS GOLF CLUB, WOKINGHAM

	MOVEMENT 1			MOVEMENT 2			MOVEMENT 3			MOVEMENT 4			MOVEMENT 5			MOVEMENT 6			MOVEMENT 7			MOVEMENT 8			MOVEMENT 9		
	CAR	HGV	TOT	CAR	HGV	TOT	CAR	HGV	TOT	CAR	HGV	TOT	CAR	HGV	TOT	CAR	HGV	TOT	CAR	HGV	TOT	CAR	HGV	TOT	CAR	HGV	TOT
1100-1115	117	3	**120**	6		**6**	0		**0**	5		**5**	78	1	**79**	4		**4**	93	2	**95**	87	3	**90**	0		**0**
1115-1130	114	1	**115**	13		**13**	0		**0**	6		**6**	80	2	**82**	0		**0**	87	1	**88**	83	2	**85**	1		**1**
1130-1145	106		**106**	8		**8**	0		**0**	7		**7**	88	1	**89**	1		**1**	84	1	**85**	107	1	**108**	0		**0**
1145-1200	108		**108**	15		**15**	0		**0**	8		**8**	66		**66**	0		**0**	115	1	**116**	106	2	**108**	0	1	**1**
1200-1215	108	1	**109**	6		**6**	0		**0**	6		**6**	63		**63**	0		**0**	112	1	**113**	113	1	**114**	1		**1**
1215-1230	94	2	**96**	10		**10**	0		**0**	17		**17**	60	1	**61**	0		**0**	99	2	**101**	132	2	**134**	2		**2**
1230-1245	80	1	**81**	10		**10**	0		**0**	9		**9**	77	2	**79**	0		**0**	93	2	**95**	112		**112**	1		**1**
1245-1300	72	2	**74**	8	1	**9**	1		**1**	7		**7**	59		**59**	0		**0**	99	1	**100**	88	1	**89**	0		**0**
1300-1315	84	1	**85**	15		**15**	1		**1**	6		**6**	77	2	**79**	1		**1**	93	1	**94**	113		**113**	0		**0**
1315-1330	91	1	**92**	6		**6**	0		**0**	12		**12**	89	1	**90**	0		**0**	99	1	**100**	96	2	**98**	0		**0**
1330-1345	80	3	**83**	10		**10**	0		**0**	14		**14**	74	1	**75**	1		**1**	77	1	**78**	80	1	**81**	1		**1**
1345-1400	97	1	**98**	11		**11**	0		**0**	10		**10**	56	5	**61**	0		**0**	73	1	**74**	94	2	**96**	0		**0**
1400-1415	98	1	**99**	6		**6**	0		**0**	7		**7**	84	2	**86**	0		**0**	77	2	**79**	79	2	**81**	0		**0**
1415-1430	94	1	**95**	12		**12**	0		**0**	5		**5**	62		**62**	1		**1**	72		**72**	101	1	**102**	2		**2**
1430-1445	68		**68**	5		**5**	0		**0**	9		**9**	67		**67**	0		**0**	68		**68**	100		**100**	3		**3**
1445-1500	73	3	**76**	9		**9**	1		**1**	5		**5**	70		**70**	0		**0**	82		**82**	93	3	**96**	2		**2**
1500-1515	84	1	**85**	3		**3**	0		**0**	8		**8**	57		**57**	0		**0**	96		**96**	91	2	**93**	2		**2**
1515-1530	73	1	**74**	10		**10**	0		**0**	9		**9**	79	1	**80**	0		**0**	81		**81**	100	1	**101**	1		**1**
1530-1545	84		**84**	17		**17**	0		**0**	9		**9**	74		**74**	0		**0**	83		**83**	99	2	**101**	1		**1**
1545-1600	70	1	**71**	10		**10**	1		**1**	3		**3**	65	2	**67**	0		**0**	79	1	**80**	100	1	**101**	1		**1**
1600-1615	66		**66**	9		**9**	0		**0**	5		**5**	74	3	**77**	3		**3**	77		**77**	112	4	**116**	2		**2**
1615-1630	50	2	**52**	13		**13**	0		**0**	4	1	**5**	54	1	**55**	2		**2**	66		**66**	98	2	**100**	1		**1**
1630-1645	61		**61**	10		**10**	0		**0**	6		**6**	61	1	**62**	0		**0**	80	1	**81**	90		**90**	2		**2**
1645-1700	57		**57**	9		**9**	0		**0**	4		**4**	58	1	**59**	0		**0**	75		**75**	91	1	**92**	1		**1**

K&M TRAFFIC SURVEYS

DATE : 3/2/2001

DAY : SATURDAY

LOCATION : SANDMARTINS GOLF CLUB, WOKINGHAM

	MOVEMENT 10			MOVEMENT 11			MOVEMENT 12			MOVEMENT 13			MOVEMENT 14			MOVEMENT 15		
	CAR	HGV	TOT	CAR	HGV	TOT	CAR	HGV	TOT	CAR	HGV	TOT	CAR	HGV	TOT	CAR	HGV	TOT
1100-1115	5		**5**	1		**1**	4		**4**	0		**0**	97	3	**100**	113	2	**115**
1115-1130	0		**0**	3		**3**	4		**4**	2		**2**	104	2	**106**	115		**115**
1130-1145	2		**2**	0		**0**	0		**0**	3		**3**	108	1	**109**	115		**115**
1145-1200	2		**2**	2		**2**	5		**5**	1		**1**	104	2	**106**	105		**105**
1200-1215	5		**5**	1		**1**	6		**6**	4		**4**	135		**135**	111	2	**113**
1215-1230	2		**2**	4		**4**	1		**1**	2		**2**	106	1	**107**	99	1	**100**
1230-1245	1		**1**	1		**1**	3		**3**	2		**2**	110		**110**	78		**78**
1245-1300	2		**2**	2		**2**	0		**0**	2		**2**	99	1	**100**	83	2	**85**
1300-1315	1		**1**	3		**3**	1		**1**	1		**1**	107	2	**109**	82	1	**83**
1315-1330	2		**2**	0		**0**	2		**2**	1		**1**	93	1	**94**	88	2	**90**
1330-1345	3		**3**	2		**2**	1		**1**	2		**2**	114	2	**116**	92	3	**95**
1345-1400	3		**3**	1		**1**	2		**2**	1		**1**	84	2	**86**	88	1	**89**
1400-1415	0		**0**	0		**0**	0		**0**	1		**1**	95	1	**96**	99		**99**
1415-1430	1		**1**	2		**2**	0		**0**	1		**1**	92	2	**94**	78	2	**80**
1430-1445	0		**0**	1		**1**	2		**2**	0		**0**	115	1	**116**	87	1	**88**
1445-1500	2		**2**	1		**1**	1		**1**	0		**0**	108	2	**110**	84	2	**86**
1500-1515	1		**1**	1		**1**	1		**1**	1		**1**	105	1	**106**	84	2	**86**
1515-1530	4		**4**	2		**2**	0		**0**	0		**0**	97	2	**99**	79	1	**80**
1530-1545	0		**0**	1		**1**	0		**0**	0		**0**	98	2	**100**	86		**86**
1545-1600	1		**1**	2		**2**	1		**1**	2		**2**	91	1	**92**	75	1	**76**
1600-1615	0		**0**	1		**1**	2		**2**	1		**1**	108	3	**111**	68		**68**
1615-1630	1		**1**	0		**0**	1		**1**	0		**0**	97	1	**98**	63	2	**65**
1630-1645	0		**0**	0		**0**	1		**1**	0		**0**	79		**79**	66		**66**
1645-1700	0		**0**	1		**1**	0		**0**	0		**0**	73		**73**	65		**65**

VEHICLES PARKED IN GOLF COURSE

AT 1100 = 12
AT 1900 = 6

NOTE :

NO QUEUES OR ACCIDENT OCCURRED
FOR THE DURATION OF THE SURVEY

K&M TRAFFIC SURVEYS

DATE : 3/2/2001

DAY : SATURDAY

LOCATION : SANDMARTINS GOLF CLUB, WOKINGHAM

	MOVEMENT 1			MOVEMENT 2			MOVEMENT 3			MOVEMENT 4			MOVEMENT 5			MOVEMENT 6			MOVEMENT 7			MOVEMENT 8			MOVEMENT 9		
	CAR	HGV	TOT	CAR	HGV	TOT	CAR	HGV	TOT	CAR	HGV	TOT	CAR	HGV	TOT	CAR	HGV	TOT	CAR	HGV	TOT	CAR	HGV	TOT	CAR	HGV	TOT
1100-1200	445	4	449	42	0	42	0	0	0	26	0	26	312	4	316	5	0	5	379	5	384	383	8	391	1	1	2
1115-1215	436	2	438	42	0	42	0	0	0	27	0	27	297	3	300	1	0	1	398	4	402	409	6	415	2	1	3
1130-1230	416	3	419	39	0	39	0	0	0	38	0	38	277	2	279	1	0	1	410	5	415	458	6	464	3	1	4
1145-1245	390	4	394	41	0	41	0	0	0	40	0	40	266	3	269	0	0	0	419	6	425	463	5	468	4	1	5
1200-1300	354	6	360	34	1	35	1	0	1	39	0	39	259	3	262	0	0	0	403	6	409	445	4	449	4	0	4
1215-1315	330	6	336	43	1	44	2	0	2	39	0	39	273	5	278	1	0	1	384	6	390	445	3	448	3	0	3
1230-1330	327	5	332	39	1	40	2	0	2	34	0	34	302	5	307	1	0	1	384	5	389	409	3	412	1	0	1
1245-1345	327	7	334	39	1	40	2	0	2	39	0	39	299	4	303	2	0	2	368	4	372	377	4	381	1	0	1
1300-1400	352	6	358	42	0	42	1	0	1	42	0	42	296	9	305	2	0	2	342	4	346	383	5	388	1	0	1
1315-1415	366	6	372	33	0	33	0	0	0	43	0	43	303	9	312	1	0	1	326	5	331	349	7	356	1	0	1
1330-1430	369	6	375	39	0	39	0	0	0	36	0	36	276	8	284	2	0	2	299	4	303	354	6	360	3	0	3
1345-1445	357	3	360	34	0	34	0	0	0	31	0	31	269	7	276	1	0	1	290	3	293	374	5	379	5	0	5
1400-1500	333	5	338	32	0	32	1	0	1	26	0	26	283	2	285	1	0	1	299	2	301	373	6	379	7	0	7
1415-1515	319	5	324	29	0	29	1	0	1	27	0	27	256	0	256	1	0	1	318	0	318	385	6	391	9	0	9
1430-1530	298	5	303	27	0	27	1	0	1	31	0	31	273	1	274	0	0	0	327	0	327	384	6	390	8	0	8
1445-1545	314	5	319	39	0	39	1	0	1	31	0	31	280	1	281	0	0	0	342	0	342	383	8	391	6	0	6
1500-1600	311	3	314	40	0	40	1	0	1	29	0	29	275	3	278	0	0	0	339	1	340	390	6	396	5	0	5
1515-1615	293	2	295	46	0	46	1	0	1	26	0	26	292	6	298	3	0	3	320	1	321	411	8	419	5	0	5
1530-1630	270	3	273	49	0	49	1	0	1	21	1	22	267	6	273	5	0	5	305	1	306	409	9	418	5	0	5
1545-1645	247	3	250	42	0	42	1	0	1	18	1	19	254	7	261	5	0	5	302	2	304	400	7	407	6	0	6
1600-1700	234	2	236	41	0	41	0	0	0	19	1	20	247	6	253	5	0	5	298	1	299	391	7	398	6	0	6

K&M TRAFFIC SURVEYS

DATE : 3/2/2001

DAY : SATURDAY

LOCATION : SANDMARTINS GOLF CLUB, WOKINGHAM

	MOVEMENT 10			MOVEMENT 11			MOVEMENT 12			MOVEMENT 13			MOVEMENT 14			MOVEMENT 15		
	CAR	HGV	TOT	CAR	HGV	TOT	CAR	HGV	TOT	CAR	HGV	TOT	CAR	HGV	TOT	CAR	HGV	TOT
1100-1200	9	0	9	6	0	6	13	0	13	6	0	6	413	8	421	448	2	450
1115-1215	9	0	9	6	0	6	15	0	15	10	0	10	451	5	456	446	2	448
1130-1230	11	0	11	7	0	7	12	0	12	10	0	10	453	4	457	430	3	433
1145-1245	10	0	10	8	0	8	15	0	15	9	0	9	455	3	458	393	3	396
1200-1300	10	0	10	8	0	8	10	0	10	10	0	10	450	2	452	371	5	376
1215-1315	6	0	6	10	0	10	5	0	5	7	0	7	422	4	426	342	4	346
1230-1330	6	0	6	6	0	6	6	0	6	6	0	6	409	4	413	331	5	336
1245-1345	8	0	8	7	0	7	4	0	4	6	0	6	413	6	419	345	8	353
1300-1400	9	0	9	6	0	6	6	0	6	5	0	5	398	7	405	350	7	357
1315-1415	8	0	8	3	0	3	5	0	5	5	0	5	386	6	392	367	6	373
1330-1430	7	0	7	5	0	5	3	0	3	5	0	5	385	7	392	357	6	363
1345-1445	4	0	4	4	0	4	4	0	4	3	0	3	386	6	392	352	4	356
1400-1500	3	0	3	4	0	4	3	0	3	2	0	2	410	6	416	348	5	353
1415-1515	4	0	4	5	0	5	4	0	4	2	0	2	420	6	426	333	7	340
1430-1530	7	0	7	5	0	5	4	0	4	1	0	1	425	6	431	334	6	340
1445-1545	7	0	7	5	0	5	2	0	2	1	0	1	408	7	415	333	5	338
1500-1600	6	0	6	6	0	6	2	0	2	3	0	3	391	6	397	324	4	328
1515-1615	5	0	5	6	0	6	3	0	3	3	0	3	394	8	402	308	2	310
1530-1630	2	0	2	4	0	4	4	0	4	3	0	3	394	7	401	292	3	295
1545-1645	2	0	2	3	0	3	5	0	5	3	0	3	375	5	380	272	3	275
1600-1700	1	0	1	2	0	2	4	0	4	1	0	1	357	4	361	262	2	264

APPENDIX C

Existing Parking Accumulation

Hour Start	Trips		Parking Accumulation
	Arrivals	Departures	
			22
1600	5	3	24
1615	0	6	18
1630	1	1	18
1645	3	2	19
1700	0	5	14
1715	0	3	11
1730	3	1	13
1745	3	2	14
1800	0	4	10
1815	2	1	11
1830	3	3	11
1845	5	3	13
	25	34	

Friday Parking Accumulation

Hour Start	Trips		Parking Accumulation
	Arrivals	Departures	
			12
1100	4	6	10
1115	6	3	13
1130	3	2	14
1145	6	4	16
1200	10	6	20
1215	3	6	17
1230	5	2	20
1245	2	4	18
1300	2	4	16
1315	3	2	17
1330	3	5	15
1345	3	4	14
1400	1	0	15
1415	1	3	13
1430	2	1	14
1445	1	3	12
1500	2	2	12
1515	0	6	6
1530	0	1	5
1545	3	3	5
1600	3	1	7
1615	1	1	7
1630	1	0	8
1645	0	1	7
	65	70	

Saturday Parking Accumulation

K&M TRAFFIC SURVEYS

DATE : 26/4/1999

DAY : MONDAY

LOCATION : ESPORTA HEALTH & FITNESS CLUB, LEEDS, WEST YORKSHIRE.

NUMBER OF VEHICLES PARKED AT 0900 = 47
NUMBER OF VEHICLES PARKED AT 2200 = 36
NUMBER OF SPACES AVAILABLE = 142

	VEHICLES IN	VEHICLES OUT
0900-0915	17	10
0915-0930	17	17
0930-0945	23	6
0945-1000	26	4
1000-1015	9	6
1015-1030	14	10
1030-1045	9	12
1045-1100	9	10
1100-1115	13	25
1115-1130	7	12
1130-1145	8	12
1145-1200	9	14
1200-1215	10	13
1215-1230	7	14
1230-1245	7	9
1245-1300	12	14
1300-1315	13	8
1315-1330	12	5
1330-1345	9	5
1345-1400	5	8
1400-1415	8	5
1415-1430	8	5
1430-1445	7	7
1445-1500	10	8
1500-1515	11	15
1515-1530	14	12
1530-1545	13	11
1545-1600	12	10
1600-1615	14	13
1615-1630	10	1
1630-1645	14	16
1645-1700	25	20
1700-1715	26	14
1715-1730	40	13
1730-1745	26	19
1745-1800	25	23
1800-1815	15	22
1815-1830	17	18
1830-1845	30	24
1845-1900	22	20
1900-1915	21	24
1915-1930	15	21
1930-1945	12	18
1945-2000	24	22
2000-2015	14	23
2015-2030	13	19
2030-2045	17	19
2045-2100	6	22
2100-2115	12	24
2115-2130	3	23
2130-2145	4	18
2145-2200	2	11

ACCUMU-LATION
54
54
71
93
96
100
97
96
84
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138
140
133
132
138
140
137
131
125
127
118
112
110
94
82
62
48
39

	VEHICLES IN	VEHICLES OUT
0900-1000	**83**	**37**
0915-1015	75	33
0930-1030	72	26
0945-1045	58	32
1000-1100	**41**	**38**
1015-1115	45	57
1030-1130	38	59
1045-1145	37	59
1100-1200	**37**	**63**
1115-1215	34	51
1130-1230	34	53
1145-1245	33	50
1200-1300	**36**	**50**
1215-1315	39	45
1230-1330	44	36
1245-1345	46	32
1300-1400	**39**	**26**
1315-1415	34	23
1330-1430	30	23
1345-1445	28	25
1400-1500	**33**	**25**
1415-1515	36	35
1430-1530	42	42
1445-1545	48	46
1500-1600	**50**	**48**
1515-1615	53	46
1530-1630	49	35
1545-1645	50	40
1600-1700	**63**	**50**
1615-1715	75	51
1630-1730	105	63
1645-1745	117	66
1700-1800	**117**	**69**
1715-1815	106	77
1730-1830	83	82
1745-1845	87	87
1800-1900	**84**	**84**
1815-1915	90	86
1830-1930	88	89
1845-1945	70	83
1900-2000	**72**	**85**
1915-2015	65	84
1930-2030	63	82
1945-2045	68	83
2000-2100	**50**	**83**
2015-2115	48	84
2030-2130	38	88
2045-2145	25	87
2100-2200	**21**	**76**

ESPORTA HEALTH AND FITNESS CLUB

LEEDS, WEST YORKSHIRE

MONDAY 26TH APRIL 1999

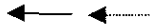
NO PEDESTRIANS OBSERVED WALKING TO SITE

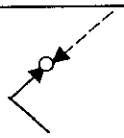
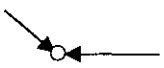
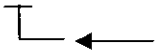
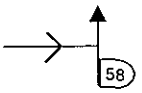
AT APRROX. 1730, 2 STEWARDS STARTED TO DIRECT CARS TOWARDS GOLF CLUB CAR PAI

BETWEEN 1745 - 1900 APRROX 7 CARS WERE OBSERVED ENTERING AND THEN LEAVING WITHOUT FINDING A SPACE.

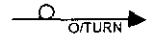
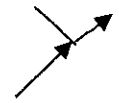
APPENDIX D

Accident Data

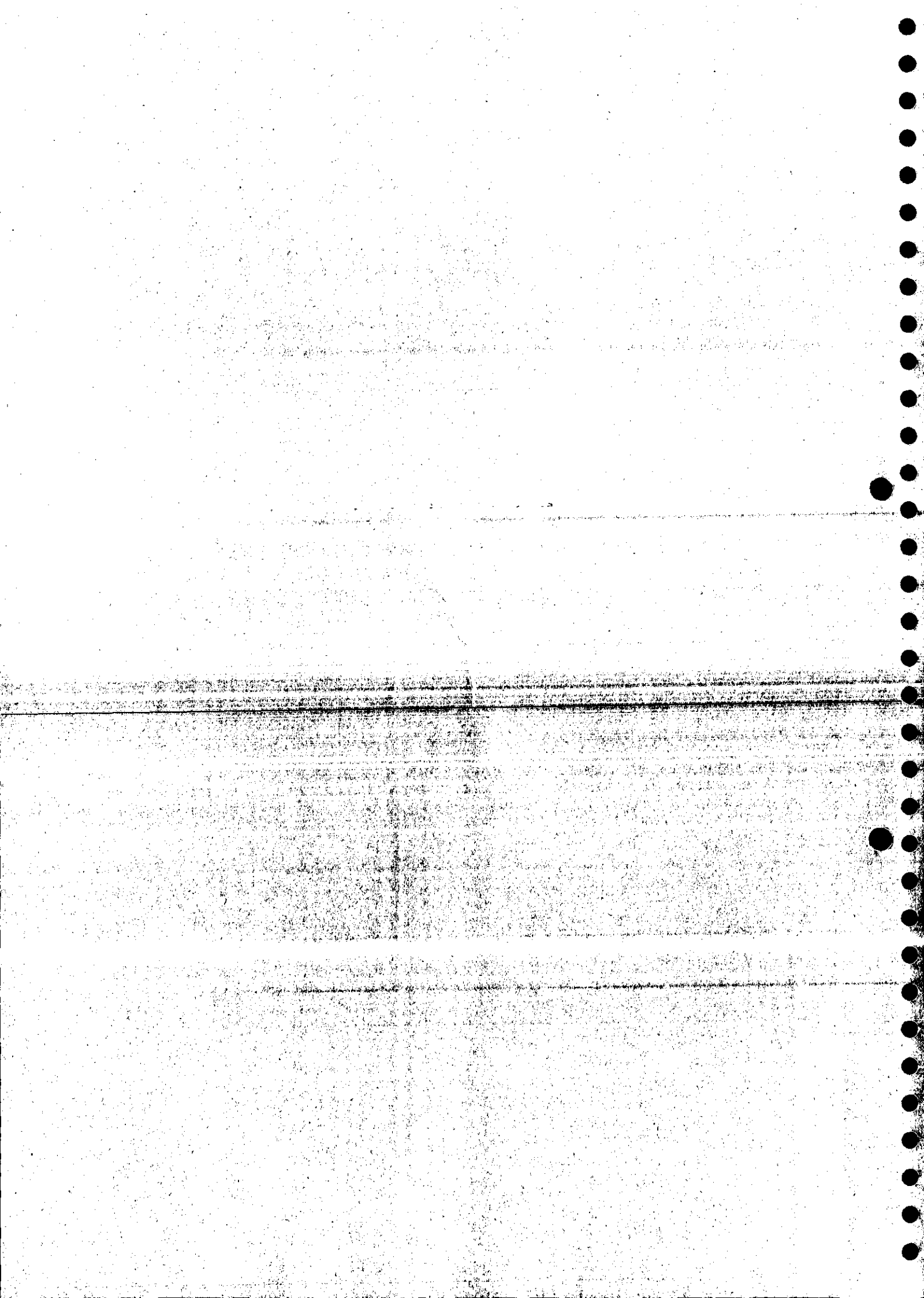
County Ref:	R0150598	R0380698	R0760898	R1580998	R0661098
DWP Ref:	1	2	3	4	5
Day	Friday	Monday	Sunday	Tuesday	Saturday
Date	08/05/98	08/06/98	16/8/98	29/09/98	17/10/98
Time	9:00	19:00	18:10	8:00	22:00
Light Conditions	Daylight/Lights	Daylight	Daylight	Daylight	Dark/St Lights
Weather	Fine	Raining	Fine	Fine	Fine
Road Surface	Dry	Wet/Damp	Dry	Wet/Damp	Dry
Severity	Slight	Slight	Slight	Serious	Slight
O.S. Grid Ref.	479860/165140	480080/165400	480299/166127	480300/166250	479737/164853
Description	C1 travelling from East on roundabout signalled left but went straight ahead and hit PC2 traveling West	C1 Travelling N Left causeway nearside and Hit LC	C1 turning right into garage failed to give way and hit C2 travelling N	C1 travelling S Hit PC2 travelling N on Fway which lost control and rode on causeway	C1 travelling NE to E at speed on roundabout lost control left causeway and hit tree
Conflict					
Location	B3016 Junction Barkham Ride	Pine Drive 50m SE B3016	B3016 50m N Sandhurst Rd j/w Gowrings Garage	B3016 j/w Russley Green	Nine Mile Ride j/w B3016 at California Roundabout

County Ref:	R0431198	R0631298	R1531298	R4190199	R1950299
DWP Ref:	6	7	8	9	10
Day	Monday	Thursday	Sunday	Monday	Tuesday
Date	09/11/98	03/12/98	31/12/98	01/30/99	02/02/99
Time	9:40	18:15	19:00	13:15	14:30
Light Conditions	Daylight	Dark/St Lights	Dark/St Lights	Daylight	Daylight
Weather	Fine	Fine	Other	Raining	Fine
Road Surface	Wet/Damp	Dry	Wet/Damp	Wet/Damp	Dry
Severity	Slight	Slight	Slight	Slight	Slight
O.S. Grid Ref.	480240/165990	480318/166054	479720/164840	480301/166176	479720/164780
Description	C1 travelling SE to NE failed to give way and hit MC2 travelling SW	C2 travelling SE Hit by C1 entering Main Rd from E in not known direction	C2 waiting to turn right from E to N Hit in rear by C1	C2 travelling S stationary in traffic hit in rear by C1	LGV1 reversing from W to E hit pedestrian from behind
Conflict					
Location	B3016 j/w Kiln Road	A321 Sandhurst Rd 50m Roundabout w/ B3016	B3016 Roundabout j/w Nine Mile Ride	A321 100m N j/w o/s Gowrings	Slip road to School of B3016 50m j/w B3430

Accident Data

County Ref:	R360299	R0801099	W3850600	W5700800	
DWP Ref:	11	12	13	14	
Day	Friday	Monday	Sunday	Saturday	
Date	05/02/99	04/10/99	18/06/00	26/08/00	
Time	0:50	17:45	6:55	21:05	
Light Conditions	Dark/St Lights	Daylight	Daylight	Dark/St Lights	
Weather	Fine	Fine	Fine	Fine	
Road Surface	Dry	Dry	Dry	West/Damp	
Severity	Slight	Serious	Slight	Serious	
O.S. Grid Ref.	479716/164846	480298/166134	479726/164848	479874/165142	
Description	C1, Stolen Vehicle, lost control and left causeway to Offside.	C2 Stopped behind unknown vehicle turning left and was Hit by MP1	C1 travelling E entered roundabout lost control and mounted refuge and turned car onto nearside	C2 travelling NE on roundabout hit by C1 entering to turn left (NW to NE)	
Conflict					
Location	B3016 nr j/w Nine Mile Road	A321 50m N j/w B3016	Nine Mile Ride j/w Finchampstead Road	Finchampstead Road j/w Barkham Ride	

APPENDIX E



TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 LEISURE
Category : K SPORTS CLUBS

Main Parameter Selection:

Parameter: Gross Floor Area
Range: 2400 to 3400 (units: sqm)

Date Range: 01/01/92 to 09/10/97

Selected Survey Days:

Thursday	1 days
Friday	1 days

Selected Survey Types:

Manual Count	2 days

LIST OF SITES relevant to selection parameters

1 **KC-07-K-01** **FIT.CLUB,ROCHESTER** **KENT**
MAIDSTONE ROAD

ROCHESTER
Total Gross Floor Area: 2400 sqm

2 **SC-07-K-01** **SP.CLUB,WEYBRIDGE** **SURREY**
BROOKLANDS ROAD

WEYBRIDGE
Total Gross Floor Area: 3400 sqm

TRIP RATE for Land Use LEISURE/SPORTS CLUBS
Calculation Factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	2400	0.42	1	2400	0.13	1	2400	0.54
07:00 - 08:00	2	2900	0.84	2	2900	0.21	2	2900	1.05
08:00 - 09:00	2	2900	0.93	2	2900	0.62	2	2900	1.55
09:00 - 10:00	2	2900	2.47	2	2900	0.53	2	2900	3.00
10:00 - 11:00	2	2900	1.52	2	2900	1.38	2	2900	2.90
11:00 - 12:00	2	2900	0.88	2	2900	1.79	2	2900	2.67
12:00 - 13:00	2	2900	1.48	2	2900	1.48	2	2900	2.97
13:00 - 14:00	2	2900	1.59	2	2900	1.34	2	2900	2.93
14:00 - 15:00	2	2900	0.91	2	2900	1.12	2	2900	2.03
15:00 - 16:00	2	2900	1.02	2	2900	1.29	2	2900	2.31
16:00 - 17:00	2	2900	1.31	2	2900	0.91	2	2900	2.22
17:00 - 18:00	2	2900	2.29	2	2900	1.60	2	2900	3.90
18:00 - 19:00	2	2900	2.41	2	2900	1.71	2	2900	4.12
19:00 - 20:00	**2**	**2900**	**2.55**	2	2900	2.31	**2**	**2900**	**4.86**
20:00 - 21:00	2	2900	1.10	**2**	**2900**	**2.41**	2	2900	3.52
21:00 - 22:00	2	2900	0.24	2	2900	2.14	2	2900	2.38
22:00 - 23:00									
23:00 - 24:00									
Daily Trip Rates:			21.97			20.99			42.96

RANK ORDER for Land Use LEISURE/SPORTS CLUBS
Ranking Type: **TOTALS** Time Range: 17:00-18:00
Under 20 Surveys Included, 85th Percentile Not Highlighted

Rank	Site-Ref	Description	Area	Day	Date	Trip Rate
1	SC-07-K-01	SP.CLUB,WEYBRIDGE	SURREY	Thu	09/10/97	5.09
2	KC-07-K-01	FIT.CLUB,ROCHESTER	KENT	Fri	11/10/96	2.21

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 LEISURE
Category : K SPORTS CLUBS

Main Parameter Selection:

Parameter: Gross Floor Area
Range: 2400 to 2400 (units: sqm)

Date Range: 01/01/92 to 12/10/96

Selected Survey Days:
Saturday 1 days

Selected Survey Types:
Manual Count 1 days

LIST OF SITES relevant to selection parameters

1 **KC-07-K-01** **FIT.CLUB,ROCHESTER** **KENT**
MAIDSTONE ROAD

ROCHESTER
Total Gross Floor Area: 2400 sqm

TRIP RATE for Land Use LEISURE/SPORTS CLUBS
Calculation Factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	2400	0.50	1	2400	0.13	1	2400	0.63
09:00 - 10:00	1	2400	0.46	1	2400	0.13	1	2400	0.58
10:00 - 11:00	1	2400	0.58	1	2400	0.58	1	2400	1.17
11:00 - 12:00	1	2400	0.63	1	2400	0.92	1	2400	1.54
12:00 - 13:00	1	2400	0.46	1	2400	0.25	1	2400	0.71
13:00 - 14:00	1	2400	0.50	1	2400	0.58	1	2400	1.08
14:00 - 15:00	1	2400	0.58	1	2400	0.63	1	2400	1.21
15:00 - 16:00	1	2400	0.67	1	2400	0.42	1	2400	1.08
16:00 - 17:00	**1**	**2400**	**0.92**	**1**	**2400**	**0.96**	**1**	**2400**	**1.88**
17:00 - 18:00	1	2400	0.17	1	2400	0.83	1	2400	1.00
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Daily Trip Rates:			5.46			5.42			10.88

Site Reference:	SC-07-K-01
Grid Reference:	0725562015
Land Use Type:	LEISURE/SPORTS CLUBS
Region/Area	SOUTH EASTSURREY
Description:	SP.CLUB,WEYBRIDGE
Street:	BROOKLANDS ROAD
District:	
Town:	WEYBRIDGE
Post Code:	
Location:	Edge of Town
Use Class:	D2
Population within 1 Mile:	10,001 to 15,000
Population within 5 Miles:	125,001 to 250,000
Car ownership within 5 Miles:	1.1 to 1.5
Buses/Trains per day (both directions):	<20 per day
Walk-In Catchment (500m):	-1
Site Area	4.6 hect
Gross Floor Area	3400 sqm

No. of Development for this Site: 1
No. of Survey Days for this Site: 1

Comments
This site is located beside the B374.

Site Reference:	SC-07-K-01
Trade Name:	HEALTHTRACK
Site Area (h/a):	4.6
Gross Floor Area (sqm)	3400
Open Since	1995
Employees	120
Distance to nearest similar site	6 Km

OPENING TIMES (24 Hour Format)

Mon to Thurs	07:00	to	23:30
Friday	07:00	to	23:30
Saturday	07:00	to	23:30
Sunday	07:30	to	22:30

Total No. of Parking Spaces	300
Visitor/Customer Spaces	0
Employee Spaces	0
Disabled Spaces	0
Cycle Racks	0
OGV Loading Bays	0
OGV Parking Spaces	0
Mother & Toddler Spaces	0
Parking Charges	No
Surface Parking	Yes

Comments

Of the 120 employees, 80 are full time and 40 are part time.
The site consists of a gymnasium (880m2 - 200 pieces of equipment), 2 aerobic studios (one with 40-person capacity, the other with 25 person-capacity), 2 squash courts, creche/junior club, health & beauty area (4 therapists), 4 sunbeds, 3 saunas, steam room, 25m 6-lane training pool, leisure pool, and a bar/restaurant.
Occasional social events such as discos, themed meals and casino evenings also take place at the site.

Site Reference:	KC-07-K-01
Grid Reference:	5739016510
Land Use Type:	LEISURE/SPORTS CLUBS
Region/Area	SOUTH EASTKENT
Description:	FIT.CLUB,ROCHESTER
Street:	MAIDSTONE ROAD
District:	
Town:	ROCHESTER
Post Code:	
Location:	Suburban Area
Use Class:	D2
Population within 1 Mile:	1,001 to 5,000
Population within 5 Miles:	50,001 to 75,000
Car ownership within 5 Miles:	1.1 to 1.5
Buses/Trains per day (both directions):	40-59 per day
Walk-In Catchment (500m):	-1
Site Area	0.5 hect
Gross Floor Area	2400 sqm

No. of Development for this Site: 1
No. of Survey Days for this Site: 3

Comments
This fitness club is located just off the B2097.

Site Reference:	KC-07-K-01
Trade Name:	MOORES FITNESS
Site Area (h/a):	0.5
Gross Floor Area (sqm)	2400
Open Since	1995
Employees	6
Distance to nearest similar site	-1 Km

OPENING TIMES (24 Hour Format)

Mon to Thurs	06:00	to	22:00
Friday	06:00	to	22:00
Saturday	08:00	to	18:00
Sunday	08:00	to	20:00

Total No. of Parking Spaces	50
Visitor/Customer Spaces	0
Employee Spaces	0
Disabled Spaces	0
Cycle Racks	0
OGV Loading Bays	0
OGV Parking Spaces	0
Mother & Toddler Spaces	0
Parking Charges	No
Surface Parking	Yes

Comments

This fitness club has ski machines available for use.
A refreshment area together with a play area was planned to be added to the site in the Summer of 1997.

APPENDIX F

TRANSPORT RESEARCH LABORATORY

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CAPACITIES, QUEUES AND DELAYS AT ROUNDABOUTS

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Run with file:- "q:\Planning Projects\Jobs 2001_001 - 2001_099\2001-065 Wokingham\Junction Assessments\Arcady\ew02bfpk.vai" at 15:59:29 on Tuesday, 27 February 2001

.ROUNDABOUT CAPACITY AND DELAY
****

.RUN TITLE
****
Finchampstead Rd/Sandhurst Rd - 2002 Base Traffic Flows (Fri Pk)

.INPUT DATA
****
ARM A - Finchampstead Road (North)
ARM B - Sandhurst Road
ARM C - Finchampstead Road (Southwest)

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	3.50	7.30	15.00	400.00	25.00	3.0	0.754	32.236
ARM B	3.20	7.20	18.50	10.00	25.00	30.0	0.627	26.725
ARM C	3.20	8.60	9.00	999.90	25.00	9.5	0.702	28.535

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15
.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	NUMBER OF MINUTES FROM START WHEN TOP OF PEAK IS REACHED	NUMBER OF MINUTES FROM START WHEN FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	12.95	19.42	12.95
ARM B	15.00	45.00	75.00	5.57	8.36	5.57
ARM C	15.00	45.00	75.00	4.88	7.31	4.88

TIME	FROM/TO	TURNING PROPORTIONS TURNING COUNTS (VEH/HR) (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.45 - 18.15	ARM A	0.002	0.560	0.438
		2.0	580.0	454.0
		(0.0)	(1.7)	(1.8)
	ARM B	0.930	0.002	0.067
		415.0	1.0	30.0
		(2.9)	(0.0)	(0.0)
	ARM C	0.895	0.103	0.003
		349.0	40.0	1.0
		(1.1)	(7.5)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
16.45-17.00								
ARM A	12.95	31.27	0.414		0.0	0.7	10.3	
ARM B	5.57	22.49	0.248		0.0	0.3	4.8	
ARM C	4.88	24.35	0.200		0.0	0.2	3.7	
17.00-17.15								
ARM A	15.46	31.19	0.496		0.7	1.0	14.3	
ARM B	6.66	21.79	0.306		0.3	0.4	6.4	
ARM C	5.82	23.62	0.246		0.2	0.3	4.8	
17.15-17.30								
ARM A	18.94	31.08	0.609		1.0	1.5	22.3	
ARM B	8.15	20.84	0.391		0.4	0.6	9.3	
ARM C	7.13	22.63	0.315		0.3	0.5	6.7	
17.30-17.45								
ARM A	18.94	31.07	0.609		1.5	1.5	23.2	
ARM B	8.15	20.83	0.391		0.6	0.6	9.6	
ARM C	7.13	22.62	0.315		0.5	0.5	6.9	
17.45-18.00								
ARM A	15.46	31.19	0.496		1.5	1.0	15.3	
ARM B	6.66	21.78	0.306		0.6	0.4	6.8	
ARM C	5.82	23.61	0.247		0.5	0.3	5.0	
18.00-18.15								
ARM A	12.95	31.27	0.414		1.0	0.7	10.9	
ARM B	5.57	22.47	0.248		0.4	0.3	5.1	
ARM C	4.88	24.33	0.200		0.3	0.3	3.8	

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.7	*
17.15	1.0	*
17.30	1.5	**
17.45	1.5	**
18.00	1.0	*
18.15	0.7	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.3	
17.15	0.4	
17.30	0.6	*
17.45	0.6	*
18.00	0.4	
18.15	0.3	

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES

	IN QUEUE
17.00	0.2
17.15	0.3
17.30	0.5
17.45	0.5
18.00	0.3
18.15	0.3

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1420.6	947.0	96.3	0.07	96.3	0.07
B	611.6	407.7	42.0	0.07	42.0	0.07
C	534.8	356.5	30.9	0.06	30.9	0.06
ALL	2566.9	1711.3	169.2	0.07	169.2	0.07

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

****** ARCADY 5 run completed.

TRANSPORT RESEARCH LABORATORY

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CAPACITIES, QUEUES AND DELAYS AT ROUNDABOUTS

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Run with file:- "q:\Planning Projects\Jobs 2001_001 - 2001_099\2001-065 Wokingham\Junction Assessments\Arcady\ew02bspk.vai" at 15:59:43 on Tuesday, 27 February 2001

.ROUNDABOUT CAPACITY AND DELAY
****

.RUN TITLE
****
Finchampstead Rd/Sandhurst Rd - 2002 BaseTraffic Flows (Sat Pk)

.INPUT DATA
****
ARM A - Finchampstead Road (North)
ARM B - Sandhurst Road
ARM C - Finchampstead Road (Southwest)

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	3.50	7.30	15.00	400.00	25.00	3.0	0.754	32.236
ARM B	3.20	7.20	18.50	10.00	25.00	30.0	0.627	26.725
ARM C	3.20	8.60	9.00	999.90	25.00	9.5	0.702	28.535

V = approach half-width
E = entry width
L = effective flare length
R = entry radius
D = inscribed circle diameter
PHI = entry angle

.TRAFFIC DEMAND DATA

.TIME PERIOD BEGINS 11.15 AND ENDS 12.45
.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	NUMBER OF MINUTES FROM START WHEN TOP OF PEAK IS REACHED	NUMBER OF MINUTES FROM START WHEN FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	11.23	16.84	11.23
ARM B	15.00	45.00	75.00	4.05	6.08	4.05
ARM C	15.00	45.00	75.00	5.84	8.76	5.84

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (VEH/HR) (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
11.15 - 12.45	ARM A	0.004	0.470	0.526
		4.0	422.0	472.0
		(25.0)	(1.2)	(1.3)
	ARM B	0.877	0.003	0.120
		284.0	1.0	39.0
		(0.7)	(0.0)	(0.0)
	ARM C	0.914	0.086	0.000
		427.0	40.0	0.0
		(0.7)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
11.15-11.30								
ARM A	11.23	31.42	0.357		0.0	0.6	8.1	
ARM B	4.05	22.81	0.178		0.0	0.2	3.2	
ARM C	5.84	25.82	0.226		0.0	0.3	4.3	
11.30-11.45								
ARM A	13.40	31.35	0.428		0.6	0.7	10.9	
ARM B	4.84	22.07	0.219		0.2	0.3	4.1	
ARM C	6.97	25.32	0.275		0.3	0.4	5.6	
11.45-12.00								
ARM A	16.42	31.25	0.525		0.7	1.1	16.0	
ARM B	5.92	21.07	0.281		0.3	0.4	5.7	
ARM C	8.54	24.64	0.347		0.4	0.5	7.8	
12.00-12.15								
ARM A	16.42	31.25	0.525		1.1	1.1	16.5	
ARM B	5.92	21.06	0.281		0.4	0.4	5.8	
ARM C	8.54	24.63	0.347		0.5	0.5	7.9	
12.15-12.30								
ARM A	13.40	31.35	0.428		1.1	0.8	11.5	
ARM B	4.84	22.06	0.219		0.4	0.3	4.3	
ARM C	6.97	25.31	0.275		0.5	0.4	5.8	
12.30-12.45								
ARM A	11.23	31.42	0.357		0.8	0.6	8.5	
ARM B	4.05	22.80	0.178		0.3	0.2	3.3	
ARM C	5.84	25.81	0.226		0.4	0.3	4.5	

.QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
11.30	0.6	*
11.45	0.7	*
12.00	1.1	*
12.15	1.1	*
12.30	0.8	*
12.45	0.6	*

.QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
11.30	0.2
11.45	0.3
12.00	0.4
12.15	0.4
12.30	0.3
12.45	0.2

.QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES

	IN QUEUE	
11.30	0.3	
11.45	0.4	
12.00	0.5	*
12.15	0.5	*
12.30	0.4	
12.45	0.3	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
A	1231.3	820.9	71.6	0.06	71.6	0.06
B	444.3	296.2	26.5	0.06	26.5	0.06
C	640.4	426.9	35.8	0.06	35.8	0.06
ALL	2316.0	1544.0	133.9	0.06	133.9	0.06

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

****** ARCADY 5 run completed.

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.ROUNDABOUT CAPACITY AND DELAY

.RUN TITLE

Finchampstead Rd/Sandhurst Rd - 2002 Resultant Traffic Flows (Fri Pk)

.INPUT DATA

ARM A - Finchampstead Road (North)
ARM B - Sandhurst Road
ARM C - Finchampstead Road (Southwest)

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	3.50	7.30	15.00	400.00	25.00	3.0	0.754	32.236
ARM B	3.20	7.20	18.50	10.00	25.00	30.0	0.627	26.725
ARM C	3.20	8.60	9.00	999.90	25.00	9.5	0.702	28.535

V = approach half-width
E = entry width
L = effective flare length
R = entry radius
D = inscribed circle diameter
PHI = entry angle

.TRAFFIC DEMAND DATA

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15
.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	NUMBER OF MINUTES FROM START WHEN TOP OF PEAK IS REACHED	NUMBER OF MINUTES FROM START WHEN FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	13.41	20.12	13.41
ARM B	15.00	45.00	75.00	5.69	8.53	5.69
ARM C	15.00	45.00	75.00	5.45	8.17	5.45

TURNING PROPORTIONS
TURNING COUNTS (VEH/HR)
(PERCENTAGE OF H.V.S)

TIME	FROM/TO	ARM A	ARM B	ARM C
16.45 - 18.15	ARM A	0.002	0.541	0.458
		2.0	580.0	491.0
		(0.0)	(1.7)	(1.6)
	ARM B	0.912	0.002	0.086
		415.0	1.0	39.0
		(2.9)	(0.0)	(0.0)
	ARM C	0.885	0.112	0.002
		386.0	49.0	1.0
		(1.0)	(6.1)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
16.45-17.00								
ARM A	13.41	31.21	0.430		0.0	0.7	10.9	
ARM B	5.69	22.22	0.256		0.0	0.3	5.0	
ARM C	5.45	24.40	0.223		0.0	0.3	4.2	
17.00-17.15								
ARM A	16.02	31.12	0.515		0.7	1.1	15.4	
ARM B	6.79	21.47	0.316		0.3	0.5	6.8	
ARM C	6.51	23.67	0.275		0.3	0.4	5.6	
17.15-17.30								
ARM A	19.62	30.98	0.633		1.1	1.7	24.6	
ARM B	8.32	20.45	0.407		0.5	0.7	9.9	
ARM C	7.97	22.67	0.352		0.4	0.5	7.9	
17.30-17.45								
ARM A	19.62	30.98	0.633		1.7	1.7	25.6	
ARM B	8.32	20.43	0.407		0.7	0.7	10.2	
ARM C	7.97	22.66	0.352		0.5	0.5	8.1	
17.45-18.00								
ARM A	16.02	31.11	0.515		1.7	1.1	16.5	
ARM B	6.79	21.45	0.317		0.7	0.5	7.1	
ARM C	6.51	23.65	0.275		0.5	0.4	5.8	
18.00-18.15								
ARM A	13.41	31.21	0.430		1.1	0.8	11.6	
ARM B	5.69	22.20	0.256		0.5	0.3	5.3	
ARM C	5.45	24.38	0.224		0.4	0.3	4.4	

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.7	*
17.15	1.1	*
17.30	1.7	**
17.45	1.7	**
18.00	1.1	*
18.15	0.8	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.3	
17.15	0.5	
17.30	0.7	*
17.45	0.7	*
18.00	0.5	
18.15	0.3	

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES

	IN QUEUE	
17.00	0.3	
17.15	0.4	
17.30	0.5	*
17.45	0.5	*
18.00	0.4	
18.15	0.3	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
A	1471.3	980.9	104.6	0.07	104.7	0.07
B	623.9	415.9	44.4	0.07	44.4	0.07
C	597.8	398.6	36.0	0.06	36.0	0.06
ALL	2693.1	1795.4	185.1	0.07	185.1	0.07

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

****** ARCADY 5 run completed.

TRANSPORT RESEARCH LABORATORY

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CAPACITIES, QUEUES AND DELAYS AT ROUNDABOUTS

ARCADY 5.0 ANALYSIS PROGRAM
RELEASE 1.0 (APR 2000)

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.ROUNDABOUT CAPACITY AND DELAY

.RUN TITLE

Finchampstead Rd/Sandhurst Rd - 2002 Resultant Traffic Flows (Sat Pk)

.INPUT DATA

ARM A - Finchampstead Road (North)
ARM B - Sandhurst Road
ARM C - Finchampstead Road (Southwest)

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	3.50	7.30	15.00	400.00	25.00	3.0	0.754	32.236
ARM B	3.20	7.20	18.50	10.00	25.00	30.0	0.627	26.725
ARM C	3.20	8.60	9.00	999.90	25.00	9.5	0.702	28.535

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

.TIME PERIOD BEGINS 11.15 AND ENDS 12.45
.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	NUMBER OF MINUTES FROM START WHEN TOP OF PEAK IS REACHED	NUMBER OF MINUTES FROM START WHEN FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	11.40	17.10	11.40
ARM B	15.00	45.00	75.00	4.10	6.15	4.10
ARM C	15.00	45.00	75.00	6.19	9.28	6.19

TURNING PROPORTIONS
TURNING COUNTS (VEH/HR)
(PERCENTAGE OF H.V.S)

TIME	FROM/TO	ARM A	ARM B	ARM C
11.15 - 12.45	ARM A	0.004	0.463	0.533
		4.0	422.0	486.0
		(25.0)	(1.2)	(1.2)
	ARM B	0.866	0.003	0.131
		284.0	1.0	43.0
		(0.7)	(0.0)	(0.0)
	ARM C	0.907	0.093	0.000
		449.0	46.0	0.0
		(0.7)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
11.15-11.30								
ARM A	11.40	31.38	0.363		0.0	0.6	8.3	
ARM B	4.10	22.71	0.181		0.0	0.2	3.2	
ARM C	6.19	25.82	0.240		0.0	0.3	4.6	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
11.30-11.45								
ARM A	13.61	31.30	0.435		0.6	0.8	11.3	
ARM B	4.90	21.95	0.223		0.2	0.3	4.2	
ARM C	7.39	25.32	0.292		0.3	0.4	6.1	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
11.45-12.00								
ARM A	16.67	31.18	0.535		0.8	1.1	16.6	
ARM B	6.00	20.91	0.287		0.3	0.4	5.9	
ARM C	9.05	24.64	0.367		0.4	0.6	8.5	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
12.00-12.15								
ARM A	16.67	31.18	0.535		1.1	1.1	17.1	
ARM B	6.00	20.91	0.287		0.4	0.4	6.0	
ARM C	9.05	24.63	0.367		0.6	0.6	8.7	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
12.15-12.30								
ARM A	13.61	31.30	0.435		1.1	0.8	11.9	
ARM B	4.90	21.94	0.223		0.4	0.3	4.4	
ARM C	7.39	25.31	0.292		0.6	0.4	6.3	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
12.30-12.45								
ARM A	11.40	31.38	0.363		0.8	0.6	8.7	
ARM B	4.10	22.69	0.181		0.3	0.2	3.4	
ARM C	6.19	25.81	0.240		0.4	0.3	4.8	

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
11.30	0.6	*
11.45	0.8	*
12.00	1.1	*
12.15	1.1	*
12.30	0.8	*
12.45	0.6	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
11.30	0.2
11.45	0.3
12.00	0.4
12.15	0.4
12.30	0.3
12.45	0.2

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES

	IN QUEUE	
11.30	0.3	
11.45	0.4	
12.00	0.6	*
12.15	0.6	*
12.30	0.4	
12.45	0.3	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
A	1250.5	833.7	74.0	0.06	74.0	0.06
B	449.8	299.8	27.1	0.06	27.1	0.06
C	678.7	452.5	39.0	0.06	39.0	0.06
ALL	2379.1	1586.0	140.0	0.06	140.1	0.06

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
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* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

****** ARCADY 5 run completed.

TRANSPORT RESEARCH LABORATORY

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

Visual PICADY 4 ANALYSIS PROGRAM
RELEASE 2.1 (DEC 1998)

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RUN TITLE
****
Site Access/Finchampstead Road - 2002 Base Traffic Flows (Fri Pk)

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY
****

INPUT DATA

MAJOR ROAD (ARM C) ---------- MAJOR ROAD (ARM A)
I
I
I
I
I
I
MINOR ROAD (ARM B)

ARM A IS Finchampstead Road (North)
ARM B IS Site Access
ARM C IS Finchampstead Road (South)

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B

STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C

ETC.

.GEOMETRIC DATA

DATA ITEM	MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 6.00 M.
CENTRAL RESERVE WIDTH	(WCR) 0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 2.20 M.
- VISIBILITY	(VC-B) 250.0 M.
- BLOCKS TRAFFIC	YES
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 120.0 M.
- VISIBILITY TO RIGHT	(VB-A) 120.0 M.
- LANE 1 WIDTH	(WB-C) 3.50 M.
- LANE 2 WIDTH	(WB-A) 0.00 M.

.TRAFFIC DEMAND DATA

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	5.24	7.86	5.24
ARM B	15.00	45.00	75.00	0.13	0.19	0.13
ARM C	15.00	45.00	75.00	6.66	9.99	6.66

TIME	FROM/TO	ARM A	ARM B	ARM C
		TURNING PROPORTIONS		
		TURNING COUNTS (VEH/HR)		
		(PERCENTAGE OF H.V.S)		
16.45 - 18.15				
	ARM A	0.000	0.010	0.990
		0.0	4.0	415.0
		(0.0)	(0.0)	(0.2)
	ARM B	0.500	0.000	0.500
		5.0	0.0	5.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.992	0.008	0.000
		529.0	4.0	0.0
		(0.4)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
16.45-17.00								
B-AC	0.13	8.82	0.014		0.0	0.0	0.2	
C-AB	0.08	14.64	0.006		0.0	0.0	0.1	
C-A	6.58							
A-B	0.05							
A-C	5.19							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
17.00-17.15								
B-AC	0.15	8.36	0.018		0.0	0.0	0.3	
C-AB	0.11	15.16	0.007		0.0	0.0	0.1	
C-A	7.84							
A-B	0.06							
A-C	6.19							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
17.15-17.30								
B-AC	0.18	7.71	0.024		0.0	0.0	0.4	
C-AB	0.16	15.85	0.010		0.0	0.0	0.2	
C-A	9.59							
A-B	0.07							
A-C	7.59							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
17.30-17.45								
B-AC	0.18	7.71	0.024		0.0	0.0	0.4	
C-AB	0.16	15.85	0.010		0.0	0.0	0.2	
C-A	9.59							
A-B	0.07							
A-C	7.59							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
17.45-18.00								
B-AC	0.15	8.36	0.018		0.0	0.0	0.3	
C-AB	0.11	15.16	0.007		0.0	0.0	0.1	
C-A	7.84							
A-B	0.06							
A-C	6.19							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
18.00-18.15								
B-AC	0.13	8.82	0.014		0.0	0.0	0.2	
C-AB	0.09	14.64	0.006		0.0	0.0	0.1	
C-A	6.58							
A-B	0.05							
A-C	5.19							

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-AC	13.7	9.1	1.7	0.12	1.7	0.12
C-AB	10.6	7.1	0.7	0.07	0.7	0.07
C-A	720.3	480.2				
A-B	5.5	3.7				
A-C	569.1	379.4				
ALL	1319.1	879.4	2.4	0.00	2.4	0.00

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD .
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (VEH/HR) (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
11.15 - 12.45				
	ARM A	0.000	0.022	0.978
		0.0	10.0	441.0
		(0.0)	(0.0)	(0.7)
	ARM B	0.389	0.000	0.611
		7.0	0.0	11.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.975	0.025	0.000
		465.0	12.0	0.0
		(0.9)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
11.15-11.30								
B-AC	0.22	9.13	0.025		0.0	0.0	0.4	
C-AB	0.24	14.06	0.017		0.0	0.0	0.3	
C-A	5.72							
A-B	0.13							
A-C	5.51							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
11.30-11.45								
B-AC	0.27	8.69	0.031		0.0	0.0	0.5	
C-AB	0.32	14.49	0.022		0.0	0.0	0.4	
C-A	6.80							
A-B	0.15							
A-C	6.58							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
11.45-12.00								
B-AC	0.33	8.06	0.041		0.0	0.0	0.6	
C-AB	0.44	15.07	0.029		0.0	0.0	0.6	
C-A	8.28							
A-B	0.18							
A-C	8.06							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
12.00-12.15								
B-AC	0.33	8.06	0.041		0.0	0.0	0.6	
C-AB	0.44	15.07	0.029		0.0	0.0	0.6	
C-A	8.28							
A-B	0.18							
A-C	8.06							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
12.15-12.30								
B-AC	0.27	8.69	0.031		0.0	0.0	0.5	
C-AB	0.32	14.49	0.022		0.0	0.0	0.4	
C-A	6.80							
A-B	0.15							
A-C	6.58							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
12.30-12.45								
B-AC	0.22	9.13	0.025		0.0	0.0	0.4	
C-AB	0.24	14.06	0.017		0.0	0.0	0.3	
C-A	5.72							
A-B	0.13							
A-C	5.51							

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

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RUN TITLE
****
Site Access/Finchampstead Road - 2002 BaseTraffic Flows (Sat Pk)

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY
****

INPUT DATA

MAJOR ROAD (ARM C) ---------- MAJOR ROAD (ARM A)
I
I
I
I
I
I
MINOR ROAD (ARM B)

ARM A IS Finchampstead Road (North)
ARM B IS Site Access
ARM C IS Finchampstead Road (South)

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B

STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C

ETC.

.GEOMETRIC DATA

DATA ITEM		MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W)	6.00 M.
CENTRAL RESERVE WIDTH	(WCR)	0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B)	2.20 M.
- VISIBILITY	(VC-B)	250.0 M.
- BLOCKS TRAFFIC		YES
MINOR ROAD - VISIBILITY TO LEFT	(VB-C)	120.0 M.
- VISIBILITY TO RIGHT	(VB-A)	120.0 M.
- LANE 1 WIDTH	(WB-C)	3.50 M.
- LANE 2 WIDTH	(WB-A)	0.00 M.

.TRAFFIC DEMAND DATA

TIME PERIOD BEGINS 11.15 AND ENDS 12.45

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	5.64	8.46	5.64
ARM B	15.00	45.00	75.00	0.22	0.34	0.22
ARM C	15.00	45.00	75.00	5.96	8.94	5.96

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
11.30	0.0
11.45	0.0
12.00	0.0
12.15	0.0
12.30	0.0
12.45	0.0

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
11.30	0.0
11.45	0.0
12.00	0.0
12.15	0.0
12.30	0.0
12.45	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-AC	24.7	16.5	3.0	0.12	3.0	0.12
C-AB	30.0	20.0	2.6	0.08	2.6	0.08
C-A	624.0	416.0				
A-B	13.7	9.1				
A-C	604.7	403.1				
ALL	1297.2	864.8	5.5	0.00	5.5	0.00

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD .
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

TRANSPORT RESEARCH LABORATORY

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

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RUN TITLE
****
Site Access/Finchampstead Road - 2002 Resultant Traffic Flows (Fri Pk)

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY
****

INPUT DATA

MAJOR ROAD (ARM C) ---------- MAJOR ROAD (ARM A)
I
I
I
I
I
I
MINOR ROAD (ARM B)

ARM A IS Finchampstead Road (North)
ARM B IS Site Access
ARM C IS Finchampstead Road (South)

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B

STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C

ETC.

.GEOMETRIC DATA

DATA ITEM	MINOR ROAD B	
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W)	6.00 M.
CENTRAL RESERVE WIDTH	(WCR)	0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B)	2.20 M.
- VISIBILITY	(VC-B)	250.0 M.
- BLOCKS TRAFFIC		YES
MINOR ROAD - VISIBILITY TO LEFT	(VB-C)	120.0 M.
- VISIBILITY TO RIGHT	(VB-A)	120.0 M.
- LANE 1 WIDTH	(WB-C)	3.50 M.
- LANE 2 WIDTH	(WB-A)	0.00 M.

.TRAFFIC DEMAND DATA

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	5.82	8.74	5.82
ARM B	15.00	45.00	75.00	1.29	1.93	1.29
ARM C	15.00	45.00	75.00	7.24	10.86	7.24

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (VEH/HR) (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.45 - 18.15	ARM A	0.000 0.0 (0.0)	0.109 51.0 (0.0)	0.891 415.0 (0.2)
	ARM B	0.505 52.0 (0.0)	0.000 0.0 (0.0)	0.495 51.0 (0.0)
	ARM C	0.914 529.0 (0.4)	0.086 50.0 (0.0)	0.000 0.0 (0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
16.45-17.00								
B-AC	1.29	8.57	0.150		0.0	0.2	2.5	
C-AB	1.12	14.64	0.077		0.0	0.1	2.1	
C-A	6.12							
A-B	0.64							
A-C	5.19							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
17.00-17.15								
B-AC	1.54	8.06	0.191		0.2	0.2	3.4	
C-AB	1.51	15.21	0.100		0.1	0.2	3.1	
C-A	7.13							
A-B	0.76							
A-C	6.19							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
17.15-17.30								
B-AC	1.88	7.33	0.257		0.2	0.3	4.9	
C-AB	2.25	16.12	0.140		0.2	0.4	5.3	
C-A	8.33							
A-B	0.93							
A-C	7.59							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
17.30-17.45								
B-AC	1.88	7.33	0.257		0.3	0.3	5.1	
C-AB	2.26	16.13	0.140		0.4	0.4	5.4	
C-A	8.33							
A-B	0.93							
A-C	7.59							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
17.45-18.00								
B-AC	1.54	8.06	0.191		0.3	0.2	3.7	
C-AB	1.52	15.22	0.100		0.4	0.2	3.2	
C-A	7.12							
A-B	0.76							
A-C	6.19							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
18.00-18.15								
B-AC	1.29	8.57	0.150		0.2	0.2	2.8	
C-AB	1.13	14.64	0.077		0.2	0.1	2.1	
C-A	6.11							
A-B	0.64							
A-C	5.19							

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.2
17.30	0.3
17.45	0.3
18.00	0.2
18.15	0.2

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.2
17.30	0.4
17.45	0.4
18.00	0.2
18.15	0.1

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-AC	141.2	94.2	22.4	0.16	22.4	0.16
C-AB	146.9	97.9	21.2	0.14	21.2	0.14
C-A	647.0	431.3				
A-B	69.9	46.6				
A-C	569.1	379.4				
ALL	1574.2	1049.4	43.6	0.03	43.6	0.03

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD .
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

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RUN TITLE
****
Site Access/Finchampstead Road - 2002 Resultant Traffic Flows (Sat Pk)

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY
****

INPUT DATA

MAJOR ROAD (ARM C) ---------- MAJOR ROAD (ARM A)
I
I
I
I
I
I
MINOR ROAD (ARM B)

ARM A IS Finchampstead Road (North)
ARM B IS Site Access
ARM C IS Finchampstead Road (South)

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B

STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C

ETC.

.GEOMETRIC DATA

DATA ITEM		MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W)	6.00 M.
CENTRAL RESERVE WIDTH	(WCR)	0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B)	2.20 M.
- VISIBILITY	(VC-B)	250.0 M.
- BLOCKS TRAFFIC		YES
MINOR ROAD - VISIBILITY TO LEFT	(VB-C)	120.0 M.
- VISIBILITY TO RIGHT	(VB-A)	120.0 M.
- LANE 1 WIDTH	(WB-C)	3.50 M.
- LANE 2 WIDTH	(WB-A)	0.00 M.

.TRAFFIC DEMAND DATA

TIME PERIOD BEGINS 11.15 AND ENDS 12.45

LENGTH OF TIME PERIOD = 90 MINUTES.
LENGTH OF TIME SEGMENT = 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	5.86	8.79	5.86
ARM B	15.00	45.00	75.00	0.93	1.39	0.93
ARM C	15.00	45.00	75.00	6.19	9.28	6.19

TIME	FROM/TO	ARM A	ARM B	ARM C
11.15 - 12.45		TURNING PROPORTIONS / TURNING COUNTS (VEH/HR) / (PERCENTAGE OF H.V.S)		
	ARM A	0.000 0.0 (0.0)	0.060 28.0 (0.0)	0.940 441.0 (0.7)
	ARM B	0.473 35.0 (0.0)	0.000 0.0 (0.0)	0.527 39.0 (0.0)
	ARM C	0.939 465.0 (0.9)	0.061 30.0 (0.0)	0.000 0.0 (0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
11.15-11.30								
B-AC	0.93	8.77	0.105		0.0	0.1	1.7	
C-AB	0.61	14.01	0.043		0.0	0.1	0.9	
C-A	5.58							
A-B	0.35							
A-C	5.51							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
11.30-11.45								
B-AC	1.10	8.29	0.133		0.1	0.2	2.2	
C-AB	0.84	14.58	0.058		0.1	0.1	1.4	
C-A	6.55							
A-B	0.42							
A-C	6.58							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
11.45-12.00								
B-AC	1.35	7.61	0.178		0.2	0.2	3.1	
C-AB	1.20	15.24	0.079		0.1	0.1	2.2	
C-A	7.85							
A-B	0.51							
A-C	8.06							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
12.00-12.15								
B-AC	1.35	7.61	0.178		0.2	0.2	3.2	
C-AB	1.20	15.25	0.079		0.1	0.1	2.2	
C-A	7.85							
A-B	0.51							
A-C	8.06							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
12.15-12.30								
B-AC	1.10	8.29	0.133		0.2	0.2	2.4	
C-AB	0.84	14.58	0.058		0.1	0.1	1.4	
C-A	6.55							
A-B	0.42							
A-C	6.58							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
12.30-12.45								
B-AC	0.93	8.77	0.105		0.2	0.1	1.8	
C-AB	0.61	14.01	0.044		0.1	0.1	1.0	
C-A	5.58							
A-B	0.35							
A-C	5.51							

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
11.30	0.1
11.45	0.2
12.00	0.2
12.15	0.2
12.30	0.2
12.45	0.1

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
11.30	0.1
11.45	0.1
12.00	0.1
12.15	0.1
12.30	0.1
12.45	0.1

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-AC	101.5	67.6	14.5	0.14	14.5	0.14
C-AB	79.5	53.0	9.0	0.11	9.0	0.11
C-A	599.3	399.5				
A-B	38.4	25.6				
A-C	604.7	403.1				
ALL	1423.3	948.9	23.5	0.02	23.5	0.02

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD .
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

Denis Wilson Partnership

ESPORTA HEALTH & FITNESS CLUB & CLUB HOUSE EXTENSION SANDMARTINS GOLF CLUB, WOKINGHAM

TRANSPORT ASSESSMENT SCOPING STUDY

A report prepared for Maple Oak Plc

January 2001

JCT/jk/2001-065

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Internet: www.deniswilson.co.uk

1.1 Introduction

1.1.1 The Denis Wilson Partnership have been instructed by Maple Oak Plc to investigate the transport implications associated with their forthcoming planning application to develop a new Esporta Health and Fitness Club (HFC) at Sandmartins Golf Club, Finchampstead Road, Wokingham.

1.1.2 This scoping study is submitted to the Council for discussion, with a view to reaching agreement on the extent of work required to fully assess the transport implications of the application. We anticipate the Transport Assessment (TA) to be structured in the following manner.

- Existing Land Uses, Infrastructure and Accessibility
- Development Proposals, Policy Considerations and Accessibility Improvements
- Trip Assumptions and Transport Impact

1.1.3 These headings are discussed in detail below, and have been prepared using guidance on Transport Impact Assessment, prepared by the IHT.

1.2 Existing Land Uses, Infrastructure and Accessibility

1.2.1 This section will detail the nature of the development site and its local surroundings, paying attention to all modes of transport.

1.2.2 The development site is currently occupied by Sandmartins Golf Club, which would be retained as part of the proposals.

1.2.3 The development site is located approximately 2 km to the south of Wokingham on Finchampstead Road B3016. The golf course lies on the urban fringes of Wokingham and Finchampstead.

1.2.4 The development site access links to Finchampstead Road via a Priority 'T' junction. The junction has satisfactory visibility. To the north Finchampstead Road links to the A321 via a small 3-arm conventional roundabout. To the south of the site, Finchampstead Road intersects with a small 4-arm conventional roundabout, serving mainly the residential areas of Finchampstead. Further to the south Finchampstead links with the B3430.

1.2.5 To establish existing traffic patterns, classified turning counts will be obtained throughout the local area, during a Friday PM peak (1600 – 1900) and Saturday Network Peak (1200 – 1700). It is intended to survey the following junctions, which will effectively form the primary local highway network under consideration.

- Site Access / Finchampstead Road Priority Junction
- Finchampstead Road / A321 Roundabout

1.2.6 It will be demonstrated that during these time periods, network and leisure trips combine to result in a 'maximum impact' situation. The results of this survey will be used, as a basis for determining the impact that development traffic on the local area.

1.2.7 An on-site parking accumulation survey would be undertaken to establish the current demands for customer parking. This survey would be undertaken during a full day during a Friday and Saturday.

1.2.8 An accessibility audit of the development site by alternative modes of travel will be undertaken, concentrating primarily on opportunities to walk and cycle to the site. Although consideration will also be given to bus travel. In addition any planned council led improvements to green infrastructure will be reported upon.

1.3 Development Proposals, Policy Considerations and Accessibility Improvements

1.3.1 This section will provide a summary of the planning application, including measures proposed to assist those travelling by alternative modes of transport.

1.3.2 The site will be redeveloped in a comprehensive manner to provide a Health and Fitness Club of 2665 sq. metres GFA. In addition the development would provide a small extension to the existing clubhouse to provide a restaurant. The GFA would be 300 sq. metres.

1.3.3 The development would provide appropriate landscaping, car parking, service vehicle access and access arrangements for those travelling by 'greener' modes of travel.

1.3.4 The car park would be split between the two uses, with 179 spaces provided for the HFC component and 150 spaces for the Golf Course. The level of development car parking will be reviewed based on Local Authority parking standards, central government policy and the needs of the development.

1.3.5 The development will be reviewed in the context of local policy, contained in the Wokingham Local Plan and Wokingham Local Transport Plan. At national level, consideration will be given to Planning Policy Guidance Note 13 'Transport', and other relevant policy / design documents.

1.3.6 The existing vehicle access point would be retained off Finchampstead Road. Other junction / access improvements would be investigated during the TA process, where necessary.

1.3.7 An investigation into ways of improving access for alternative modes of transport will be undertaken, which will include opportunities for developing travel information and publicity.

1.4 Trip Assumptions and Transport Impact

1.4.1 This section will consider the level of traffic that would be attracted to the site as a consequence of the proposal, and its distribution over local highway, when compared with the existing situation. Finally the effect of development traffic on the access and local highway network will quantified.

1.4.2 For the HFC development, trip attraction rates for the Friday and Saturday periods will be derived from commonly accepted sources such as TRICS, TRAVL and other survey data held by the Denis Wilson Partnership. When determining trip rates, consideration will be given to the site's Public Transport Accessibility Level (PTAL).

1.4.3 For the golf club proposal, a prediction would be made of any changes in traffic levels as a consequence of the proposals. However the restaurant proposals are primarily aimed at improving facilities for existing customers and as such, no significant increases in trips associated with the golf course are expected.

1.4.4 Trips will be distributed using commonly accepted methods, based on research data. Consideration will be given to linked trips, particularly linked with employment based trips.

1.4.5 Development traffic assignment will be established according to the nature of local highways, and the patterns of existing peak hour traffic. Consideration will be given to the gravity effects of residential and employment centres.

1.4.6 The transport impact component will focus on the local highway network and provide information on junction / link capacity and vehicle delay, utilising the PICADY and ARCADY computer application programs. In addition a percentage impact analysis on the local highway network will be undertaken.

1.4.7 The impact study will also provide a commentary on the effect of changes in the wider travel patterns and their relationship with land use planning.

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1 INTRODUCTION

1.1 Scope of the Report

1.1.1 This Green Travel Plan (GTP) has been prepared to accompany the planning application to develop an Esporta Health and Fitness Club at Sandmartins Golf Club, Finchampstead Road, Wokingham. This supplements the Transport Assessment (ref. SRH/2001-065), March 2001.

1.1.2 The GTP is a long-term strategy for minimising the dependence of staff and members' travel by the private car. The aims of the strategy are:-

(i) To increase the awareness of staff and members to the advantages and potential for travel by more environmentally-friendly modes; and

(ii) To introduce a package of physical and management measures that will facilitate travel by other modes.

1.1.3 This report provides only a framework for the strategy and whilst the document provides the necessary guidelines for the operation of the Plan, the success of the strategy will depend upon the co-operation and enthusiasm of the staff and members as much as on the tasks defined herein.

1.2 Format of the Green Travel Plan

1.2.1 The format of this document reflects the various elements involved in any GTP: the basic **green infrastructure** surrounding the club, the **administration** of the Plan, the **measures** that constitute the Plan and the on-going **monitoring and review** process.

1.2.2 Generally a GTP is produced for an established operation and therefore would first consider the existing travel patterns of staff and how these could be influenced to reduce reliance on the car. Clearly as the site is still in the planning stage, therefore, existing staff and member travel patterns could not be analysed at the outset for this GTP.

1.2.3 Instead this GTP takes into account the existing and proposed "green" infrastructure as a starting point for the plan.

2 GREEN TRAVEL INFRASTRUCTURE

2.1 Site Location

2.1.1 The development site is located approximately 2 km to the south of Wokingham on Finchampstead Road B3016. The golf course lies on the urban fringes of Wokingham and Finchampstead. The development site is accessed from the B3016 Finchampstead Road and is currently occupied by Sandmartins Golf Club, which would be retained as part of the proposals.

2.2 Surrounding Highway Network

2.2.1 Finchampstead Road is generally 5.5 metres in width and forms a simple priority 'T' junction with the site access. The junction has satisfactory visibility.

2.2.2 To the north Finchampstead Road links to the A321 via a small 3-arm conventional roundabout and to the south of the site, Finchampstead Road intersects with a small 4-arm conventional roundabout, serving mainly the residential areas of Finchampstead. Further to the south Finchampstead Road links with the B3430.

2.2.3 The site in relation to the local highway network is illustrated in plan 1.

2.3 Public Transport Infrastructure

2.3.1 There is currently one associated bus route (193) that pass in close proximity to the site. While not stopping immediately adjacent to the site, the service stops within a twelve-minute walk of the proposed Esporta health and fitness club.

2.3.2 The 193 passes to the east of the site along the A321 and links Reading and Camberley together via Wokingham.

2.3.3 The above route operates at a frequency of one bus an hour in each direction Monday to Saturday.

2.3.4 Both Wokingham and Crowthorne Railway Stations are located within three kilometres of the site, which although in excess of the recommended walk distance of the site, can reasonably be reached by cycle. Therefore a combination of transport means may be used to reach the site.

2.4 Pedestrian and Cycle Infrastructure

2.4.1 The site is easily accessible by pedestrians, with footpaths running into the site from north, south and east giving many local residents the option to walk to the site, as well as from the nearby bus stops.

2.4.2 There are few dedicated cycle routes within the Wokingham area and currently there are no cycle routes within the vicinity of the site.

2.4.3 However, the Council are proposing to introduce a number of dedicated cycle routes in the Wokingham area, some of which lead to the HFC. These are detailed below:

(i) To the east of the site, the local authority are proposing a cycle route that runs along the Finchampstead Road leading towards Wokingham town centre and running south towards Finchampstead. This route passes directly by the site access providing good accessibility to cyclists.

(ii) A second proposed cycle route also originating from Wokingham town centre passes through Easthearth to the north of the site and runs to the west of the site via Randall's Farm and continues in a southward direction.

(iii) To enable cyclists to access the site from this route the existing pedestrian routes that connect into the site would need to be converted to a shared cycle/pedestrian facility.

3 NON CAR BASED TRAVEL INCENTIVES

3.1 Scope of Travel

3.1.1 In terms of the opportunity available for the staff and members to arrive by the site by non-car modes, this can be seen to be quite good, with a range of bus, rail and cycle opportunities providing a combination of one or more of these modes to access the site.

3.1.2 In relation to the staff and members' at the club, Leisure Express will be committed to reviewing all staff and members travel patterns to the facility. Staff and members will be encouraged to use one or more of the following modes of travel on a regular basis upon opening of the club:-

- Walking and Cycling
- Public Transport
- Car Sharing

Walking and Cycling

3.1.3 The use of cycling and walking to work and leisure facilities are becoming increasingly common as attitudes to transport and the environment change.

3.1.4 One of the main reasons that people generally do not choose to cycle to their workplace or to leisure use, is that either there are no secure facilities to ensure that the bicycle will be there at the end of the day or there is a lack of changing and showering facilities.

3.1.5 It is proposed that secure cycle facilities will be provided to encourage use by staff. It is proposed that secure racks will be provided for staff and members adjacent to the club entrance in a prominent position adjacent to the club entrance, with more to be introduced, if demand requires.

3.1.6 Lockers will be allocated separately from members to enable staff to use them to store their valuables or a change of clothes.

3.1.7 It is also proposed that the developer/occupier will investigate the possibility of securing preferential rates on cycle purchases from local retailers, in an attempt to encourage staff who may not readily have access to a cycle to switch to that mode of travel to work.

3.1.8 Members will be encouraged to cycle, or indeed to walk and run, to the club as part of their general exercise programme.

Public Transport

3.1.9 The extent to which the occupier can influence levels of service and increased patronage of staff and members on public transport is limited. However staff and members travel patterns will be monitored in an attempt to maintain momentum and to encourage use of Public Transport to the site where practicable.

3.1.10 Staff and members will be encouraged to use public transport and if there is demand, an option to provide an interest free season ticket loan to staff will be investigated. This will involve the occupier providing an interest free loan to staff to enable a season ticket to be purchased which will reduce the cost of travel on public transport. The cost will be recovered from the member of staff direct from source at the beginning of each month.

3.1.11 The season ticket will allow staff to use either bus or train or a combination of both to reach their place of work.

3.1.12 Members will also be encouraged to utilise public transport to undertake visits to the club. Incentives such as free drinks may be offered for regular users of public transport on production of a requisite number of tickets.

3.1.13 Information regarding bus routes will be prominently displayed in the foyer and staff will be on hand to advise members of the frequency and times of services.

Car Sharing

3.1.14 As far is practicable, the club will ensure that staff who still choose to drive to work and who live in similar areas are allocated similar shift patterns, to enable car sharing to take place. Postcode data will be requested from all staff and their mode of transport to the site ascertained.

3.1.15 If it is evident that staff travel from similar areas, encouragement will be given by management to car share, by all means that are practical to the day to day running of the club. The above will only be possible if there are no specific duties to be carried out or if staff have a particular expertise which can not be co-ordinated.

3.1.16 A database will be set up and regular monitoring of staff travel will be made by a nominated co-ordinator.

3.1.17 Members will also be encouraged to car share, where possible, when people residing in similar areas regularly attend similar classes / activities. Monitoring of Post Code data will enable staff to target suitable groups, in addition to providing prominent pro car sharing posters.

Guaranteed Ride Home

3.1.18 To overcome staff's reluctance to leave their cars behind in case an emergency requires a speedy return to home or elsewhere, a guaranteed ride home service would be offered.

3.1.19 This service would utilise local taxi services and be paid for by the company.

Proposed New Member Offer

3.1.20 It is the intention of the occupier to encourage and promote a new membership band, which will be a non-car membership. At the time of joining the club in addition to the standard peak and off peak membership fees, a new category will be offered to restrict the member to forgoing a car park pass.

3.1.21 Members who live within the acceptable walk in / cycle catchment could receive a reduced monthly membership or a reduced joining fee, in compensation for not receiving a car park pass that will allow them to exit the car park.

4 MONITORING OF THE PLAN

4.1 Scope

4.1.1 During the initial stages the main emphasis will be on promotion and marketing the idea of non car based travel to the club.

4.1.2 Staff and members will be provided with a questionnaire seeking details of their main mode of travel to work, where they live and their normal working pattern. From this information the database can be set up to profile each individual.

4.1.3 These will be the key stages to attempt to influence the attitude of staff and members away from using private car modes of travel to the club with the ability to ensure groups who work together and live in similar areas to be targeted.

4.1.4 It is anticipated that regular questionnaires for staff and members will be conducted initially on a six monthly basis, in order to establish arrival patterns and modes of travel to the club for staff and members to gain an up to date model of the situation.

4.1.5 The results may well need to be aggregated to ensure parity between possible discrepancies between summer and winter months.

4.1.6 Details of the results will be made available on request

4.1.7 It is also intended that the plan be flexible to some extent and the monitoring process may illustrate from time to time modifications in order to accommodate new ways or incentives of promoting non car based travel for staff and members.

5 SUMMARY

5.1 Objectives

5.1.1 The travel plan sets out the methods of encouraging members and staff at the proposed Esporta Club at Wokingham, to use alternative modes of travel to the site other than the private car.

5.1.2 Questionnaires will be issued to ascertain the modes of travel of existing employees and members, where they live and any regular shift patterns that they work.

5.1.3 Monitoring of the methods and incentives offered would initially be undertaken on a six monthly basis by the re-issue of the travel questionnaire.

5.2 General Points

5.2.1 Secure cycle parking will be provided for both staff and members within the car park in proximity to the club entrance with the provision that the level will be increased if the review of the plan warrants.

5.2.2 The occupier will investigate with local retailers the provision of preferential rates for cycle purchase for staff.

5.2.3 Interest free season ticket loans for staff will be investigated, to encourage use by public transport.

5.2.4 A database will be established of all staff in terms of main mode of travel, where the member of staff lives and any regular shift patterns that they work.

5.2.5 The structure of staff shifts will be monitored. The mechanism will exist to encourage staff living close to each other to work similar shifts and encouraging them to car share.

5.2.6 In terms of members of the club, classes will be monitored and encouragement will be given to regular visitors who may live close by to car share, wherever practical.

5.2.7 Public transport information will be prominently displayed within the club foyer and members will be encouraged to utilise green travel to the club.

5.2.8 Walking and cycling to the club before a class will be encouraged and as part of the warm up to a fitness programme.

5.2.9 Clearly the occupier is committed to ensuring the success of this plan's aims of encouraging the use of non car modes of travel to the new club at Wokingham for staff and members and will employ all reasonable means to achieving the objectives set out above.