EX SYSTEMS LTD

APPLICATION NO:
O/2000/1440

LOCATION:
Land Opposite Junction Of Clares Green Road/ Basingstoke Road, Spencers Wood Reading.

APPLICANT:
Twigden Homes Ltd C/O Woods Hardwick Ltd

PROPOSAL:
Outline application for the proposed erection of dwellings

EARLIEST DATE FOR DECISION: **15/06/2000**

APPLICATION EXPIRY DATE: **10/07/2000**

CASE OFFICER: **Simon Lewis**

O/2000/1440.

Land opposite Clares Green Rd, Basingstoke Rd. Spencers Wood.

In view of long deferral requested by applicant (probably about a year):

- though application is not actually withdrawn, enter as such on computer system
- resurrect without payment of application fee, if necessary after Inspector's report on Local Plan Inquiry is issued (currently due end of 2001).

M. L. Tagg

WOKINGHAM DISTRICT LOCAL PLAN INQUIRY
LAND WEST OF BASINGSTOKE ROAD, SPENCERS WOOD
(Q701)

Transport and Services Matters

Objection No. 1045/6211

on behalf of Twigden Homes

Proof of Evidence of

PHILIP LAWRENCE RUDD

April 2000

Buchanan Consulting Engineers
Newcombe House
43-45 Notting Hill Gate
London W11 3QD

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1.0 PERSONAL STATEMENT

1.1 I am Philip Lawrence Rudd. I hold the degrees of Bachelor of Engineering and Master of Science in Highways and Transportation. I am a Chartered Civil Engineer and a Fellow of the Institution of Highways and Transportation.

1.2 I am a Director of Buchanan Consulting Engineers, and have more than twenty five years experience in highway and transportation engineering in both the public and private sectors. I take the lead role in transport matters within the practice.

1.3 My practice specialises in the engineering and transport aspects of development proposals. I have advised clients and provided expert evidence in respect of a substantial number of major developments for a variety of land uses proposals in recent years. I lead my practices work on major projects such as the proposed Group World Headquarters for Vodafone on the edge of Newbury, the strategic housing allocation of up to 10,000 units West of A1(M) at Stevenage, and the proposed regeneration of Bracknell Town Centre.

1.4 I am familiar with the Spencers Wood area and have visited the site and the surrounding transport facilities in advising my clients and preparing this evidence.

1.5 My practice was appointed in December 1999 to assess the development proposals and prepare evidence for this Inquiry, jointly by three clients (Twigden Homes, Fairclough Homes and Bryant Homes).

2.0 PURPOSE AND STRUCTURE EVIDENCE

2.1 This evidence deals with the specific aspects of transport and servicing related to the proposal to allocate land to the west of Basingstoke Road, Spencers Wood for inclusion in the Local Plan for residential use. I will demonstrate that the site can be properly accessed by all modes of travel and that it can be provided with utility services and drainage.

2.2 Whilst this evidence is specifically presented on behalf of Twigden Homes, I have also separately prepared a proof of evidence in respect of a combination of sites in the area. I have however included all relevant elements of my evidence within this proof.

3.0 POLICY BACKGROUND

3.1 The Deposit Draft Local Plan sets out the Council's proposed policies against which development sites proposed for allocation may be assessed, in the wider context of Structure Plan and National Policy Guidance. The Council, in its CORE PROOF : TRANSPORT (WDC/CORE/9) set out its analysis of policy. It identifies the four Key Targets, fixed in relation to the major development proposals south of M4, recognising that whilst the application of those targets in assessing those major development proposals should not be implicit to the consideration of other sites, it considers the content and approach to be relevant.

3.2 It also identifies (at Appendix C) the transport criteria used for selecting housing and employment sites. These include Social Infrastructure, Transport Energy Efficiency - trips, and Transport Energy Efficiency - modes.

Local Plan Policies

3.3 There are a number of transport policies in the draft UDP which are relevant to the consideration of the individual sites, including :

WOS1 (a)	Siting of employment, housing, shopping and services to minimise need for car travel.
WOS3 (c)	Siting of development to reduce travel need and encourage non car alternatives.
WOS3 (d)	Development not to have significant effect on road safety or cause highway, traffic or related environmental problems.
WT1	Echoes WOS3 (c), and seeks siting of residential development in 'reasonable proximity' to activities which are frequently used.

WT2	Development must be provided with satisfactory access, including for those who are handicapped, and for walk and cycle.
WT3	Provision of viable alternatives to the car particularly for journeys to work and increase in proportion of travel by non car modes.
WT4	Development causing traffic detrimental to the character of rural roads will not be permitted.
WT 7 (d)	Council will examine road safety implications of development proposals.

3.4 In addition there are policies promoting highway links (WT15 - A33 relief road over M4), Park and ride facilities (WT11 - Mereoak P&R), and cycleway provision. (WT10 - Swallowfield and Spencers Wood to Reading).

3.5 I have therefore examined the proposed allocation site in the context of the proposed Local Plan Policies, and the general objectives and targets set by the Council in considering its allocations of land for development.

4.0 TRANSPORT ACCESSIBILITY

Site Location

4.1 The site is located to the west of Basingstoke Road. Its location and the surrounding highway networks are shown on Figure 4.1.

Highway Frontage and Size

4.2 The site has a highway frontage of approximately 200 metres to Basingstoke Road, and has capacity for up to 80 units.

Access

4.3 Within the major scheme proposal for Spencers Wood/Three Mile Cross considered in Part 1 of this Inquiry, access to this area was proposed by the formation of a priority junction with a ghost island right turn lane on Basingstoke Road, linked to a proposed signalisation of the junction with Clares Green Road. This signalisation is not required in the absence of the major scheme, but access to this site will continue to be provided via a priority junction of a similar nature as shown in Figure 4.3.

4.4 The capacity of the access has been assessed and shown to be acceptable. The capacity analysis is presented at Appendix 1 and the traffic generation / distribution upon which the analysis is based in Appendix 2.

Accessibility - Public Transport

4.5 Two bus routes pass along Basingstoke Road at present - 111 and 12 - at a combined frequency of 2 per hour, connecting to Reading Town Centre in the north and Swallowfield and Aldershot in the south. Figure 4.1 shows existing public transport services in the area.

4.6 The routes will pass via Mereoak roundabout integrating with the proposed Park and Ride location, with frequent and fast services to Reading Town Centre and the A33 employment corridor. The Park and Ride is approximately 1.2km from the site access or between 10 and 15 minutes walk away, and about 5 minutes by bicycle.

4.7 The furthest extremity of the site lies some 150m from Basingstoke Road via the access road. There are bus stops adjacent to the site access.

4.8 Residents of the development will therefore have direct accessibility to existing services to Reading Town Centre, and the opportunity to use the Park and Ride site at Mereoak. This could be accessed on foot via Basingstoke Road, and the revised Mereoak junctions as proposed by the Shinfield and Grazeley developers, both of which incorporate pedestrian facilities into their signalisation proposals.

4.9 In the case of Grazeley an alternative segregated pedestrian cycle route would be provided from Basingstoke Road, via Grazeley Road and a new bridge over A33 to the south end of the park and ride site.

4.10 Grazeley also intends to reinforce bus operations on Basingstoke Road by the provision of an additional hourly service from Basingstoke via Grazeley to Shinfield and A327, thus providing further accessibility to this site by public transport. This would however be expected to be provided only in year 5 of the Grazeley development.

4.11 In Appendix 4 to its core proof of evidence on Housing Location (WDC/CORE/6A) the Council sets out its criteria for public transport accessibility. The highest "score", a double tick, is available for development sites within 250m of a 'red' bus route - defined as having a daytime frequency of at least 2 hours on five days per week. The Berkshire Design Guide, prepared by the County Council in co-operation with the Districts, including Wokingham, prior to the creation of the Unitary Authorities sought that all new houses should be within 400m of a bus stop.

4.12 The services on Basingstoke Road amply meet this criteria, demonstrating the acceptability of the site's location in public transport terms.

Accessibility - Walk and Cycle

4.13 There are no existing cycleways in the vicinity of the site. Access on foot to local facilities in the village centre is easily available.

4.14 The majority of existing facilities are located on the east side of Basingstoke road and the proposed access arrangement will include pedestrian refuges in the Basingstoke Road carriageway to assist pedestrians in crossing the road.

Access to Facilities

4.15 Major employment areas exist and are being developed to the north of M4 and in the A33 corridor, accessible by bus and via the Park and Ride site.

4.16 Local shopping and community facilities are available within the village, within walking distance, as shown in Figure 4.9.

4.17 Ryeish Green School is located on the west side of Ryeish Green Lane and access by foot or cycle from the site is achieved via Clares Green Road. Should the site west of Basingstoke Road (Objection no. 1045/6211) be allocated and developed there is strong potential for a direct foot/cycle access from Basingstoke Road to the school site. Lambs Lane Primary School lies at the south of the village, approximately 1.7kms from the site.

4.18 Ryeish Green Leisure Centre shares a site with Ryeish Green School, and is therefore also readily accessible from the site.

5.0 TRAFFIC IMPACT

5.1 In assessing the traffic impact of the proposed allocation I have assumed that the major site allocation for Three Mile Cross / Spencers Wood, considered at Part 1 of this Inquiry does not proceed, but that one of the two alternative proposals, at Grazeley and Shinfield, does.

5.2 I have therefore assessed the traffic impact of the proposed development against each of the two base scenarios, for year 2006, which is consistent with the approach taken in Part 1 of this Inquiry.

5.3 I set out at Appendix 3 a review of base traffic conditions drawn from the transport analysis presented by the promoters of those two developments. I should indicate particularly from that analysis that the western crossing of M4 is not assumed to have been provided by the assessment year, for reasons set out in the appendix.

Traffic Generation and Distribution

5.4 Traffic generation and distribution has been assessed using agreed 'garden gate' traffic generation rates from the consideration of major sites in Part 1 of this Inquiry, and traffic distribution has been carried out based on the Agreed Statement on Transport (Technical Paper C4 in CD/1/24) also from the Part 1 Inquiry.

5.5 This does not therefore take account of local absorption of some trips, and the analysis of traffic impact flowing from this is therefore a worst case scenario. The calculation of traffic generation and distribution is set out at Appendix 2 to this proof of evidence.

5.6 In this case, only the Church Lane/Basingstoke Road junction would be materially affected by traffic related to the development. At Appendix 4 I set out an analysis of capacity of an improved, signalised layout to replace the existing roundabout. This is generally as proposed with the Grazeley

development, whereas the Shinfield development made no proposals for improving this junction during the Part 1 Inquiry.

5.7 I have therefore assessed the impact of the additional traffic generated by the proposed development against different base scenarios :

- if Grazeley proceeds, against the signalised improvement as it was proposed on behalf of that development
- if Shinfield proceeds against the existing layout as a roundabout

5.8 The analysis demonstrates that :

For the Shinfield case :

- The existing roundabout would be heavily congested in both peak hours without the impact of the Basingstoke Road development
- The implementation of a signalisation proposal as shown in Figure 4.8 and the additional traffic demand from the site would lead to a significant improvement in the morning peak hour, and nul detriment in the evening peak hour, with the junction operating within its capacity.

For the Grazeley case :

- The proposed signals provided to service the Grazeley impact would operate within their capacity in both the base and with development cases.

5.9 In each case the provision of the signals will provide a pedestrian benefit where no facilities currently exist.

5.10 I therefore conclude that the proposed development can be accommodated in highway terms subject to :

- Provision of access in the general form indicated in Figure 4.3.

and

- Provision of the signalisation at Church Lane / Basingstoke Road, by either the developer of this site, or by the Grazeley Consortium.

6.0 SERVICES

6.1 All development utility services are either available or can be provided. A brief analysis and correspondence with the utility providers is included at Appendix 5.

7.0 CONCLUSION

5.1 I conclude that the proposed development allocation for up to 80 residential units on this site meets the requirements of policy in that :

(i) It is sited where it is or can be well served by public transport offering a viable alternative to the car, particularly for journeys to work

(ii) It is well sited with respect to local facilities

(iii) It is well related to the general facilities within the village

(iv) It can be satisfactorily accessed by car, walk and cycle

(v) It will not have a significant effect on road safety or cause highway, traffic or related environmental problems

I therefore consider this to be a sustainable location for residential development in the context of PPG13, in particular as interpreted by the draft Local Plan Policies on siting of and access to such development.

7.2 The site can be properly serviced and drained.

7.3 I therefore conclude that there are no constraints to the allocation of this site for residential on transport or services grounds.



Scale NTS	Client : FAIRCLOUGH, TWIGDEN, BRYANT	Job Title : SPENCERS WOOD, READING	Buchanan Consulting Engineers Newcombe House, 43-45 Notting Hill Gate London, W11 3QD Tel. 0171 309 9055 Fax. 0171 309 9056
Date FEB 00	Drawing Title : PROPOSED WORKS AT CHURCH LANE/ BASINGSTOKE ROAD		
Drawn NL			Job No Q701 Drawing No FIG 4.8

Appendix 1

Access Capacity

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
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RUN TITLE
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Sth Rdg (Q701) - Site Access E, Grazeley + Site E, AM Peak [SEGrbaseAM.vpo]

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY
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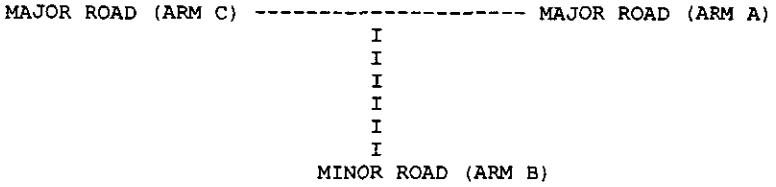

ARM A IS Basingstoke Road (S)
ARM B IS Site E Access
ARM C IS Basingstoke Road (N)

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)	3.00 M.
- VISIBILITY	(VC-B)	250.0 M.
- BLOCKS TRAFFIC		NO
MINOR ROAD - VISIBILITY TO LEFT	(VB-C)	20.0 M.
- VISIBILITY TO RIGHT	(VB-A)	20.0 M.
- LANE 1 WIDTH	(WB-C)	3.00 M.
- LANE 2 WIDTH	(WB-A)	0.00 M.

TRAFFIC DEMAND DATA

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

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	8.59	12.88	8.59
ARM B	15.00	45.00	75.00	0.73	1.09	0.73
ARM C	15.00	45.00	75.00	8.18	12.26	8.18

TURNING PROPORTIONS
TURNING COUNTS (VEH/HR)
(PERCENTAGE OF H.V.S)

TIME	FROM/TO	ARM A	ARM B	ARM C
07.45 - 09.15				
	ARM A	0.000	0.000	1.000
		0.0	0.0	687.0
		(0.0)	(10.0)	(10.0)
	ARM B	0.121	0.000	0.879
		7.0	0.0	51.0
		(10.0)	(0.0)	(10.0)
	ARM C	0.986	0.014	0.000
		645.0	9.0	0.0
		(10.0)	(10.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

DEFAULT PROPORTIONS OF HEAVY VEHICLES ARE USED

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)
07.45-08.00								
B-AC	0.73	6.91	0.105		0.0	0.1	1.7	
C-A	8.06							
C-B	0.11	9.24	0.012		0.0	0.0	0.2	
A-B	0.00							
A-C	8.59							

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)
08.00-08.15								
B-AC	0.87	6.41	0.135		0.1	0.2	2.2	
C-A	9.63							
C-B	0.13	8.73	0.015		0.0	0.0	0.2	
A-B	0.00							
A-C	10.25							

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)
08.15-08.30								
B-AC	1.06	5.68	0.187		0.2	0.2	3.3	
C-A	11.79							
C-B	0.16	8.04	0.020		0.0	0.0	0.3	
A-B	0.00							
A-C	12.56							

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)
08.30-08.45								
B-AC	1.06	5.68	0.187		0.2	0.2	3.4	
C-A	11.79							
C-B	0.16	8.04	0.020		0.0	0.0	0.3	
A-B	0.00							
A-C	12.56							

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)
08.45-09.00								
B-AC	0.87	6.41	0.135		0.2	0.2	2.5	
C-A	9.63							
C-B	0.13	8.73	0.015		0.0	0.0	0.2	
A-B	0.00							
A-C	10.25							

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)
09.00-09.15								
B-AC	0.73	6.91	0.105		0.2	0.1	1.8	
C-A	8.06							
C-B	0.11	9.24	0.012		0.0	0.0	0.2	
A-B	0.00							
A-C	8.59							

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.1
08.15	0.2
08.30	0.2
08.45	0.2
09.00	0.2
09.15	0.1

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-AC	79.5	53.0	14.9	0.19	14.9	0.19
C-A	884.4	589.6				
C-B	12.3	8.2	1.5	0.12	1.5	0.12
A-B	0.0	0.0				
A-C	942.0	628.0				
ALL	1918.3	1278.9	16.3	0.01	16.3	0.01

* 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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.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 Basingstoke Road (S)
ARM B IS Site E Access
ARM C IS Basingstoke Road (N)

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

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TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W)	6.00 M.
CENTRAL RESERVE WIDTH	(WCR)	0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B)	3.00 M.
- VISIBILITY	(VC-B)	250.0 M.
- BLOCKS TRAFFIC		NO
MINOR ROAD - VISIBILITY TO LEFT	(VB-C)	20.0 M.
- VISIBILITY TO RIGHT	(VB-A)	20.0 M.
- LANE 1 WIDTH	(WB-C)	3.00 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	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	2.49	3.73	2.49
ARM B	15.00	45.00	75.00	0.11	0.17	0.11
ARM C	15.00	45.00	75.00	11.88	17.81	11.88

TIME	TURNING PROPORTIONS / TURNING COUNTS (VEH/HR) (PERCENTAGE OF H.V.S) FROM/TO	ARM A	ARM B	ARM C
16.45 - 18.15	ARM A	0.000	0.035	0.965
		0.0	7.0	192.0
		(0.0)	(10.0)	(10.0)
	ARM B	0.000	0.000	1.000
		0.0	0.0	9.0
		(10.0)	(0.0)	(10.0)
	ARM C	0.946	0.054	0.000
		899.0	51.0	0.0
		(10.0)	(10.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

DEFAULT PROPORTIONS OF HEAVY VEHICLES ARE USED

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	0.11	9.04	0.012		0.0	0.0	0.2	
C-A	11.24							
C-B	0.64	11.09	0.058		0.0	0.1	0.9	
A-B	0.09							
A-C	2.40							

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	0.13	8.93	0.015		0.0	0.0	0.2	
C-A	13.42							
C-B	0.76	10.94	0.070		0.1	0.1	1.1	
A-B	0.10							
A-C	2.87							

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	0.16	8.77	0.019		0.0	0.0	0.3	
C-A	16.43							
C-B	0.93	10.74	0.087		0.1	0.1	1.4	
A-B	0.13							
A-C	3.51							

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)
17.30-17.45								
B-AC	0.16	8.77	0.019		0.0	0.0	0.3	
C-A	16.43							
C-B	0.93	10.74	0.087		0.1	0.1	1.4	
A-B	0.13							
A-C	3.51							

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)
17.45-18.00								
B-AC	0.13	8.93	0.015		0.0	0.0	0.2	
C-A	13.42							
C-B	0.76	10.94	0.070		0.1	0.1	1.2	
A-B	0.10							
A-C	2.87							

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	0.11	9.04	0.012		0.0	0.0	0.2	
C-A	11.24							
C-B	0.64	11.09	0.058		0.1	0.1	0.9	
A-B	0.09							
A-C	2.40							

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-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.1
17.30	0.1
17.45	0.1
18.00	0.1
18.15	0.1

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-AC	12.3	8.2	1.4	0.11	1.4	0.11
C-A	1232.7	821.8				
C-B	69.9	46.6	6.9	0.10	6.9	0.10
A-B	9.6	6.4				
A-C	263.3	175.5				
ALL	1587.9	1058.6	8.3	0.01	8.3	0.01

* 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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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
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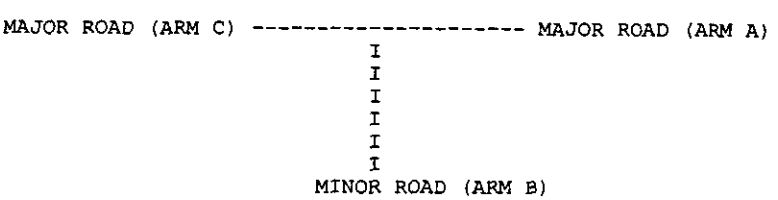
Run with file:- "d:\q701 - south reading\mar 2000 - jcn assessment\access to site e\seshbaseam.vpi" at 16:21:00 on W

RUN TITLE
****
Sth Rdg (Q701) - Site Access E, Shinfield + Site E, AM Peak [SEShbaseAM.vpo]

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY
****

INPUT DATA



ARM A IS Basingstoke Road (S)
ARM B IS Site E Access
ARM C IS Basingstoke Road (N)

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)	3.00 M.	
- VISIBILITY	(VC-B)	250.0 M.	
- BLOCKS TRAFFIC		NO	
MINOR ROAD - VISIBILITY TO LEFT	(VB-C)	20.0 M.	
- VISIBILITY TO RIGHT	(VB-A)	20.0 M.	
- LANE 1 WIDTH	(WB-C)	3.00 M.	
- LANE 2 WIDTH	(WB-A)	0.00 M.	

TRAFFIC DEMAND DATA

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

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	12.04	18.06	12.04
ARM B	15.00	45.00	75.00	0.73	1.09	0.73
ARM C	15.00	45.00	75.00	11.85	17.78	11.85

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (VEH/HR) (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
07.45 - 09.15	ARM A	0.000	0.000	1.000
		0.0	0.0	963.0
		(0.0)	(10.0)	(10.0)
	ARM B	0.121	0.000	0.879
		7.0	0.0	51.0
		(10.0)	(0.0)	(10.0)
	ARM C	0.991	0.009	0.000
		939.0	9.0	0.0
		(10.0)	(10.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

DEFAULT PROPORTIONS OF HEAVY VEHICLES ARE USED

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)
07.45-08.00								
B-AC	0.73	5.83	0.124		0.0	0.1	2.0	
C-A	11.74							
C-B	0.11	8.19	0.014		0.0	0.0	0.2	
A-B	0.00							
A-C	12.04							

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)
08.00-08.15								
B-AC	0.87	5.00	0.173		0.1	0.2	3.0	
C-A	14.02							
C-B	0.13	7.49	0.018		0.0	0.0	0.3	
A-B	0.00							
A-C	14.37							

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)
08.15-08.30								
B-AC	1.06	3.45	0.308		0.2	0.4	6.0	
C-A	17.17							
C-B	0.16	6.51	0.025		0.0	0.0	0.4	
A-B	0.00							
A-C	17.60							

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)
08.30-08.45								
B-AC	1.06	3.45	0.308		0.4	0.4	6.5	
C-A	17.17							
C-B	0.16	6.51	0.025		0.0	0.0	0.4	
A-B	0.00							
A-C	17.60							

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)
08.45-09.00								
B-AC	0.87	5.00	0.173		0.4	0.2	3.4	
C-A	14.02							
C-B	0.13	7.49	0.018		0.0	0.0	0.3	
A-B	0.00							
A-C	14.37							

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)
09.00-09.15								
B-AC	0.73	5.83	0.124		0.2	0.1	2.2	
C-A	11.74							
C-B	0.11	8.19	0.014		0.0	0.0	0.2	
A-B	0.00							
A-C	12.04							

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.1
08.15	0.2
08.30	0.4
08.45	0.4
09.00	0.2
09.15	0.1

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-AC	79.5	53.0	23.0	0.29	23.0	0.29
C-A	1287.6	858.4				
C-B	12.3	8.2	1.7	0.14	1.7	0.14
A-B	0.0	0.0				
A-C	1320.5	880.3				
ALL	2699.9	1799.9	24.8	0.01	24.8	0.01

* 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 with file:- "d:\q701 - south reading\mar 2000 - jcn assessment\access to site e\seshbasepm.vpi" at 16:21:37 on W

RUN TITLE
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Sth Rdg (Q701) - Site Access E, Shinfield + Site E, PM Peak [SEShbasePM.vpo]

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY
****

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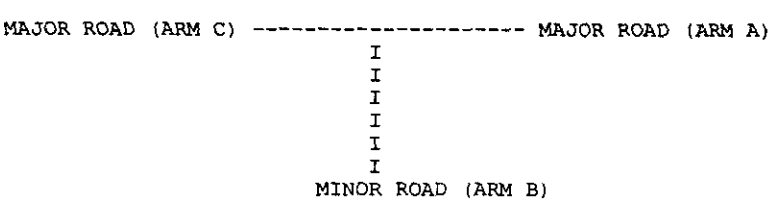


ARM A IS Basingstoke Road (S)
ARM B IS Site E Access
ARM C IS Basingstoke Road (N)

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)	3.00 M.
- VISIBILITY	(VC-B)	250.0 M.
- BLOCKS TRAFFIC		NO
MINOR ROAD - VISIBILITY TO LEFT	(VB-C)	20.0 M.
- VISIBILITY TO RIGHT	(VB-A)	20.0 M.
- LANE 1 WIDTH	(WB-C)	3.00 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	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	3.70	5.55	3.70
ARM B	15.00	45.00	75.00	0.11	0.17	0.11
ARM C	15.00	45.00	75.00	9.31	13.97	9.31

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	0.024	0.976
		0.0	7.0	289.0
		(0.0)	(10.0)	(10.0)
	ARM B	0.000	0.000	1.000
		0.0	0.0	9.0
		(10.0)	(0.0)	(10.0)
	ARM C	0.932	0.068	0.000
		694.0	51.0	0.0
		(10.0)	(10.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

DEFAULT PROPORTIONS OF HEAVY VEHICLES ARE USED

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	0.11	8.74	0.013		0.0	0.0	0.2	
C-A	8.68							
C-B	0.64	10.72	0.059		0.0	0.1	0.9	
A-B	0.09							
A-C	3.61							

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	0.13	8.57	0.016		0.0	0.0	0.2	
C-A	10.36							
C-B	0.76	10.50	0.072		0.1	0.1	1.1	
A-B	0.10							
A-C	4.31							

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	0.16	8.33	0.020		0.0	0.0	0.3	
C-A	12.69							
C-B	0.93	10.20	0.091		0.1	0.1	1.5	
A-B	0.13							
A-C	5.28							

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	0.16	8.33	0.020		0.0	0.0	0.3	
C-A	12.69							
C-B	0.93	10.20	0.091		0.1	0.1	1.5	
A-B	0.13							
A-C	5.28							

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	0.13	8.57	0.016		0.0	0.0	0.2	
C-A	10.36							
C-B	0.76	10.50	0.072		0.1	0.1	1.2	
A-B	0.10							
A-C	4.31							

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	0.11	8.74	0.013		0.0	0.0	0.2	
C-A	8.68							
C-B	0.64	10.72	0.059		0.1	0.1	1.0	
A-B	0.09							
A-C	3.61							

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-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.1
17.30	0.1
17.45	0.1
18.00	0.1
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	12.3	8.2	1.5	0.12	1.5	0.12
C-A	951.6	634.4				
C-B	69.9	46.6	7.2	0.10	7.2	0.10
A-B	9.6	6.4				
A-C	396.3	264.2				
ALL	1439.8	959.8	8.7	0.01	8.7	0.01

* 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

[Printed at 16:21:44 on 04-19-2000]

Appendix 2

Traffic Generation / Distribution

TRAFFIC GENERATION AND DISTRIBUTION

Taken from Technical Paper C2 "Information on Traffic Modelling" and Technical Paper C4 "Distribution of Development Traffic South of the M4" in Core Document CD/1/24

- Trip Rate taken as 0.84 trips per dwelling AM peak as per paragraph 17 of C2.

Site A Land East of Basingstoke Road	80 units @ 0.84 = 67 trips
Site B Land North of Hyde End Road	215 units @ 0.84 = 181 trips
Site C Land West of Basingstoke Road	80 units @ 0.84 = 67 trips

DISTRIBUTION OF DEVELOPMENT TRAFFIC

A33 Swallowfield Bypass

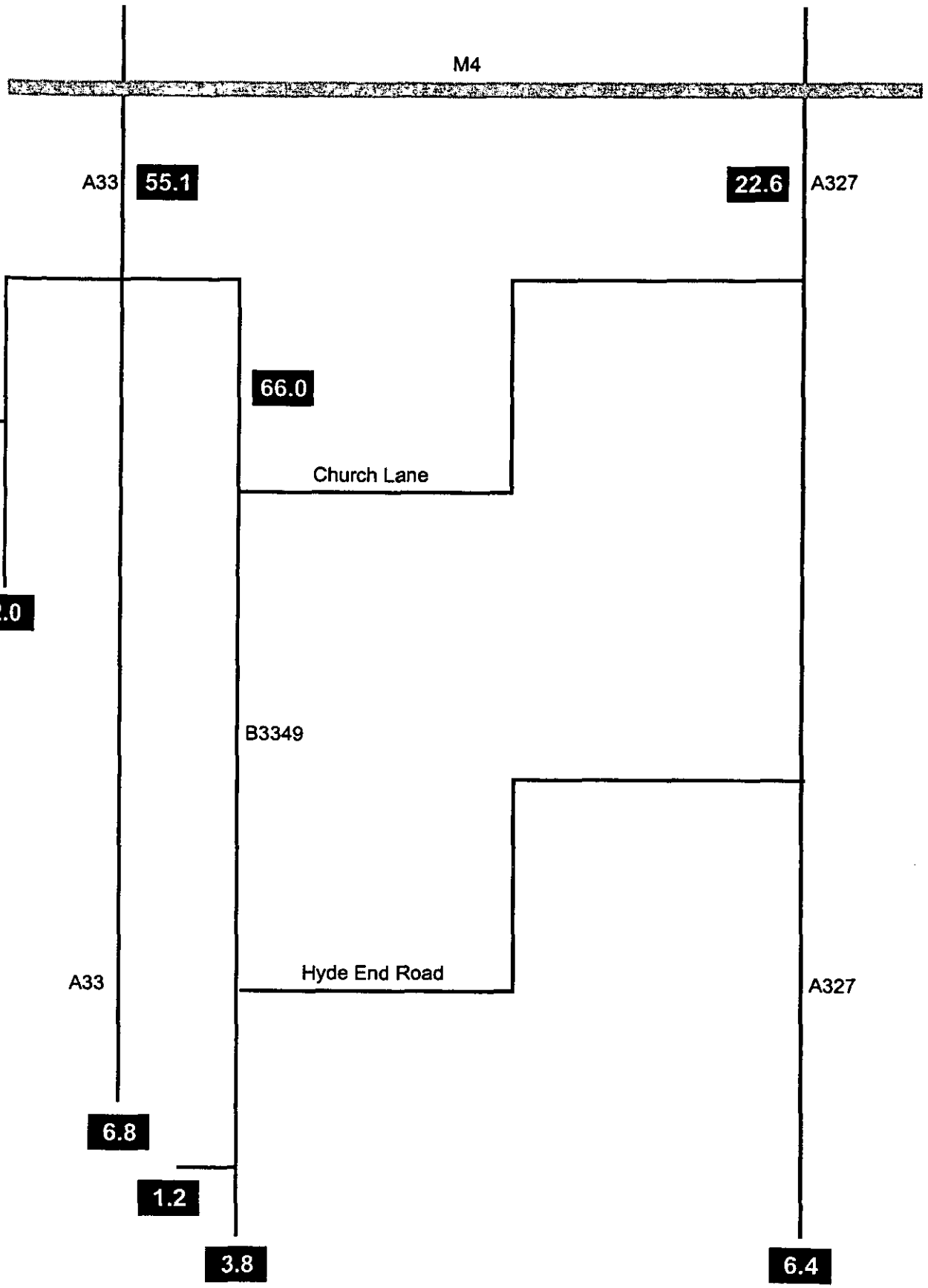
North of Mereoak Roundabout	55.1%
South of Mereoak Roundabout	6.8%

B3349 Basingstoke Road

North of Church Lane	66.0%
South of Hyde End Road	5.0%

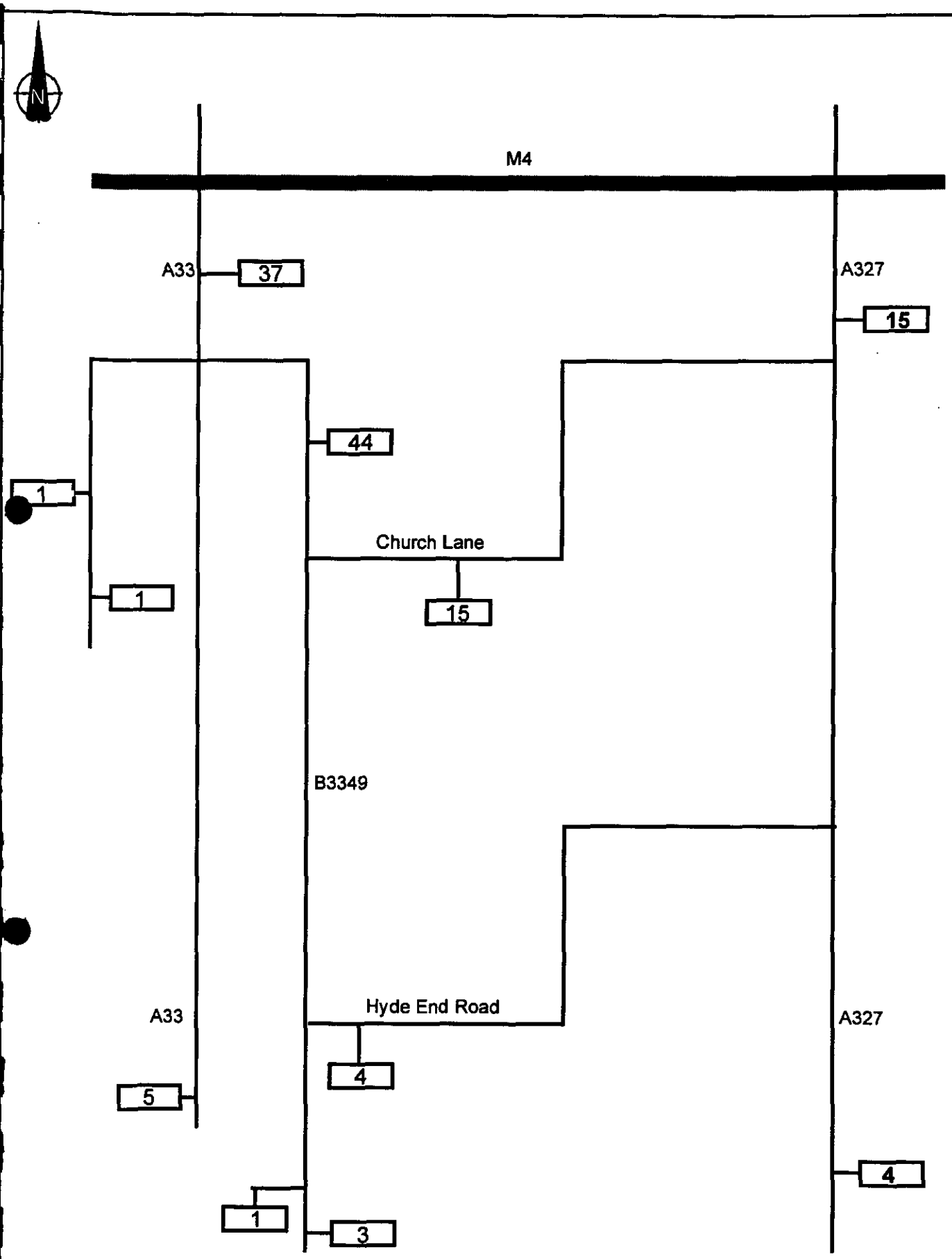
A327 Hollow Lane

North of Church Lane	22.6%
South of Hyde End Road	6.4%

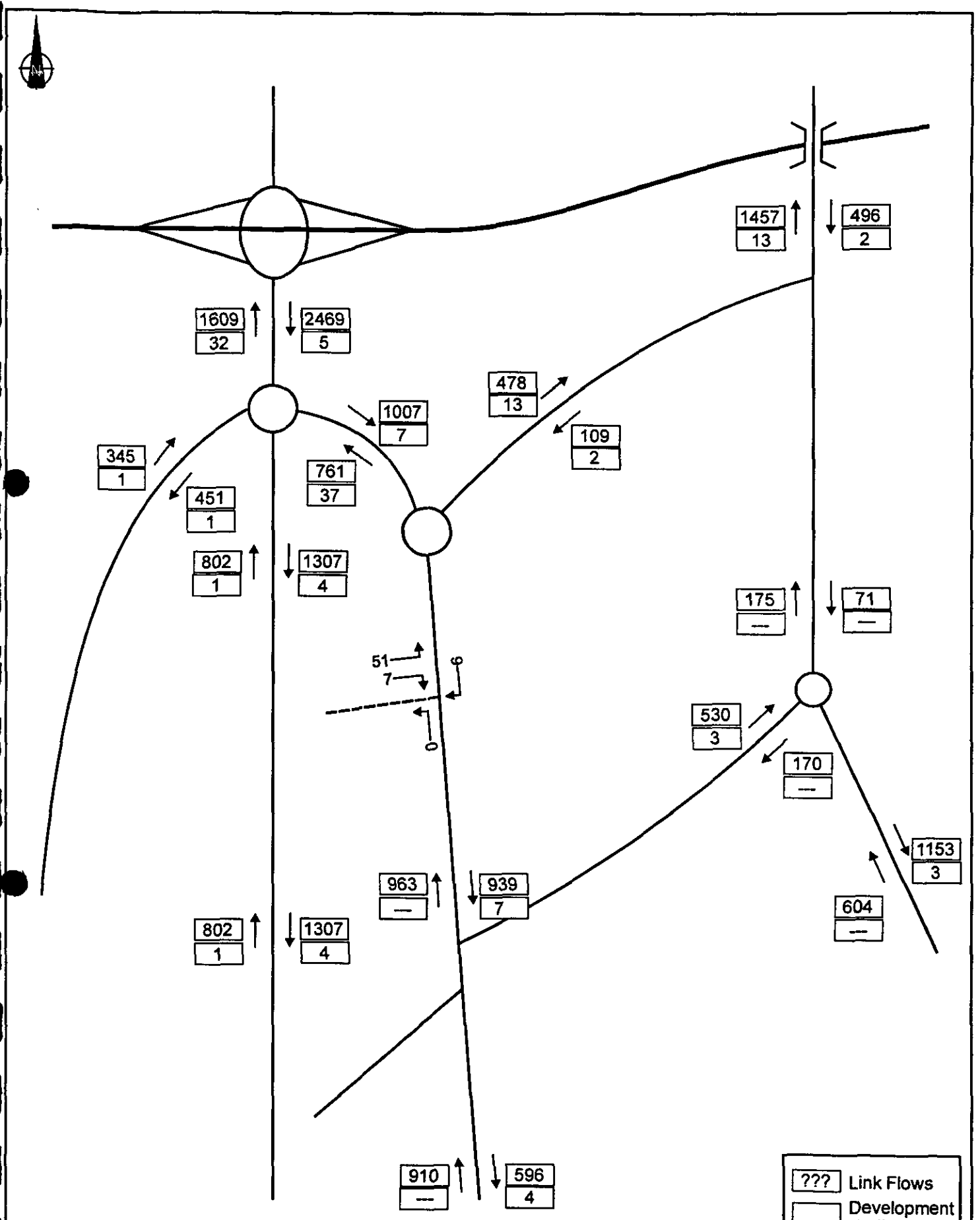


% Development Traffic

Scale NTS	Client : Fairclough, Twigden, Bryant	Job Title : South Reading	Buchanan Consulting Engineers Newcombe House - 43-45 Notting Hill Gate - London W11 3QD Tel. 0171 309 9055 Fax. 0171 309 9056
Date 31/01/00	Drawing Title : Development Traffic Distribution		Job No : Q701
Drawn A.B.			Fig. A2.1



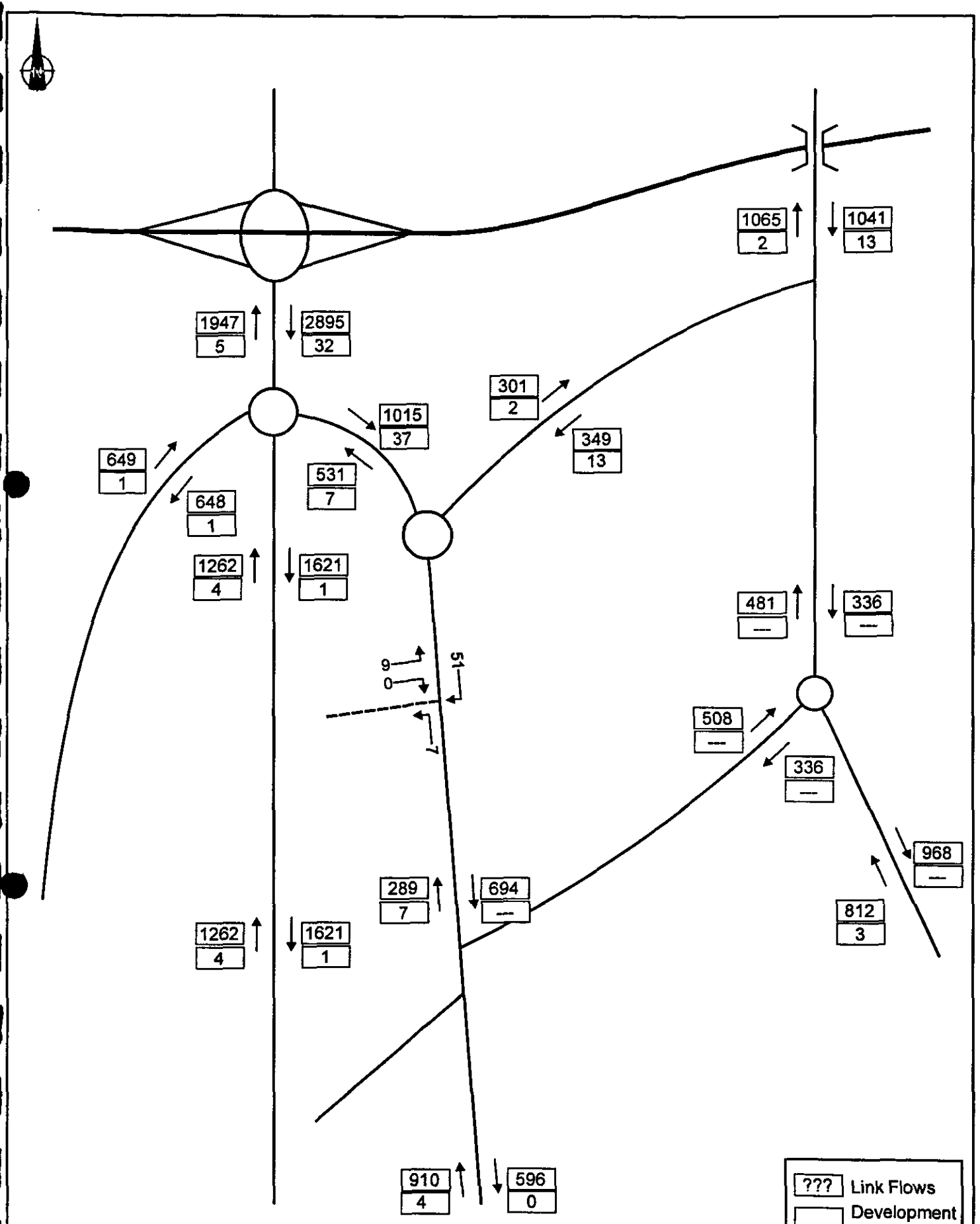
Scale NTS	Client: Fairclough, Twigden, Bryant	Job Title: Spencers Wood, Reading	Buchanan Consulting Engineers Newcombe House - 43-45 Notting Hill Gate - London W11 3QD Tel. 0171 309 9055 Fax. 0171 309 9056
Date 31/01/00	Drawing Title: Development Traffic Distribution Land West Of Basingstoke Road Peak Hour 2-Way Traffic		Job No: Q701
Drawn N.B.			Fig. A3.2



NOTE :

Link flows do not include turning movements from development sites

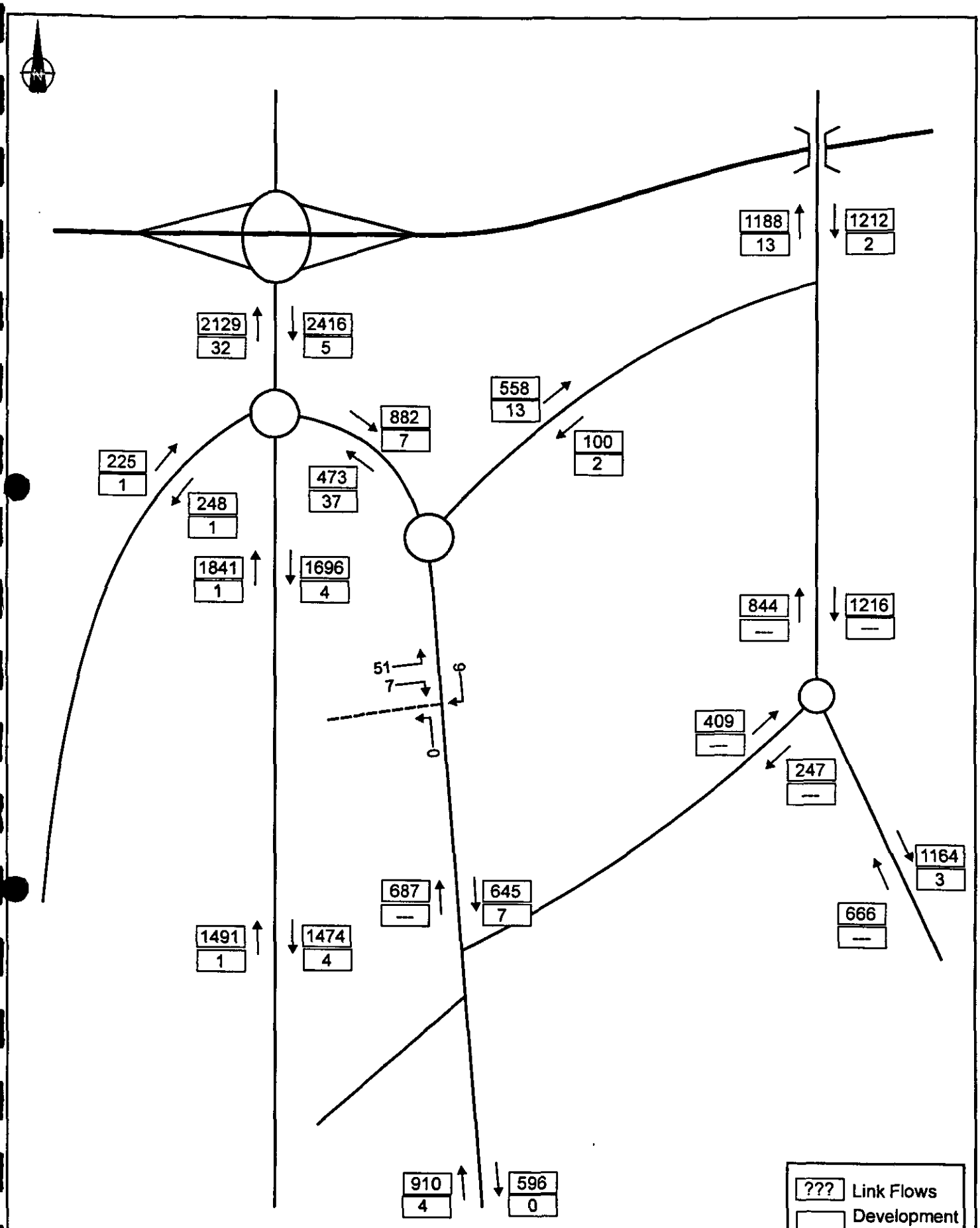
Scale NTS	Client : Fairclough, Twigden, Bryant	Job Title : Spencers Wood, Reading	Buchanan Consulting Engineers Newcombe House - 43-45 Notting Hill Gate - London W11 3QD Tel. 0171 309 9055 Fax. 0171 309 9056
Date 15/02/00	Drawing Title : Shinfield AM Peak 2006 Base Land West of Basingstoke Road		Job No : Q701
Drawn A.B.			Fig. A2.5



NOTE :

Link flows do not include turning movements from development sites

Scale NTS	Client : Fairclough, Twigden, Bryant	Job Title : Spencers Wood, Reading	Buchanan Consulting Engineers Newcombe House - 43-45 Notting Hill Gate - London W11 3QD Tel. 0171 309 9055 Fax. 0171 309 9056
Date 15/02/00	Drawing Title : Shinfield PM Peak 2006 Base Land West of Basingstoke Road		Job No : Q701
Drawn A.B.			Fig. A2.8



NOTE :

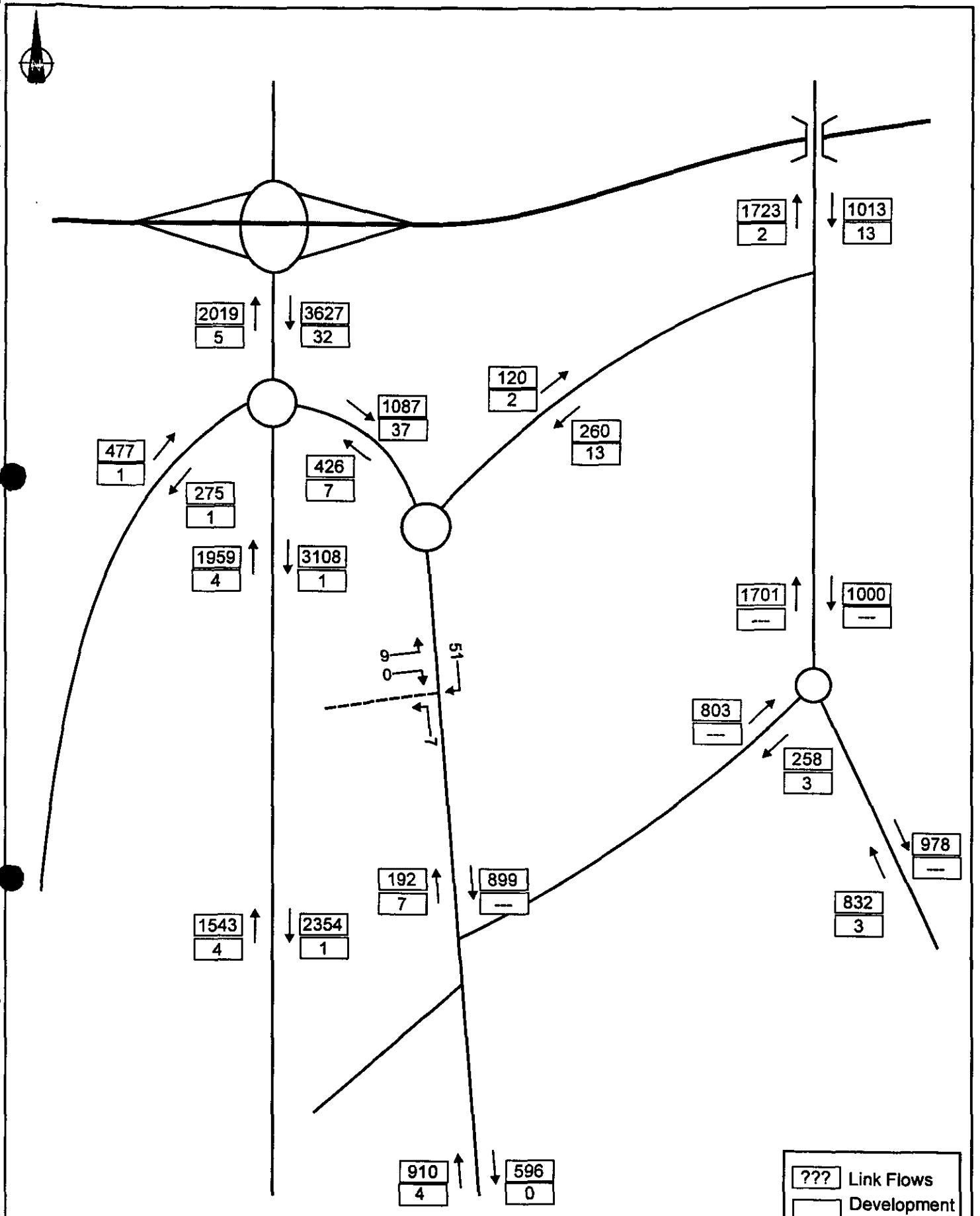
Link flows do not include turning movements from development sites

??? Link Flows

Development Traffic

Proposed Site Access

Scale NTS	Client : Fairclough, Twigden, Bryant	Job Title : Spencers Wood, Reading	Buchanan Consulting Engineers Newcombe House - 43-45 Notting Hill Gate - London W11 3QD Tel. 0171 309 9055 Fax. 0171 309 9056
Date 15/02/00	Drawing Title : Grazeley AM Peak 2006 Base Land East of Basingstoke Road		Job No : Q701
Drawn A.B.			Fig. A2.3



NOTE :

Link flows do not include turning movements from development sites

Scale NTS	Client : Fairclough, Twigden, Bryant	Job Title : Spencers Wood, Reading	Buchanan Consulting Engineers Newcombe House - 43-45 Notting Hill Gate - London W11 3QD Tel. 0171 309 9055 Fax. 0171 309 9056
Date 15/02/00	Drawing Title : Grazeley PM Peak 2006 Base Land East of Basingstoke Road		Job No : Q701
Drawn A.B.			Fig. A2.4

Appendix 3

Base Conditions for Transport Assessment

A3.0 BASE CONDITIONS FOR TRANSPORT ASSESSMENT

General

A3.1 The following assessment is based upon the transportation evidence submitted in support of the Shinfield and Grazeley major development proposals that were considered in Part 1 of this Inquiry. The transport and highway improvements proposed in both scenarios have been assumed to have been accepted by the Part 1 Inquiry and are therefore carried through in this assessment.

A3.2 The base conditions against which the implications of developing each of the sites can be assessed depend upon :

- proposed modifications to the transport network not directly related to major development proposals, and traffic demand forecasts taking these into account.

- modifications proposed directly in relation to either the Shinfield or Grazeley major development proposals, and the traffic demand forecasts taking these into account.

A3.3 The transport networks requiring consideration under this heading are :

- walk and cycle networks
- public transport networks and services
- highway networks, including management
- park and ride proposals

Proposed Modifications not Related to Individual Developments.

A3.4 These comprise the Local Plan / Structure Plan proposal for a crossing of M4 west of Junction 11, and proposals for the provision of a Park and Ride site at Mereoak on A33, and associated highway works.

A3.5 The proposed western crossing of M4, from A33 Swallowfield bypass to the A33 relief road north of M4, serving Green Park and relieving J11 of elements of north south traffic is identified by the Draft District Local Plan at WT15 as a commitment within the Local Plan period. Whilst reference is made in the supporting text to the development at Grazeley the provision of the relief road is not specifically conditioned upon that development proceeding. In support of Draft Policy WSM1 however, the provision of the relief road is sought prior to the construction of the 1400th unit at Grazeley.

A3.6 Significant evidence was given on behalf of each of the major development proposals at Shinfield and Grazeley to demonstrate that the crossing was not needed in support of those developments, there being other less intrusive highway solutions. Evidence was also given that the proposed road would have undesirable environmental and other impacts. It is understood that the local authority did not present a significant rebuttal to this evidence.

A3.7 It will therefore be assumed in assessing base conditions for the proposed comprehensive and individual development site scenarios that the A33 Relief Road - Link over M4 is **not** provided in the base scenarios. It is noted that neither the Grazeley nor Shinfield development proposals have specifically sought to remove the link from the Local Plan proposals, but have merely examined the implications for their proposals should it not be provided, possibly to demonstrate that its construction to any particular programme is not essential to permit their development proposals to proceed.

A3.8 The Mereoak Park and Ride proposal is also committed within the Local Plan. Policy WT11 identifies the intention to provide the park and ride facility at Mereoak, and again WSM1 indicates that its provision will be required to support the development at Grazeley.

A3.9 The scheme, which has planning permission, is already programmed and funding is identified (WDC, Provisional Local Transport Plan 2000 - 2005, 7.30) for the site and associated highway works from a variety of sources. It is therefore considered to be committed irrespective of the Grazeley proposals.

A3.10 Walk and Cycle network improvements are also identified, however no firm proposal is brought forward on the proposals map showing a route for the only major relevant proposal - the Swallowfield, Spencers Wood, Reading cycle route.

Base Traffic Conditions Related to Development Scenarios - Grazeley

Grazeley Transport Proposals

A3.11 The development proposals for Grazeley include the following transport elements of relevance to the individual sites now under consideration :

Highway and non-car mode improvements and modifications including -

- works to M4 / J11 and Mereoak roundabout
- signalisation of the junction at Basingstoke Road and Church Lane to provide protected cycle pedestrian crossing facilities
- provision of a new station at Grazeley
- improvements to the Mereoak Park and Ride scheme
- provision, improvement and support of bus services on Basingstoke Road / Hyde End Road and on A33 corridor to Reading and Basingstoke
- grade-separated cycle route crossing of A33 at Grazeley Road and connecting with the existing route from Shinfield to Hyde End Lane / Ryeish Green School

Grazeley Traffic Impact

A3.12 As previously discussed, the traffic forecasts upon which this assessment is based is that which excludes the A33 relief road - M4 link. Evidence on behalf of The Grazeley Consortium set out a series of traffic forecasts including that identified as Option B, which excludes the proposed road link. In GRA/TRAN/2/2 the relevant forecasts were set out in diagramatic form, and these are reproduced in this Appendix.

A3.13 Data abstracted from this appendix is set out in Table 3.1, for elements of the highway network in the area of Spencers Wood, and compared with the agreed base traffic forecast without development, known as FYB3, for year 2006.

Table 3.1: Grazeley Development - Option B

Location	Forecast Peak Hour Traffic Flows, 2006, Vehicles Per Hour											
	AM Peak						PM Peak					
	Without Dev			With Dev			Without Dev			With Dev		
	N/E	S/W	Total	N/E	S/W	Total	N/E	S/W	Total	N/E	S/W	Total
A33												
• Mereoak to J11	1440	2257	3697	2129(+48)	2416(+7)	4545(+23)	1710	2515	4225	2019(+18)	3627(+44)	5646(+24)
BASINGSTOKE ROAD												
• Mereoak - Church Lane	747	743	1490	473(-37)	882(+19)	1355(-9)	461	843	1304	426(-8)	1087(+29)	1513(+16)
• Church Lane - Hyde End Rd	985	613	1756	687(-30)	645(+5)	1332(-24)	268	925	1193	192(-28)	899(-3)	1091(-9)
• Sth of Hyde End Rd	1468	785	2253	1237(-16)	849(+8)	2086(-7)	577	746	1323	599(+4)	759(+2)	1358(+3)
CHURCH LANE	591	216	807	558(-6)	100(-54)	658(-12)	248	532	780	258(+4)	313(-41)	571(-27)
HYDE END ROAD	447	280	727	409(-9)	247(-12)	656(-10)	640	206	846	803(+25)	258(+25)	1061(+25)

Note : Assumes No A33 Relief Road M4 Link
: ( ) % change from 2006 FYB 3

A3.14 Evidence for The Grazeley Consortium identified the performance of certain key junctions on the local highway network with and without the development.

These include, in particular :

- Church Lane / Basingstoke Road
- Mereoak Roundabout
- M4 - J11

A3.15 The proposed traffic signals at Church Lane, including a pedestrian crossing stage, are forecast to operate below capacity in both peak hours with limited queuing. (GRA/TRAN/2(1)/P92).

A3.16 The improved Mereoak junction was shown to perform with minor queuing on the Basingstoke Road and A33(N) approaches, but significant queuing on A33(S) in both year 2006 peak hours, albeit at lower than 1996 observed levels.

A3.17 M4 Junction 11 was forecast to be heavily congested in both year 2006 peak hours, but at levels slightly less than the without development case.

Base Conditions Related to Development Scenarios - Shinfield

Shinfield Transport Proposals

A3.18 The development proposals for Shinfield include the following transport elements of relevance to the individual sites now under consideration:

(i) Highway and non-car mode improvements and modifications including :

- works to M4/J11 and Mereoak roundabout
- improvements to A327 including works at Blackboy Junction and to the motorway overbridge

- provision of Park and Ride sites both north and south of M4 on A327
- the provision of new and enhanced public transport services focussed upon A327 to Reading Town Centre, and south Reading north of M4.

A3.19 Whilst the Environmental Statement accompanying the Shinfield application identified a high quality external shuttle from the new development via Hyde End Road, Basingstoke Road and A33 to Reading centre this proposal was withdrawn prior to the Part 1 Inquiry, following a review of the Shinfield proposals, and was not promoted in evidence.

Shinfield Traffic Impact

A3.20 Evidence given on behalf of the University of Reading set out traffic forecasts for a series of options including Option 3C, which excludes the proposed A33 Relief Road M4 link. In SHI/TRAN/3 the relevant forecasts were set out in diagramatic form, and these are reproduced in this Appendix.

A3.21 Data abstracted from this appendix is set out in Table 3.2 for elements of the highway network in the vicinity of Spencers Wood.

A3.22 Evidence on behalf of the University also identified the performance of key junctions at Mereoak and M4/J11, but no assessment was presented on any other junctions along Basingstoke Road.

A3.23 Mereoak roundabout was shown to operate well within its capacity with the Shinfield development proposed works and without provision of the A33 Relief Road M4 Link.

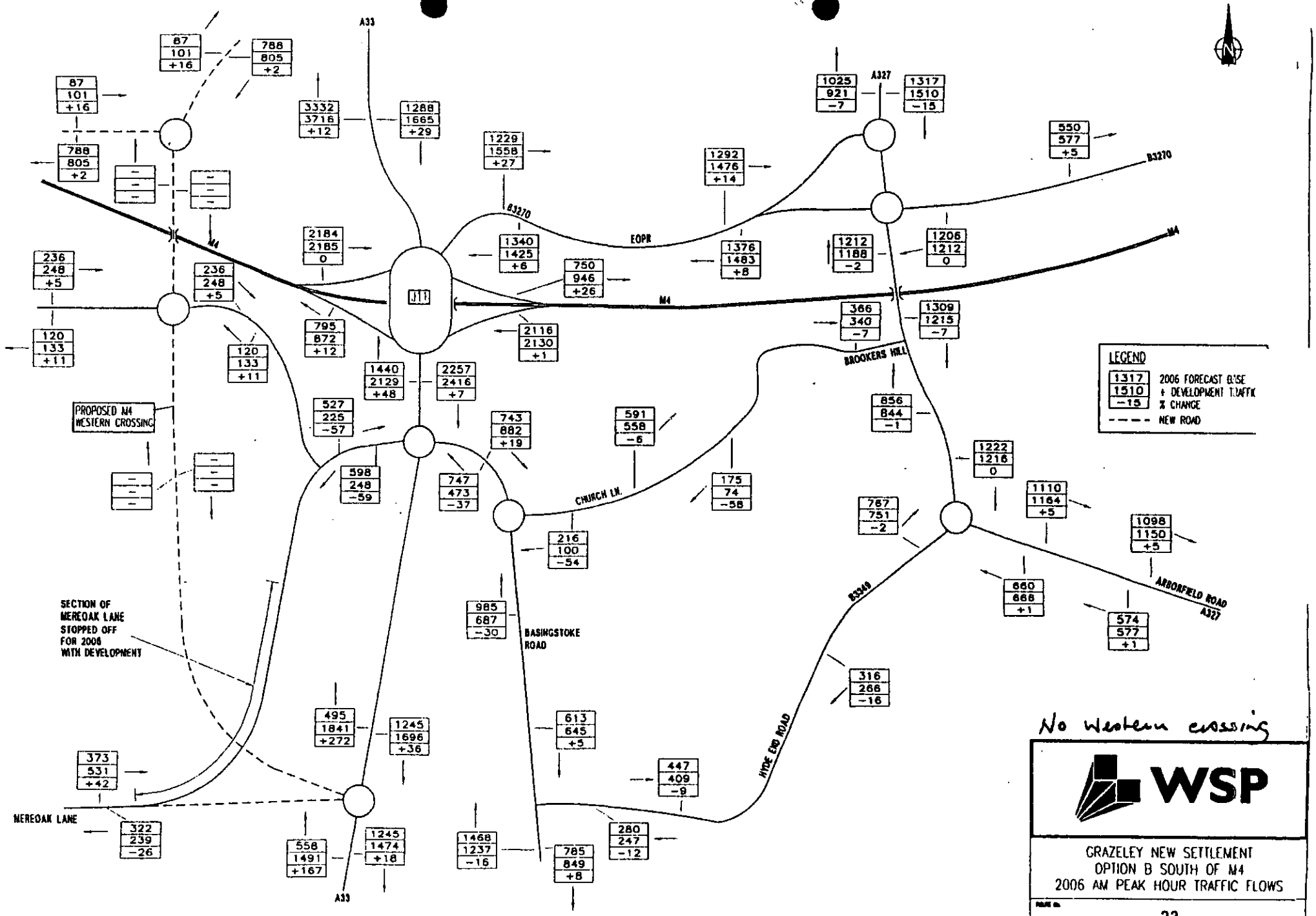
A3.24 In the same scenario M4 / J11 was shown to be congested on some approaches, but showing improvement in congestion levels on the forecast base conditions (SH1/TRAN/3 Table 5). The point was made on behalf of the University, based on other testing, that the provision of the M4 slip roads improvements by the Shinfield development is not justified (SHI/TRAN/2-7.2.17).

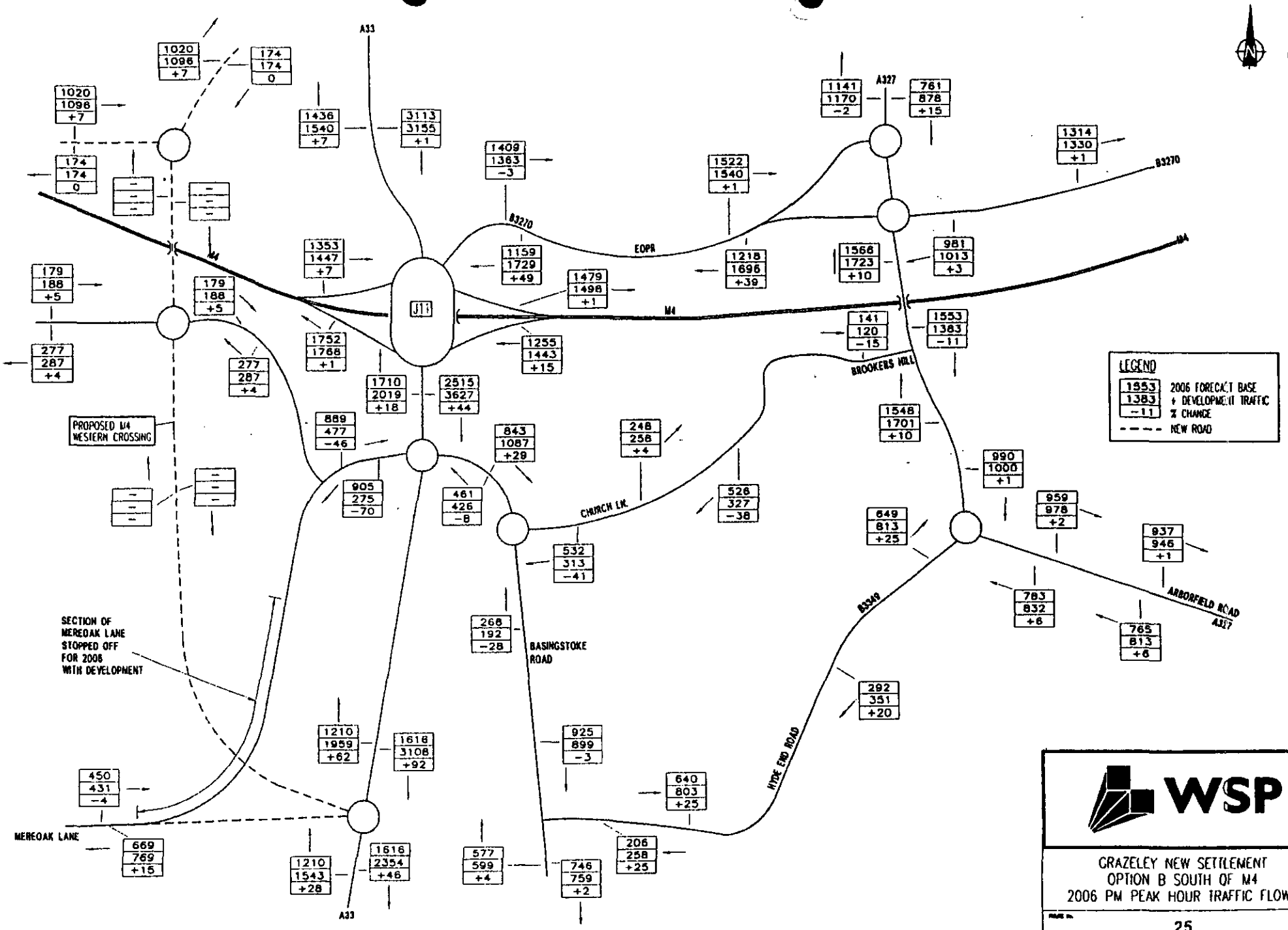
Table 3.2: Shinfield Village - Option 3C

Location	Forecast Peak Hour Traffic Flows, 2006, Vehicles Per Hour											
	AM Peak						PM Peak					
	Without Dev			With Dev			Without Dev			With Dev		
	N/E	S/W	Total	N/E	S/W	Total	N/E	S/W	Total	N/E	S/W	Total
A33												
• Mereoak to J11	1440	2257	3697	1609	2469	4078(+10)	1710	2515	4225	1947	2895	4842(+14)
BASINGSTOKE ROAD												
• Mereoak - Church Lane	747	749	1496	761	1007	1767(+18)	467	840	1307	531	1015	1546(+18)
• Church Lane - Hyde End Rd	985	613	1598	963	939	1902(+19)	268	908	1176	289	694	983(-17)
• Sth of Hyde End Rd	1468	785	2235	1248	843	2091(-6)	577	746	1323	626	771	1397(+6)
CHURCH LANE	555	179	734	478	109	587(-21)	149	559	708	301	349	650(-8)
HYDE END ROAD	767	316	1083	806	398	1204(+11)	649	292	941	508	366	674(-29)
(western end)	(447	280)					(640	206)				

Note: Assumes to A33 Relief Road M4 Link

( ) % change from 2006 FYB3


A33
A327
B3270
EOPR
M4
J11
PROPOSED M4 WESTERN CROSSING
SECTION OF MEREOAK LANE STOPPED OFF FOR 2006 WITH DEVELOPMENT
MEREOAK LANE
BROOKERS HILL
CHURCH LN.
BASINGSTOKE ROAD
HYDE END ROAD
B3349
ARBORFIELD ROAD
LEGEND
2006 FORECAST BASE
+ DEVELOPMENT TRAFFIC
% CHANGE
NEW ROAD
No Western crossing
WSP
GRAZELEY NEW SETTLEMENT
OPTION B SOUTH OF M4
2006 AM PEAK HOUR TRAFFIC FLOWS
23



WSP

GRAZELEY NEW SETTLEMENT
OPTION B SOUTH OF M4
2006 PM PEAK HOUR TRAFFIC FLOWS

Appendix 4

Junction Capacity Analysis

JUNCTION CAPACITY TEST RESULTS

Shinfield Scenario

Basingstoke Road/Church Lane - AM Peak Hour

	Base		Plus Development	
	Q	RFC	Q	RFC (Deg. Sat)
Arm A	36.4	1.049	48	111.3
Arm B	0.2	0.192	15	109.3
Arm C	143.8	1.257	S/A 7	48.1
			R/T 24	110.2

Basingstoke Road/Church Lane - PM Peak Hour

	Base		Plus Development	
	Q	RFC	Q	RFC (Deg. Sat)
Arm A	113.7	1.185	31	99.8
Arm B	0.6	0.379	4	30.1
Arm C	1.9	0.663	S/A 4	30.1
			R/T 5	95.7

Notes : Arm A - Basingstoke Road (N)
Arm B - Church Lane
Arm C - Basingstoke Road (S)

S/A - Straight Ahead (Traffic Signals)
R/T - Right Turn (Traffic Signals)

GRAZELEY SCENARIO

Basingstoke Road/Church Lane - AM Peak Hour

	Base		Plus Development	
	Q	RFC	Q	RFC (Deg. Sat)
Arm A	24	98.4	15	89.3
Arm B	3	64.2	1	10.6
Arm C	S/A 4	32.7	1	10.6
	R/T 10	97.8	0	36.6

Basingstoke Road/Church Lane - PM Peak Hour

	Base		Plus Development	
	Q	RFC	Q	RFC (Deg. Sat)
Arm A	14	86.3	17	89.2
Arm B	10	83.9	4	101.4
Arm C	S/A 1	10.1	4	32.8
	R/T 0	31.9	5	86.4

Notes : Arm A - Basingstoke Road (N)
Arm B - Church Lane
Arm C - Basingstoke Road (S)

S/A - Straight Ahead (Traffic Signals)
R/T - Right Turn (Traffic Signals)

LINSIG II - RESULTS

Buchanan Consulting Engineers

Location : Basingstoke Road, FINAL JUNCTION ASSESSMENT AT BAS RD/CH.

Title : MARCH 2000 ASSESSMENT
File : Q701XX
User : c bancroft

Listing on : 19-04-2000
Scheme Code : X

Cycle Time : 120 secs
Flow Group : 8.00 - 9.00 SHINFIELD + SITE E AM

Duration : 60 mins

Issue A/2/008.8
Licence UK1223

Practical Reserve Capacity : -23.7%
Total Junction Delay : 74.3 pcu hrs
Timings - Optimum cycle time for given Reserve Capacity
Notes :- AM PK BASE 100SEC C/T + 120 IN DEV TESTS (1234 STAGING)
PM PK 120 IN ALL SCENARIOS (123 STAGING)

Stage Sequence : 1 2 3 4
Min Stage Time : 7 4 5 12
Total Time : 50 26 8 12

LINK TIMES

LINK	TYP	GRN sec	PHS	GAP pcu	IGN pcu	DEM pcu	SAT pcu	CAP pcu	DEG %	DEL s/pcu	DEL hr/l	QUEUE pcu
1 Basingstoke Road Sth-bnd AHD & LFT TN	A	50	A			887	1875	797	111.3	160.1	39.4	48
2 Basingstoke Road North-bound Ahead	A	81	B			629	1915	1309	48.1	10.7	1.9	7
3 Basingstoke Road Nth-bnd RHT TN	C	81	BC	0.0	1.0	499	1879	453	110.2	152.5	21.1	24
4 Church Lane Left and Right turn	A	10	D			195	1946	178	109.3	219.4	11.9	15

LINSIG II - RESULTS

Buchanan Consulting Engineers

Location : Basingstoke Road, FINAL JUNCTION ASSESSMENT AT BAS RD/CH.

Title : MARCH 2000 ASSESSMENT

File : Q701XX

User : c bancroft

Listing on : 19-04-2000

Scheme Code : X

Cycle Time : 120 secs

Duration : 60 mins

Flow Group : 17.00 - 18.00 SHINFIELD + SITE E PM

Issue A/2/008.8

Practical Reserve Capacity : -10.9%

Licence UK1223

Total Junction Delay : 40.9 pcu hrs

Timings - Optimum cycle time for given Reserve Capacity

Notes :- AM PK BASE 100SEC C/T + 120 IN DEV TESTS (1234 STAGING)

PM PK 120 IN ALL SCENARIOS (123 STAGING)

Stage Sequence : 1 2 3

Min Stage Time : 5 4 12

Total Time : 75 4 22

LINK TIMES

	LINK	TYP	GRN sec	PHS	GAP pcu	IGN pcu	DEM pcu	SAT pcu	CAP pcu	DEG %	DEL s/pcu	DEL hr/l	QUEUE pcu
1	Basingstoke Road Sth-bnd AHD & LFT TN	A	77	A			1216	1875	1219	99.8	70.9	24.0	31
2	Basingstoke Road North-bound Ahead	A	86	B			418	1915	1388	30.1	6.7	0.8	4
3	Basingstoke Road Nth-bnd RHT TN	C	86	BC	0.0	1.0	104	1879	109	95.7	150.0	4.3	5
4	Church Lane Left and Right turn	A	24	D			391	1946	405	96.4	109.0	11.8	17

LINSIG II - RESULTS

Buchanan Consulting Engineers

Location : Basingstoke Road, FINAL JUNCTION ASSESSMENT AT BAS RD/CH.

Title : MARCH 2000 ASSESSMENT
File : Q701XX
User : c bancroft

Listing on : 19-04-2000
Scheme Code : X

Cycle Time : 120 secs
Flow Group : 8.00 - 9.00 GRAZELEY + SITE E AM

Duration : 60 mins

Issue A/2/008.8
Licence UK1223

Practical Reserve Capacity : 0.9%
Total Junction Delay : 17.1 pcu hrs
Timings - Optimum cycle time for given Reserve Capacity
Notes :- AM PK BASE 100SEC C/T + 120 IN DEV TESTS (1234 STAGING)
PM PK 120 IN ALL SCENARIOS (123 STAGING)

Stage Sequence : 1 2 3 4
Min Stage Time : 7 4 5 12
Total Time : 63 16 5 12

LINK TIMES

	LINK	TYP	GRN sec	PHS	GAP pcu	IGN pcu	DEM pcu	SAT pcu	CAP pcu	DEG %	DEL s/pcu	DEL hr/l	QUEUE pcu
1	Basingstoke Road Sth-bnd AHD & LFT TN	A	63	A			892	1875	1000	89.2	39.3	9.7	17
2	Basingstoke Road North-bound Ahead	A	84	B			445	1915	1356	32.8	7.7	0.9	4
3	Basingstoke Road Nth-bnd RHT TN	C	84	BC	1.4	1.0	293	1879	339	86.4	43.8	3.6	5
4	Church Lane Left and Right turn	A	7	D			102	1946	130	78.6	101.4	2.9	4

LINSIG II - RESULTS

Buchanan Consulting Engineers

Location : Basingstoke Road, FINAL JUNCTION ASSESSMENT AT BAS RD/CH.

Title : MARCH 2000 ASSESSMENT
File : Q701XX
User : c bancroft

Listing on : 19-04-2000
Scheme Code : X

Cycle Time : 120 secs
Flow Group : 17.00 - 18.00 GRAZELEY + SITE E PM

Duration : 60 mins

Issue A/2/008.8
Licence UK1223

Practical Reserve Capacity : 0.6%
Total Junction Delay : 16.2 pcu hrs
Timings - Optimum cycle time for given Reserve Capacity
Notes :- AM PK BASE 100SEC C/T + 120 IN DEV TESTS (1234 STAGING)
PM PK 120 IN ALL SCENARIOS (123 STAGING)

Stage Sequence : 1 2 3
Min Stage Time : 5 4 12
Total Time : 77 4 20

LINK TIMES

	LINK	TYP	GRN sec	PHS	GAP pcu	IGN pcu	DEM pcu	SAT pcu	CAP pcu	DEG %	DEL s/pcu	DEL hr/1	QUEUE pcu
1	Basingstoke Road Sth-bnd AHD & LFT TN	A	79	A			1116	1875	1250	89.3	28.3	8.8	15
2	Basingstoke Road North-bound Ahead	A	88	B			151	1915	1420	10.6	4.8	0.2	1
3	Basingstoke Road Nth-bnd RHT TN	C	88	BC	1.0	1.0	51	1879	139	36.6	13.2	0.2	0
4	Church Lane Left and Right turn	A	22	D			326	1946	373	87.4	77.3	7.0	11

Appendix 5

Services

DRAINAGE & SERVICES STRATEGY – SPENCERS WOOD

i. Surface Water Drainage

Each individual site has a "stand alone" system proposed with attenuation in the form of wet ponds to individual outfall points, thus none of the sites relies on another to drain surface water. There is also therefore no envisaged impact from the developments of Grazeley or Shinfield.

ii. Foul Water Drainage

Correspondence with Thames Water Utilities has confirmed that sites East and West of Basingstoke Road could drain to Manor Farm Sewage Treatment Works via the Three Mile Cross pumping station. These sites will need a new gravity sewer to the pump station along Basingstoke Road as recent development has taken the previous spare capacity.

The Three Mile Cross pump station will require replacement or upgrade as a result of the development of these sites.

Site North of Hyde End Road could currently drain to the Wargrave Sewage Treatment Works via the Parrot Farm and Marsh Farm pump stations. There is currently minor spare capacity in the Hyde Road network which may be sufficient to take this site, however a flow survey is needed to confirm this.

Should Grazeley proceed a new pump station will be needed at a suitable location to pump effluent to Manor Farm Sewage Treatment Works. It may then be more cost effective to connect sites East & West of Basingstoke Road via a gravity sewer and site North of Hyde End Road pumped to this new pump station. Alternatively sites East & West of Basingstoke Road could gravity feed to the new pump station for Grazeley and site North of Hyde End Road could gravity feed to an upgraded Parrots Farm pump station. This option can only be confirmed following a flow analysis of the existing system.

Should Shinfield proceed sites East & West of Basingstoke Road would drain to the Three Mile Cross with reinforcement as previously discussed and site North of Hyde End Road would drain via Hyde End Road via a new gravity system to the new Shinfield development pump station.

Finally it has been confirmed that the Manor Farm Sewage Treatment Works currently has no spare capacity. Thames Water Utilities have confirmed that upgrading of these works has been identified in their capital works programme for the next 5 year period. Capacity for Spencers Wood could therefore be catered for as long as the development was confirmed by the planning process.

Wargrave Sewage Treatment Works however has spare capacity to accommodate site North of Hyde End Road at the present time.

iii. **Water Supply**

Thames Water Utilities have verbally confirmed that they have constructed a 600mm diameter main from the Fobney Treatment Works to a location to the west of the M4. They have investigate and costed a route to extend this main over the M4 near Junction 10 to enable all three of the potential developments to be serviced.

Should either Grazeley or Shinfield proceed a 300mm main will be constructed from the 600mm diameter main to service either of the developments.

The Spencers Wood sites would therefore also need to take their supply from this 600mm diameter main.

A contribution of approximately £129/unit for the 600mm diameter main over the M4 is expected for each development and further costs for reinforcement of the local network to Spencers Wood should be anticipated.

iv. **Electricity Supply**

Southern Electric have confirmed that reinforcement to the existing High Voltage network will be required. A budget cost of between £160,000 - £200,000 has been provided. New connection charges in the region of £250 - £400 per plot have been suggested in addition to the reinforcement required.

Should either Grazeley or Shinfield proceed a new primary sub-station will be required with extensive upgrades to their existing network.

v. **Gas Supply**

Transco have confirmed that at present all sites can be serviced via an existing low pressure main and the Basingstoke/Hyde End Road junction. However new mains will need to be laid from this junction to the various sites.

vi. **Telecommunications**

British Telecom have confirmed that the local telephone exchange at Spencers Wood has sufficient capacity at present, however the surrounding network has limited capacity, and some minor upgrading may be required

GC JF BKC BK.
Final an excellent report!

07 March 2000

Our Ref : KBC\KPT\193\14
Your Ref : PF/jcb2791/Q701

Thames Water
The Business Centre
PO Box 83
Brentford Middlesex TW8 0EE
Fax 020 7713 3901

Telephone 020 7713 3887

Buchanan Consulting Engineers
88 Second Street
New Greenham Park
Thatcham
Newbury
RG19 6HW

RECEIVED
- 8 MAR 2000

Dear Paul

SPENCERS WOOD, READING, BERKSHIRE.

Find enclosed copy of report appertaining to your proposal.

If you require any further information, please do not hesitate to contact me.

Yours sincerely

K. Tuchscherer

Karl Tuchscherer
Network Modeller
Technical & Operations Support

Enc.
Flow & pressure report

WaterValue
FACT:
We are at your service around the clock on 0645 200 800

Thames Water Utilities Limited
Registered in England and Wales No. 2366661
Registered office Gainsborough House Manor Farm Road Reading RG2 0JN

CUSTOMER FIELD SERVICES

DEVELOPER SERVICES

Technical and Operational Support

FLOW AND PRESSURE INVESTIGATION REPORT

Development at
Spencers Wood,
Reading,
Berkshire.

CONTENTS

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3. Existing Demand Type 2

4. New Demand 2

5. Conclusion 3

6. General Information 4

7. Summary of Study 5

Appendix 6

1. INTRODUCTION

This report will ascertain budgetary costs for any diversionary work and the supply of water to a proposed development at **Spencers Wood, Reading, Berkshire**, consisting of the following :

- Total construction 1050 no. 2,3,4 and 5 bedroom new residential units within a five phase construction period.
- Phase One 80 units on land East of the Basingstoke Road.
- Phase Two 290 units on land West of the Basingstoke Road.
- Phase Three 215 units on land North of Hyde End Road
- Phase Four 160 units on land at Body's Farm
- Phase Five 305 units on land West of Beech Hill Road

A desk top study will be carried out by investigating, analysing and evaluating all the existing historical and recent information obtained so that the site can be served whilst maintaining flows and pressures to our existing customers.

2. EXISTING NETWORK

The local mains network is hydraulically dominated by **Earley** reservoir. This reservoir is situated to the north east of this proposal. Source water is abstracted at our Fobney source works which is located to the north of your proposal, then pumped to Earley reservoir.

3. EXISTING DEMAND TYPE

The local demand type is predominantly residential, residential amenities, office development, and a major consumer being the Courage Brewery.

4. NEW DEMAND

The complete redevelopment of this site will require a peak flow rate of **23.10 litres/sec.** and an average daily demand of **510,300 litres/day.**

5. CONCLUSIONS

a) Ordnance survey extracts :

Ordnance survey extracts (drawings number SPW1, SPW2 & SPW3) of the site and the surrounding area showing Thames Water's existing water mains and foul sewers can be found in the appendix.

b) Off-site works :

The result of the desktop study shows that there is sufficient spare capacity in the 600mm diameter strategic main in South Oak street, Green Park Development, Reading.

- Phase One

However, to serve the development, it is necessary to lay 2600 metres of 100mm main from this existing main, passing under the M4 motorway to phase one of development for a total cost of
£293,220.00
The route of this new main is shown on drawing number SPW3 in the appendix .

- Phase Two

Lay 410 metres of 100mm main from the new main in Basingstoke Road to site for a total costs of
£39,852.00

- Phase Three

Lay 1,400 metres of 100mm from the new main in Basingstoke Road to site via Hyde End Road at a total cost of
£134,400.00

- Phase Four

Lay 590 metres of 100mm main from new main in Hyde End Road to site a total cost of
£56,400.00

- Phase Five

Lay 675 metres of 100mm main form the new main at the junction of Basingstoke Road and Hyde End Road to site at a total cost of
£64,800.00

c) **On-site works :**

It should be noted that when full details on the general layout and the construction programme are available, the following elements should be included in the final costing related to the requisition of water supply :

- On site distribution mains - For an accurate costing, detailed layout of the development would be required. The developer's contribution for the combined On-site and off-site mains could then be ascertained.

- Connection charges - The approximate total cost would be in the region of £430,500.00.

- Infrastructure Charges - Total approximate cost of £474,600.00

- Clawback Charges - Payment required for the upsizing of the 450mm diameter main to 600 mm diameter, to accommodate future growth @ £129 per property. Total costs of £135,450.00

d) **Diversionary works :**

No costings have been provided in this budget estimate due to no road re-alignment drawings being provided.

However if the cover to the mains are found to be adequate, there would be no need for any diversionary work but care should be taken to protect Thames Water apparatus during the construction of the new junctions.

6. GENERAL INFORMATION

- Payment must be received before any works can commence.

- Thames Water may decide to lay a larger diameter main than that required to supply the development. The difference in cost will be borne by the Company.

- This budget estimate is valid for 90 days. After this date it may be necessary to reassess the proposal and the relevant costs.

- Thames Water only guarantees a minimum pressure of 15mt head in the main .

7. SUMMARY OF STUDY

- **Off-site main** - 5675 metres of 100mm main at a cost of **£588,672.00.**

- **On-site main** - more detailed information is required for an accurate assessment of mainlaying costs. Some approximate costs are included for a general guide: **£430,500.00** for connection charges and **£474,600.00** for infrastructure charges.

Diversions - Required works: No costings have been provided in this budget estimate due to no road re- alignment drawings being provided.

APPENDIX

on the Ordnance Survey map with the [illegible] of the
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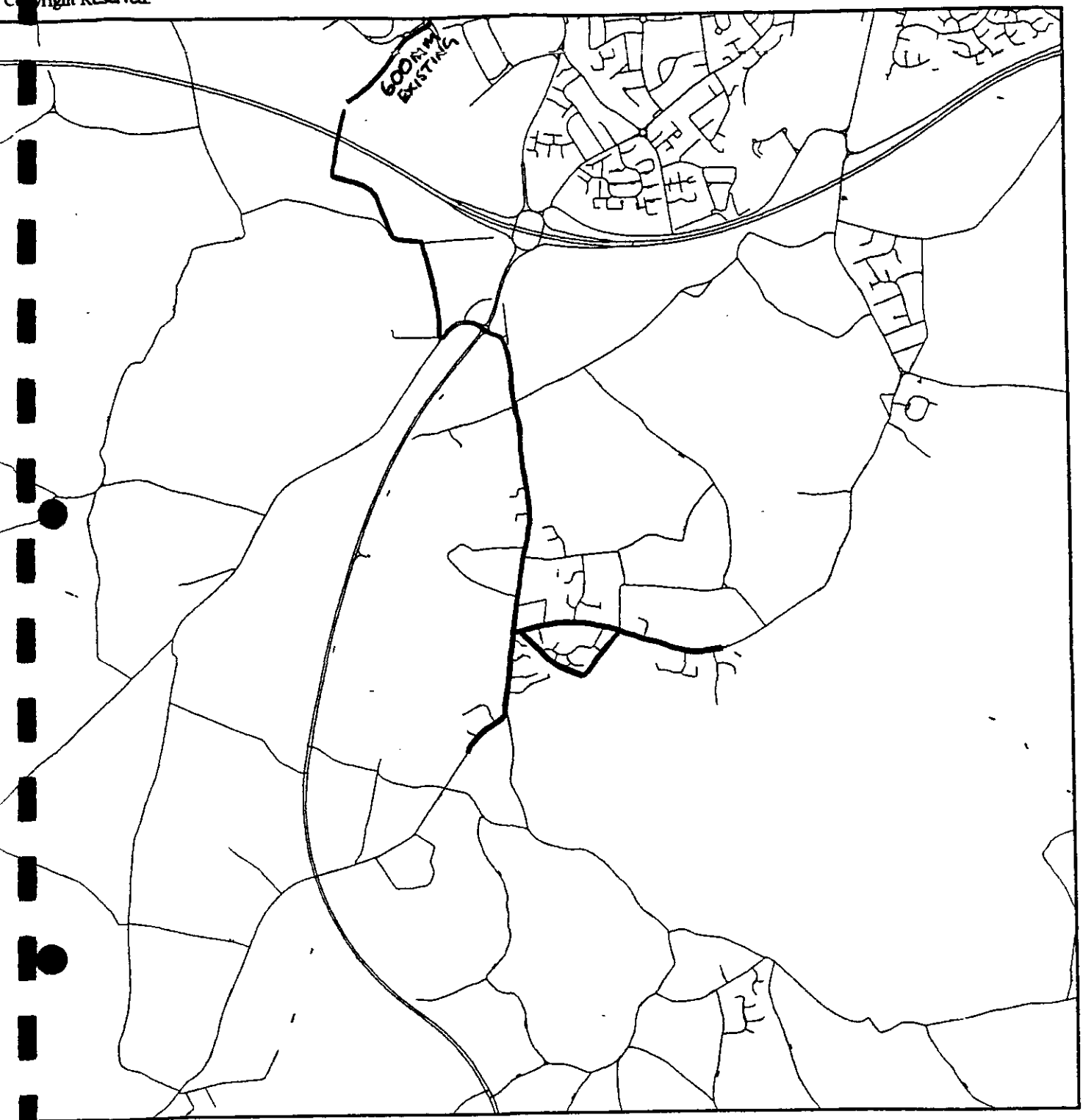
Thames Water



position of the apparatus shown on this plan is given without obligation and warranty, and the accuracy cannot be guaranteed. Service pipes are not
n but their presence should be anticipated. No liability of any kind whatsoever is accepted by Thames Water for any error or omission. The actual
ion of mains and services must be verified and established on site before any works are undertaken.

) metre intervals

GL hardcopy facility - Normal Map.
: plot is centred on (471480 , 166978), which is in SU7166NW. Printed on 7 March 2000 at 9:59:51 by KTUCHSCHERER.

nm ts:
v3 **Reinforcement main required to serve all phase s fo development**

e 1 of 1

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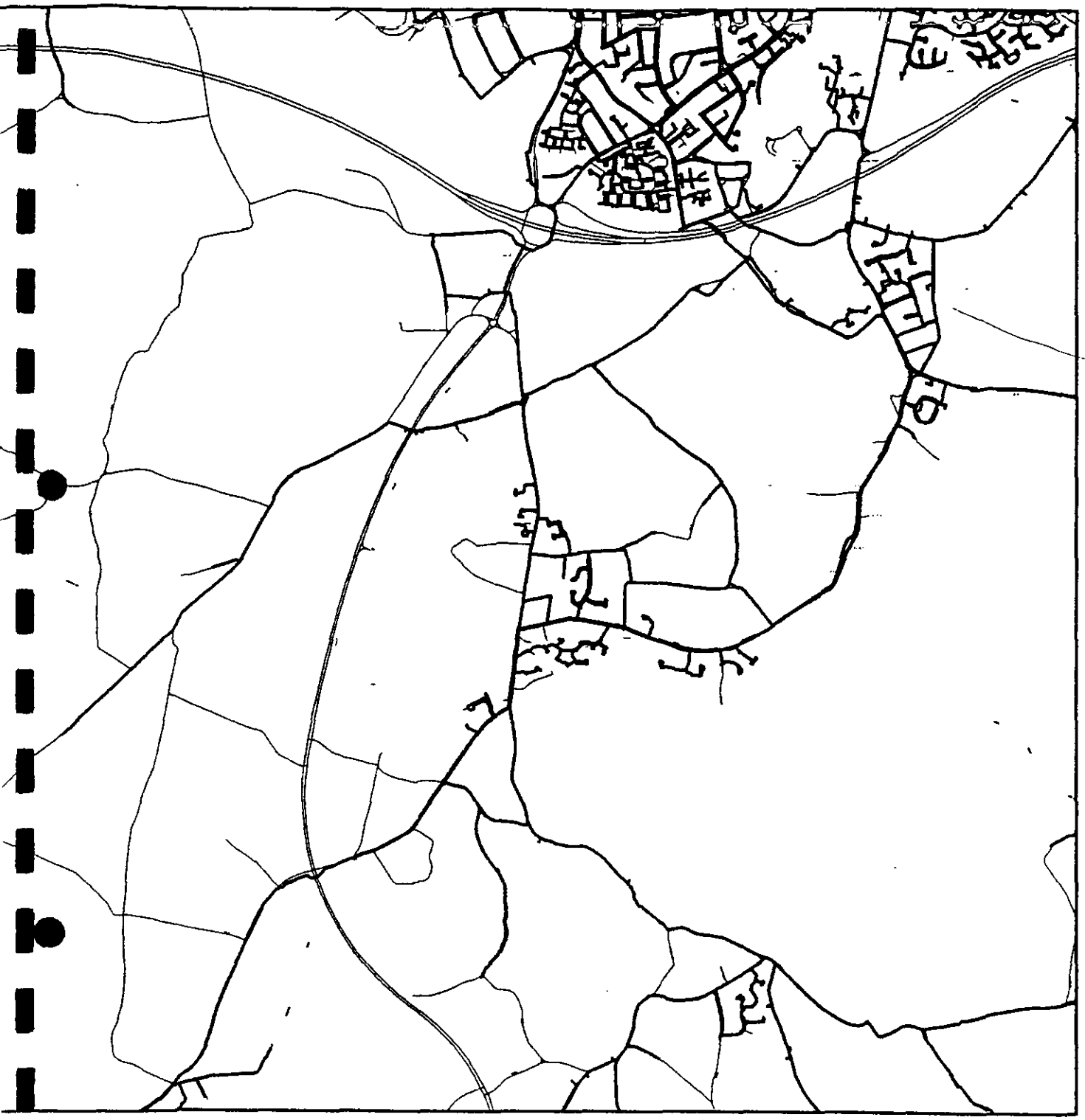
n Copyright Reserved.

Thames Water



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mains network

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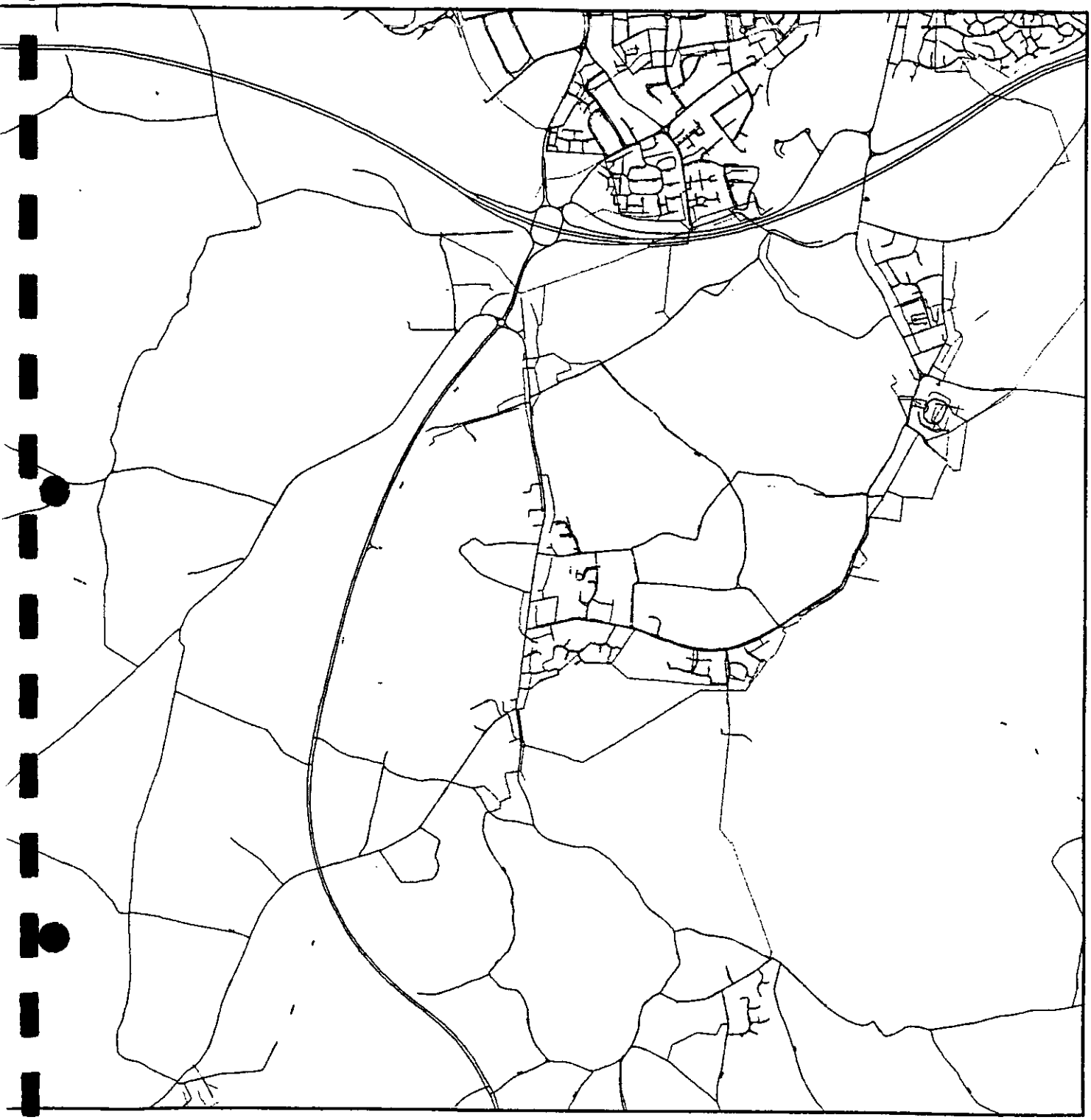

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[redacted]

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[redacted]E hardcopy facility - Normal Map.
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ne[redacted]s:
sewage network

GATWICK Q701 29/2/00

Scottish and Southern Energy plc

FAX MESSAGE

To: Paul Fenton Buchanan Consulting Engineers

From: Clive Crocker

Fax No:

Email:

Southern Electric
New Housing Group, PO Box 123
Slough, Berkshire, SL1 2PF

Date: 24/02/2000 17:47:22

No of Pages: 1

Tel No: 23666 (internal) or

Please contact us immediately if incomplete or not legible.

IMPORTANT NOTE: This fax is confidential. Unauthorised use, disclosure or copying is strictly prohibited. If you have received this fax in error, please contact us immediately.

Paul.

SPENCERS WOOD, READING

In answer to your questions raised in your letter of the 16th February 2000 regarding the above development :-

1) It would not be necessary to establish a new primary substation within the development, we would however need to reinforce our 11kv network from our existing Whitley Wood Primary substation.

2) As 1 above for Spencers Wood.

Further reinforcement would be required from our Primary substation at Whitley Wood for the Shinfield development.

It may be necessary to establish a new Primary Substation to provide supplies to the Grazeley development.

Please contact me if you require any further information.

Kind Regards

Clive Crocker

Scottish Hydro-Electric and Southern Electric are trading names of Scottish and Southern Energy plc
Registered office Inveralmond House, 200 Dunkeld Road, Perth, PH1 3AQ. Registered in Scotland no. 117119
www.scottish-southern.co.uk

cc BAC PF
fll
22/2/00

21st February 2000

Transco

South LDZ
Asset Management Team

3 Hampshire Corporate Park
Templars Way
Chandlers Ford
Hampshire SO53 3RY

DX 136756 Chandlers Ford 3
Telephone 02380 258258
24 hour gas escape number 0800 111 999 *

* Calls will be recorded and may be monitored

Buchanan Consulting Engineers
88 Second Street East
New Greenham Park
Thatcham
BERKS RG19 6HW
Attn: Paul Fenton

RECEIVED
22 FEB 2000

Your Ref: PF/jcb2655/Q701
Our Ref: DM/6547

Dear Mr Fenton

re: Proposed Development - Spencers Wood Reading

I refer to your recent telephone conversation with Matthew White.

As discussed, you are unable to say in which order the five sites will be developed and therefore it is not possible to sensibly analyse the affects that the individual sites will have on our systems (different orders of development will have different affects).

Both the medium pressure system and the low pressure source, located at the junction of Hyde End Road and Basingstoke Road, can accommodate the total load. However, the intermediate pressure system may also require analysing subject to final load requirements.

The site at Grazeley would be fed from the medium pressure system and therefore would not have an affect on the low pressure system.

I trust this information assists you.

Yours sincerely

Derek Mole
on behalf of Transco

BT

BT newSites
Room 34
3rd Floor
Telecom House
16 Paradise Street
Oxford
OX1 1HR

Telephone. 0800 7315014

Paul Fenton

88 Second Street east
New Greenham Park
Thatcham
Newbury
RG19 6HW

17th February 2000

Dear Sir

Proposed Development at Spencers Wood

Further to your recent letter dated 16th February 2000, requesting network capacity information for the above proposed development area.

As the associated drawing (SR16) shows, we have an extensive underground and overhead network within the close proximity of the proposed development area. However, the existing network has limited spare capacity and would mean that any future Housing Development would require extra network (ducting and cable) to be provided from our local serving Telephone Exchange.

Taking in to account construction is programmed for 2002 and the natural growth of the area, I feel that all new development on the proposed site would require the new network as previously described.

Early sight of detailed plans for the development, at the above address, would be appreciated.

Yours faithfully,

Jeff Kingston

Transco Reference : E2432832
Your Reference : PF/JC82655/Q701

Transco
SOUTH LDZ
HAMPSHIRE CORPORATE PARK
3 TEMPLARS WAY
EASTLEIGH
HAMPSHIRE
SO53 3RY

FAO: MR PAUL FENTON
BUCHANAN CONSULTING ENG (NEWBURY)
88 SECOND STREET (EAST)
NEW GREENHAM PARK
GREENHAM
THATCHAM
BERKSHIRE
RG19 6HW

Date: 31/01/2000
Contact: Graham Cook
Tel: 02380 258264
Fax: 02380 248600

Dear MR FENTON,

Land Enquiry Re : SPENCERS WOOD,LAND EAST OF,BASINGSTOKE ROAD,SPENCERS WOOD,READING,BERKSHIRE,RG7 1AA

Thank you for your enquiry dated 21-Jan-2000, which we received on 24-Jan-2000.

The nearest main with sufficient capacity is 20 metres from the site boundary and it is a Medium Pressure main.

Plans Attached: YES

These sites can currently be supplied from the Medium Pressure main which runs along Basingstoke Road. No off site reinforcement is anticipated.
If you have any queries, please contact Graham Cook on the number above.

Yours sincerely,

Graham Cook
(On Behalf of Transco)

BG Transco plc is part of BG Group www.transco.uk.com
Registered in England No. 2006000 Registered Office 100 Thames Valley Park Drive, Reading, Berkshire RG6 1PT
Incorporated in England and Wales

Q90245

TO: **DEVELOPMENT CONTROL**
Simon Lewis

FROM: Environmental Design

DATE: 14 July 2000

Location:	Outline application for the proposed erection of dwellings
proposal:	Land opposite junction of Clares Green Road / Basingstoke Road, Spencers Wood, Shinfield
Application Number:	O/2000/1440

In response to your consultation dated 22 May & 13 June 2000 for the above application, the landscape comments are as follows:

The site is located in a Green Gap designation with Basingstoke Road designated as a Green Route. The belt of trees along the site frontage is protected by a Tree Preservation Order (TPO) with the adjacent Wellingtonias leading to Wellington Court also protected.

The main settlement area of Spencers Wood is located to the east of Basingstoke Road with small areas of identified settlement to the west of the road. The landscape character west of Spencers Wood is characterised by remnant parkland. This area is formed of the grounds associated with large country houses of Highlands and Stanbury Park that sit along the top of a ridge that runs from north to south. Much of this landscape contains woodland and exotic tree species, but unfortunately much is not now actively managed and therefore become degraded over the years.

The historic parks have greatly influenced the development of Spencers Wood in that the majority of the settlement has grown to the east of the Basingstoke Road (B3349) due to the land restriction of the parkland, to the west. There is no strong centre to the village, which forms a linear settlement along the Basingstoke Road, and out to the east along Hyde End Road. The linear form of the settlement is broken up by landscape features directly influencing the character of the village of Spencers Wood when viewed from Basingstoke Road. The parkland landscape is dominant in the centre of the village and the TPO trees along the site frontage form part of that setting.

Although the site is fairly well contained by the trees, the development as proposed on the Development Principles Plan, 9730/P1, is unacceptable as housing on this site will be detrimental to the character of the settlement due to the effective reduction of the dominant landscape features that directly influence this character.

In providing a new entrance into the site and the associated road widening due to the junction improvements there will be an unacceptable loss of protected trees adjacent to the road, which will ultimately not only change the character of the site from rural to urban, but also the general character of the settlement. Therefore I recommend that the application is refused.

Catherine Brimble

Catherine Brimble
Landscape Architect

15.MAY2000* 1440

1769A

PLANNING APPLICATION PART I

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

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

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

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

WOKINGHAM DISTRICT COUNCIL

For office use only
Application No.

1.	YOUR NAME ADDRESS POST CODE	TWIGDEN HOMES LTD THE SHRUBBERY, CHURCH STREET ST NEOTS, HUNTINGDON, CAMBS PE19 2BU Tel. No. -
2. If you have an agent and want all correspondence to be sent to them.	AGENT'S NAME ADDRESS POST CODE	WOODS HARDWICK LTD 17 GOLDINGTON ROAD BEDFORD MK40 3JY Tel. No. 01234 268862
3. On the plans outline the whole site in RED. Any OTHER land in your ownership or control outline in BLUE.	SITE LOCATION	LAND OFF BASINGSTOKE ROAD SPENCERS WOOD
4. Give the area of the application site in hectares, if appropriate, or part of a hectare	SITE AREA	2.898 ha
5. Give brief details of the proposal.	ABOUT THE APPLICATION	RESIDENTIAL DEVELOPMENT
6. What is your interest in the application site, e.g. owner, prospective purchaser, a tenant with a lease.	OWNERSHIP	PROSPECTIVE PURCHASER
7. We need plans to be able to assess the application. Please list the plans and drawings you have submitted.	PLANS/DRAWINGS	1:25000 Location Plan ☑ 1:100 Floor Plan ☐ 1:500 Block Plan ☐ Other ☐ 1:100 Elevations ☐
8. Does the application involve any of the following Please tick relevant boxes. If you tick OTHER, please explain on this form.	CHANGE OF USE ☑ ALTERATION or EXTENSION ☐ CONSTRUCTION OF NEW BUILDING ☑ DEMOLITION ☐ OTHER	
9. What type of Planning application are you applying for?	RESERVED MATTERS ☐ Go to Question 10. OUTLINE PERMISSION ☑ State relevant outline permission No. Go to Question 10. FULL PERMISSION ☐ Go to Question 11. TEMPORARY PERMISSION ☐ State period required. Go to Question 11. RENEWAL OF TEMPORARY PERMISSION ☐ State previous permission No. Go to Question 11. VARIATION/RELAXATION OF CONDITIONS ☐ State relevant application No. Details of conditions to be relaxed. Go to Question 11.	
10 IF THIS IS AN OUTLINE APPLICATION OR FOR THE APPROVAL OF RESERVED MATTERS, which details, if any, do you wish to be considered as part of your application.	EXTERNAL APPEARANCE ☐ SITING ☐ MEANS OF ACCESS ☑ DESIGN ☐ LANDSCAPING ☐	

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

12. ARE THERE ANY TREES ON THE SITE?
If YES, please show their positions, spread, and species of the trees on the plans. Indicate any which are to be felled.
YES / ~~NO~~

13. PLEASE LIST THE EXTERNAL MATERIALS TO BE USED.
TO BE AGREED

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

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

16. WILL PEDESTRIANS/VEHICLES ACCESS THE SITE?
Please show details of the existing access and any proposed changes on the plans.
YES / ~~NO~~

17. WILL THE CAR PARKING PROVISION AT THIS SITE BE CHANGED?
If, YES, please show details of any changes on the plans.
YES / ~~NO~~
TO BE AGREED

18. DOES A PUBLIC RIGHT OF WAY TOUCH OR CROSS THE SITE?
If YES, please show the route and any proposed alternative on the plans.
~~YES~~ / NO

19. DOES THE PROPOSAL INVOLVE NEW RESIDENTIAL DEVELOPMENT OR THE LOSS OF RESIDENTIAL UNITS? If YES, please complete the following table.
YES ~~NO~~
DETAILS TO BE AGREED

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

20. HAS PROVISION BEEN MADE FOR THE DISABLED?
If YES, please show on the submitted plans what is to be provided.
TO BE AGREED
YES / NO

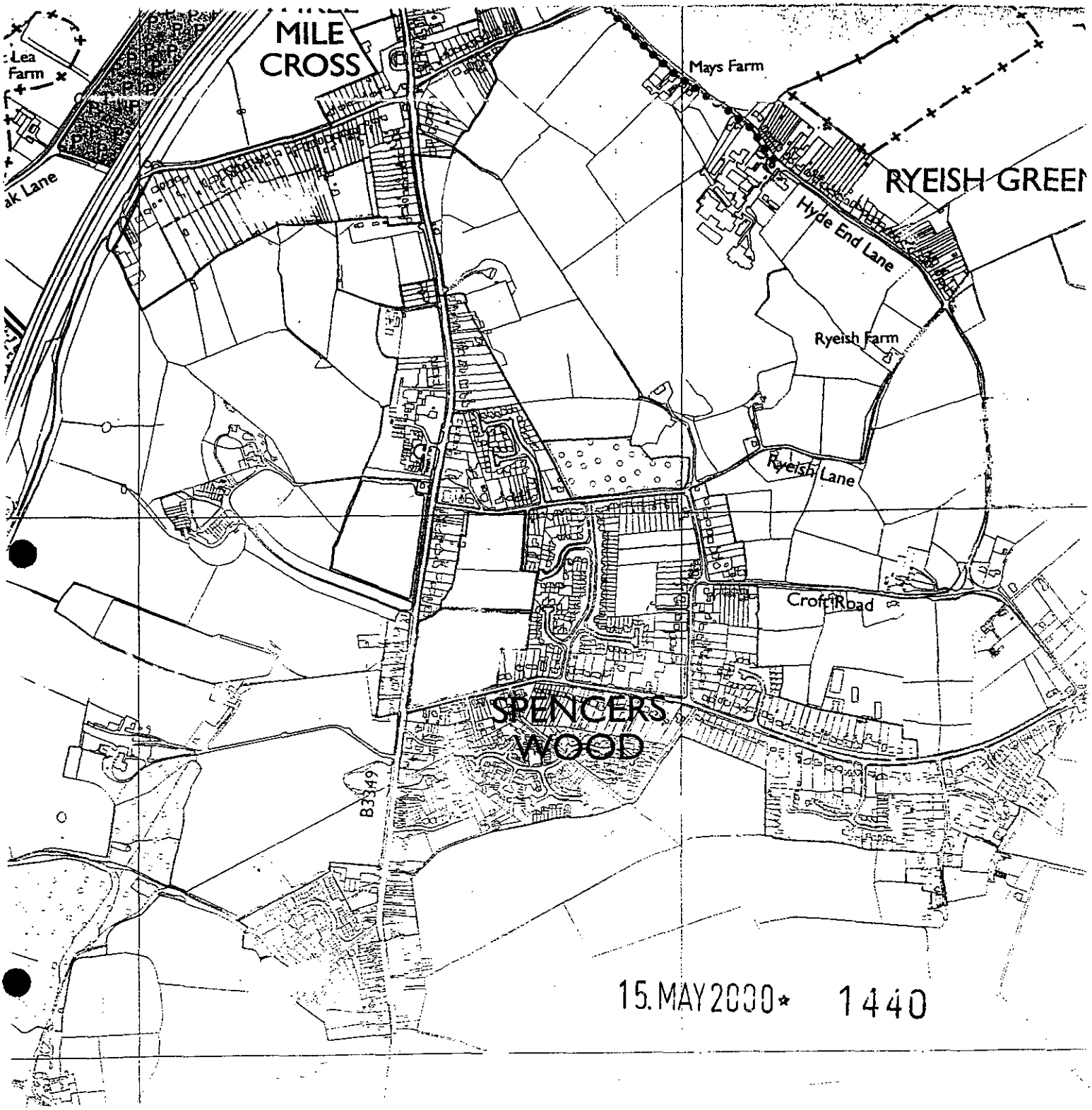
21. DOES THE PROPOSAL INVOLVE ANY NON-RESIDENTIAL DEVELOPMENT?
If YES, please complete PART 2 of the form.
~~YES~~ / NO

22. DOES THE PROPOSAL INVOLVE THE WINNING, WORKING OR PROCESSING OF MINERALS: THE DISPOSAL OF MINERAL WASTE, OR THE DEPOSIT OR PROCESSING OF REFUSE AND WASTE MATERIALS (INCLUDING SCRAP YARDS)?
If YES, complete PART 3 of the form and submit whole application to Berkshire County Council.
~~YES~~ / NO

23. THE FEE ENCLOSED IS £ 4,750.00
The current scale of fees is attached. If you believe a reduced fee or no fee is payable please say why below.

SIGNED pp WOODS HARDWICK LTD ON BEHALF OF TWIGDEN HOMES LTD DATE 25 April 2000

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



REVISION	DESCRIPTION					DRAWN	CHECKED	DATE
PRELIMINARY		CONSTRUCTION		INFORMATION			TENDER	

W O O D S H A R D W I C K

SCALE NTS

DRAWN LMH | CHECKED GRS

DATE 18·02·00

TITLE PROPOSED RESIDENTIAL DEVELOPMENT
SPENCER WOOD
NEAR WOKINGHAM

DETAIL SITE LOCATION PLAN

CONTRACTORS MUST CHECK ALL DIMENSIONS ON SITE. ONLY FIGURED DIMENSIONS ARE TO BE WORKED FROM. DISCREPANCIES MUST BE REPORTED TO THE ARCHITECT BEFORE PROCEEDING © THIS DRAWING IS COPYRIGHT

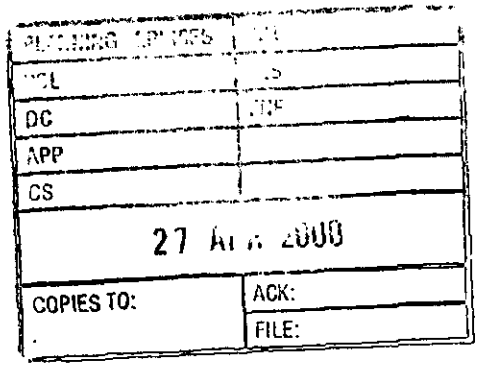
TEL. 01234 268862 ARCHITECTS & DEVELOPMENT CONSULTANTS 17 GOLDINGTON ROAD BEDFORD MK40 3NH FAX. 01234 353034

14511/1001

CAD FILE REFERENCE :

VIEW LEVELS :

REFERENCE FILE LEVELS :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1769A

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TO BE AGREED

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TO BE AGREED

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~~YES~~ / NO

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ON BEHALF OF TWIGDEN HOMES LTD

DATE 25 April 2000

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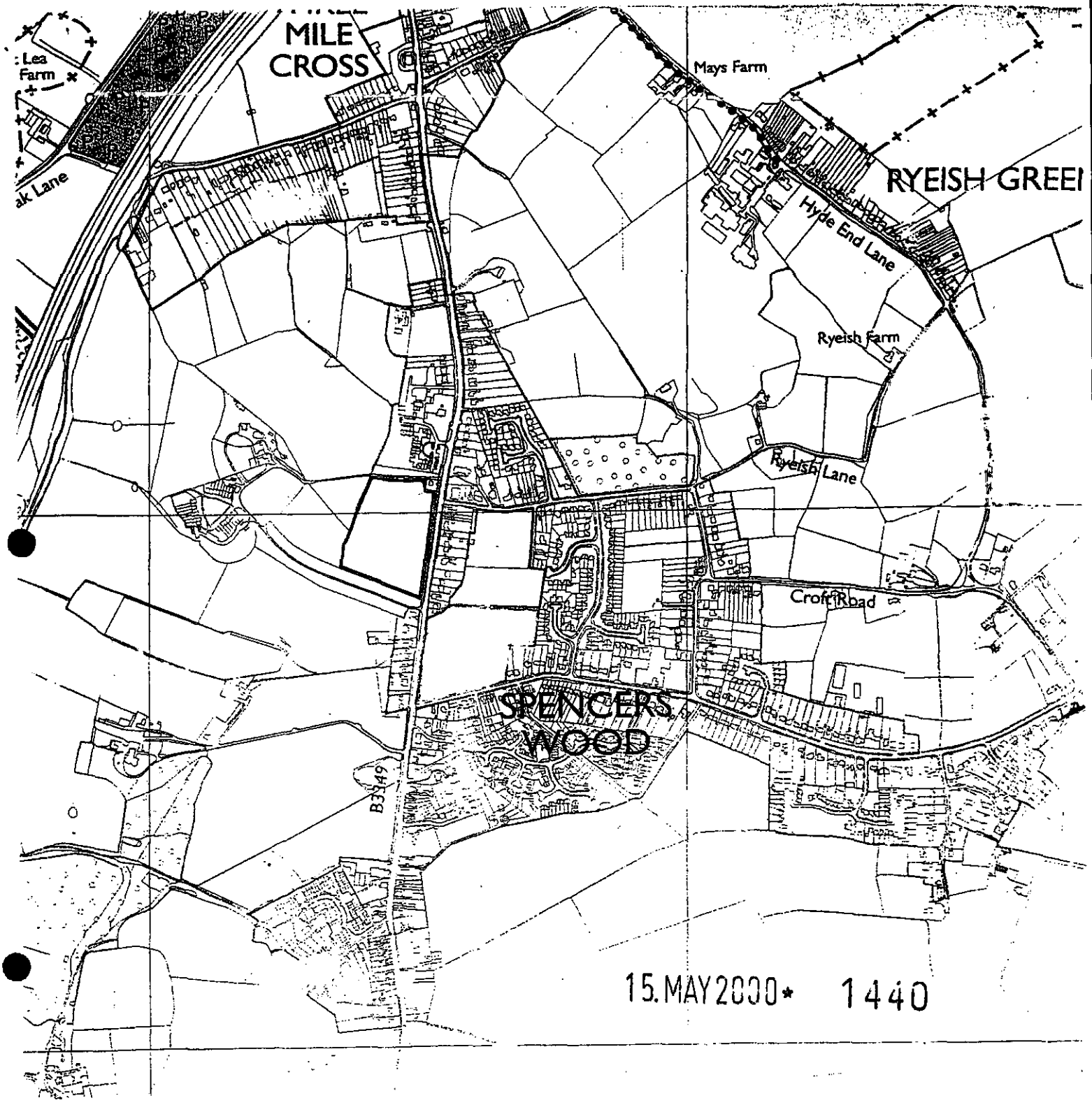


REVISION	DESCRIPTION					DRAWN	CHECKED	DATE
PRELIMINARY		CONSTRUCTION		INFORMATION			TENDER	

W O O D S H A R D W I C K

SCALE NTS

TITLE PROPOSED RESIDENTIAL DEVELOPMENT
SPENCER WOOD
NEAR WOKINGHAM

DRAWN LMH | CHECKED GRS

DATE 18·02·00

DETAIL SITE LOCATION PLAN

CONTRACTORS MUST CHECK ALL DIMENSIONS ON SITE ONLY FIGURED DIMENSIONS ARE TO BE WORKED FROM DISCREPANCIES MUST BE REPORTED TO THE ARCHITECT BEFORE PROCEEDING © THIS DRAWING IS COPYRIGHT

TEL. 01234 268862 ARCHITECTS & DEVELOPMENT CONSULTANTS 17 GOLDINGTON ROAD BEDFORD MK40 3NH FAX. 01234 353034

14511/1001

CAD FILE REFERENCE - | VIEW LEVELS -

REFERENCE FILE LEVELS -

Wokingham District Draft Local Plan
Representations

RESPONDENT NUMBER: 1045

RESPONSE NUMBER: 6211

RESPONDENT INFORMATION:

Miss A Doone
Barton Willmore Planning Partnership
Beansheaf Farmhouse
Bourne Close
Calcot
READING
Berkshire
RG31 7BW

CLIENT INFORMATION:

Mr I Mitchell
Twigden Homes Ltd
The Shrubbery
ST NEOTS
Cambs.
PE19 2BU

CHAPTER: 5

SUPPORT/OBJECT: Object

POLICY/PROPOSAL: WH2

PARAGRAPH NUMBER:

HOUSING SITE REF: MSH47

PROPOSED AMENDMENT REF: 5/6

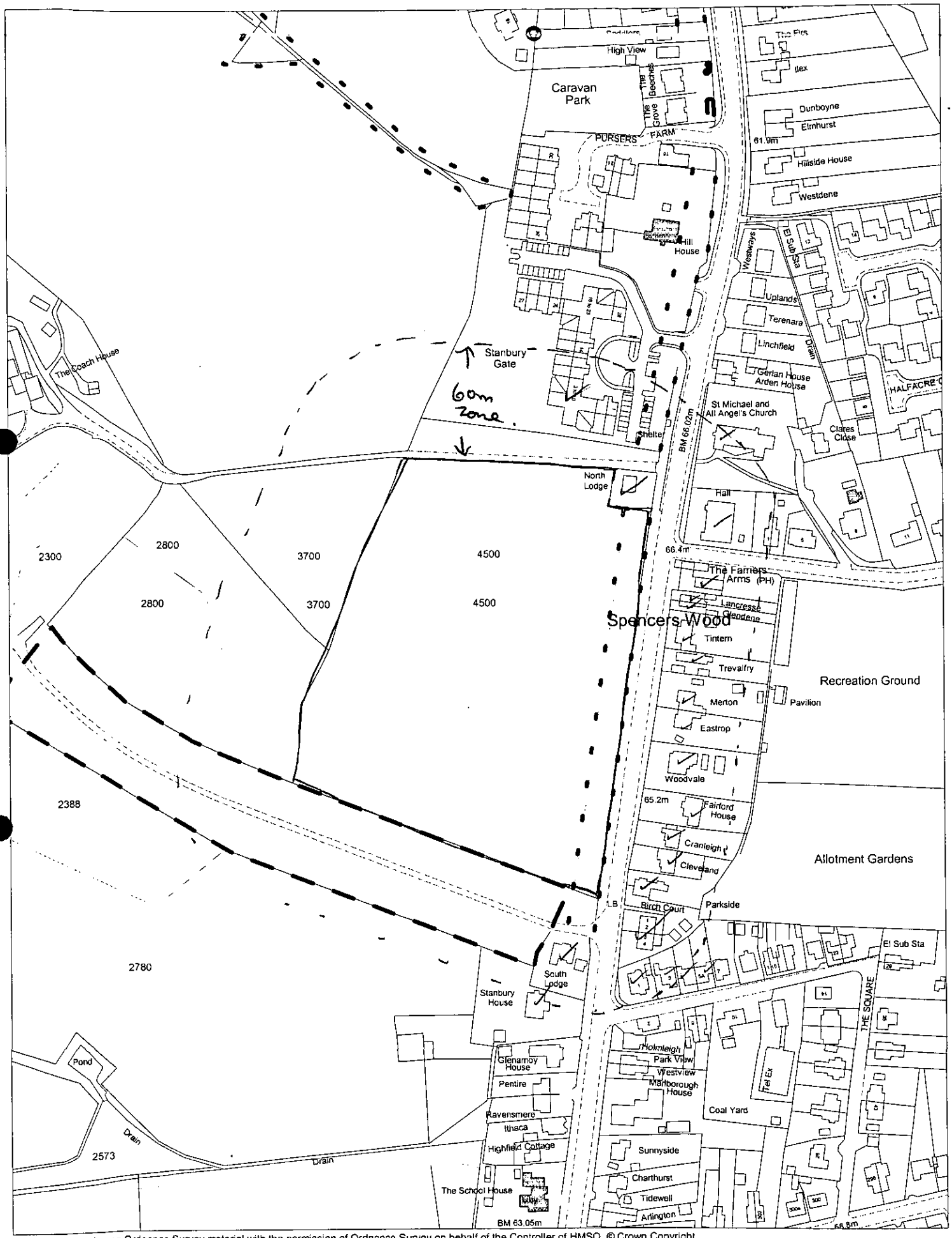
SITE ADDRESS: Land west of Basingstoke Road, Spencers Wood.

SUMMARY OF REPRESENTATION:

Insufficient sites are allocated to meet the required level of housing provision.
Land to the west of Basingstoke Road, Spencers Wood should be allocated for residential development.

SUMMARY OF LPA RESPONSE:

The Council has made sufficient housing provision for the Structure Plan requirement to be met (base date 1 April 1999). PPG3 Housing (1999 *Consultation Draft*) states that local planning authorities should be able to demonstrate plans for sufficient land for housing and buildings for conversion and re-use, to accommodate probable levels of housing requirement for five years, as derived from the provisions of the Structure Plan. As at 1 April 1999, the most recent date to which the calculation has been applied, there is an identified shortfall of 231 dwellings, equivalent to six months' supply. This is a significant improvement over recent years (the 1 April 1998 shortfall was equivalent to sixteen months), and it is considered unnecessary at this time to seek to identify any additional sites for inclusion in the plan.



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Development Control Section, Environmental Services, Wokingham District Council.

19 May 2000

Scale: 1 : 2500

N
W E
S

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: O/2000/1440

Proposal:
Outline application for the proposed erection of 80 dwellings

Location:
Land Opposite Junction Of Clares Green Road/ Basingstoke Road Spencers Wood Reading

This application is being advertised in the Reading Chronicle newspaper on the 23/06/2000 for the following reason(s);

PROPOSAL IS A MAJOR DEVELOPMENT

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

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

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

Comments should be sent in writing QUOTING THE APPLICATION NUMBER *to the* Case Officer Simon Lewis P.O. Box 157 Council Offices, Shute End, Wokingham, Berkshire, RG40 1WR to arrive before **14/07/2000** from the date of this notice. 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: 23/06/2000

WORK SHEET FOR : Simon Lewis

Application Number : O/2000/1440

Applicant : Twigden Homes Ltd C/O Woods Hardwick Ltd.

Location : Land Opposite Junction Of Clares Green Road/, Basingstoke Road, Spencers Wood, Reading.

Proposal : Outline application for the proposed erection of 80 dwellings

Site Notice Displayed ? :

YES	NO	DATE

Date of Neighbour Notifications : .....

Date of Site Visit : .....

Date Registered : 15/05/2000

Earliest Date for Decision : 15/06/2000

Latest Consultation Date/Site Notice Expiry Date : 15/06/2000

Application Expiry Date: 10/07/2000

Consultation Responses :

Planning Issues :

Application Number: O/2000/1440

Appraisal :

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

Application Number O/2000/1440
Conditions/Reasons for Refusal

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

RECORD OF SITE VISIT

SITE ADDRESS: Land Opposite Junction Of Clares Green Road/ Basingstoke Road Spencers Wood Reading.

APPLICATION NUMBER: O/2000/1440

OFFICER: Simon Lewis

DATE OF SITE VISIT:.....

1 SITE/STATUTORY NOTICE DISPLAYED ?

2. DESCRIPTION OF SURROUNDINGS

3. DESCRIPTION OF SITE/BUILDING

4. RELATIONSHIP TO ADJOINING PROPERTIES

5. SITE CONSTRAINTS

TREES

ACCESS/PARKING

LEVELS

BOUNDARY TREATMENT

OTHERS

Tel: (0118) 974 6454

Date:

My ref: O/2000/1440

CONFIDENTIAL

Councillor M Bryant
Rosebry
19 Salmond Road
Shinfield
RG2 8QN

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: O/2000/1440
Land Opposite Junction Of Clares Green Road/, Basingstoke Road, Spencers Wood, Reading.
Outline application for the proposed erection of 80 dwellings

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

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

Yours faithfully

John Mitchell
Development Control Manager

LISTING FORM
Case officer: **Simon Lewis** Application Number: **O/2000/1440**
Land Opposite Junction Of Clares Green Road/, Basingstoke Road, Spencers Wood, Reading.
Outline application for the proposed erection of dwellings

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

Signed: _____ Date: _____

Councillor M Bryant

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

Tel: (0118) 974 6454

Date:

My ref: O/2000/1440

CONFIDENTIAL

Councillor B Patman
Meadow View
Basingstoke Road
Spencers Wood
Reading
RG7 1AL

Environmental Services Department
Planning Services
P.O. Box 157
Shute End, Wokingham
Berkshire RG40 1WR
Tel: (0118) 974 6000
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Transfer: Yes ☐ No ☐
Reason for Transfer:
_____
_____

Signed: _____ Date: _____

Councillor B Patman

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

Tel: (0118) 974 6454

Date:

My ref: O/2000/1440

CONFIDENTIAL

Councillor A Pollock
8 Halfacre Close
Spencers Wood
Reading
RG7 1DZ

Environmental Services Department
Planning Services
P.O. Box 157
Shute End, Wokingham
Berkshire RG40 1WR
Tel: (0118) 974 6000
Fax: (0118) 974 6484
Minicom No: (0118) 974 6991
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John Mitchell
Development Control Manager

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

Signed: _____ Date: _____

Councillor A Pollock

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

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: O/2000/1440

Proposal:
Outline application for the proposed erection of dwellings

Location:
Land Opposite Junction Of Clares Green Road/ Basingstoke Road Spencers Wood Reading

This application is being advertised in the Reading Chronicle newspaper on the 02/06/2000 for the following reason(s);

PROPOSAL IS A MAJOR DEVELOPMENT

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

PLANNING DEPARTMENT, SHUTE END, WOKINGHAM TEL (0118) 974 6428
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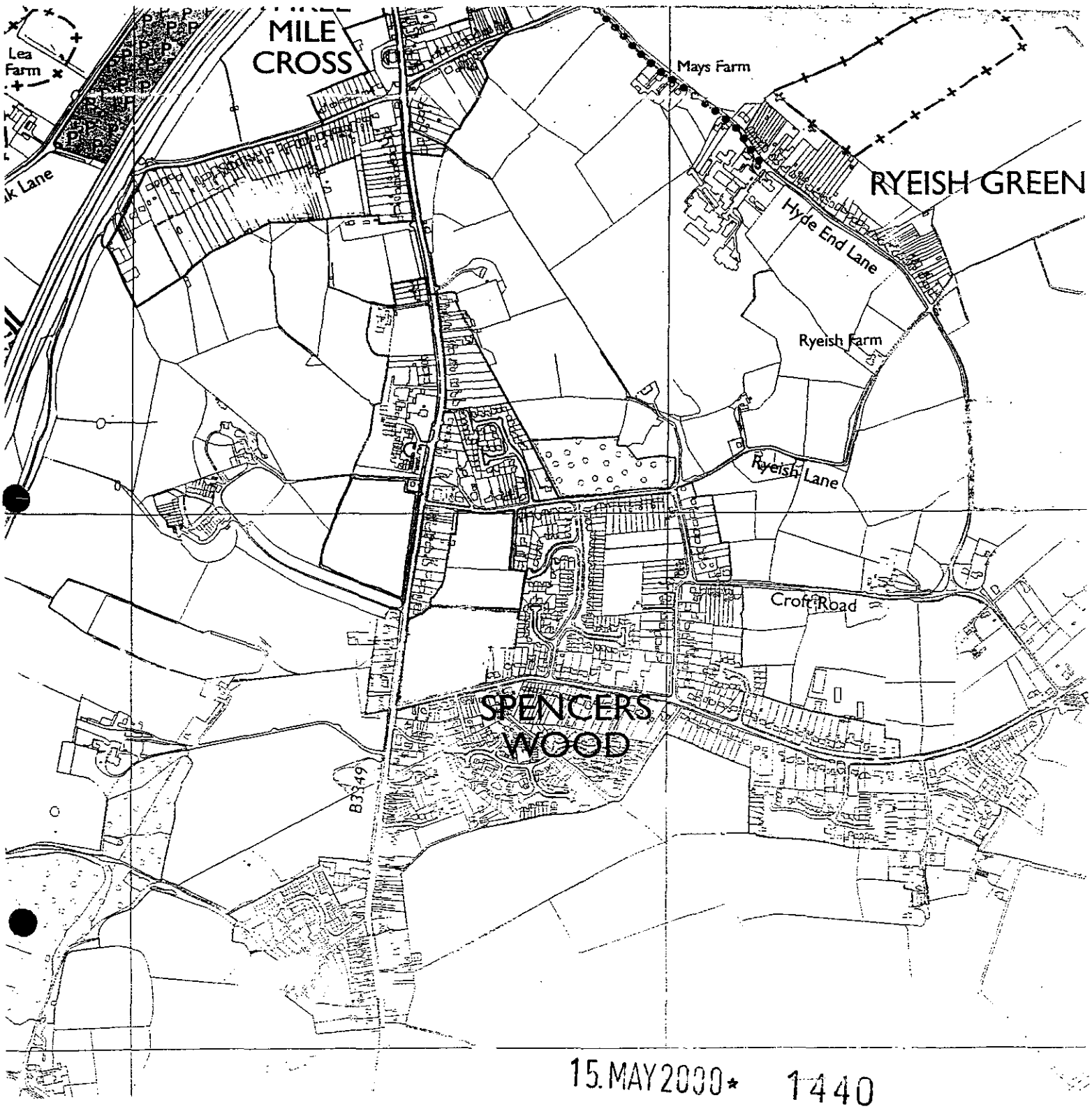
Date: 02/06/2000



15.MAY2000* 1440

REVISION	DESCRIPTION	DRAWN	CHECKED	DATE
A	SCALE ADDED	GS	GS	11.5.2000.

PRELIMINARY | CONSTRUCTION | INFORMATION | TENDER

W O O D S H A R D W I C K

SCALE 1:10000

DRAWN LMH | CHECKED GRS

DATE 18·02·00·

TITLE PROPOSED RESIDENTIAL DEVELOPMENT
SPENCER WOOD
NEAR WOKINGHAM

DETAIL SITE LOCATION PLAN

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TEL. 01234 268862 ARCHITECTS & DEVELOPMENT CONSULTANTS 17 GOLDINGTON ROAD BEDFORD MK40 3NH FAX. 01234 353034

14511/1001 A

CAD FILE REFERENCE :- | VIEW LEVELS :-

REFERENCE FILE LEVELS :-

Received by Wokingham District Council

Application No: O/2000/1440

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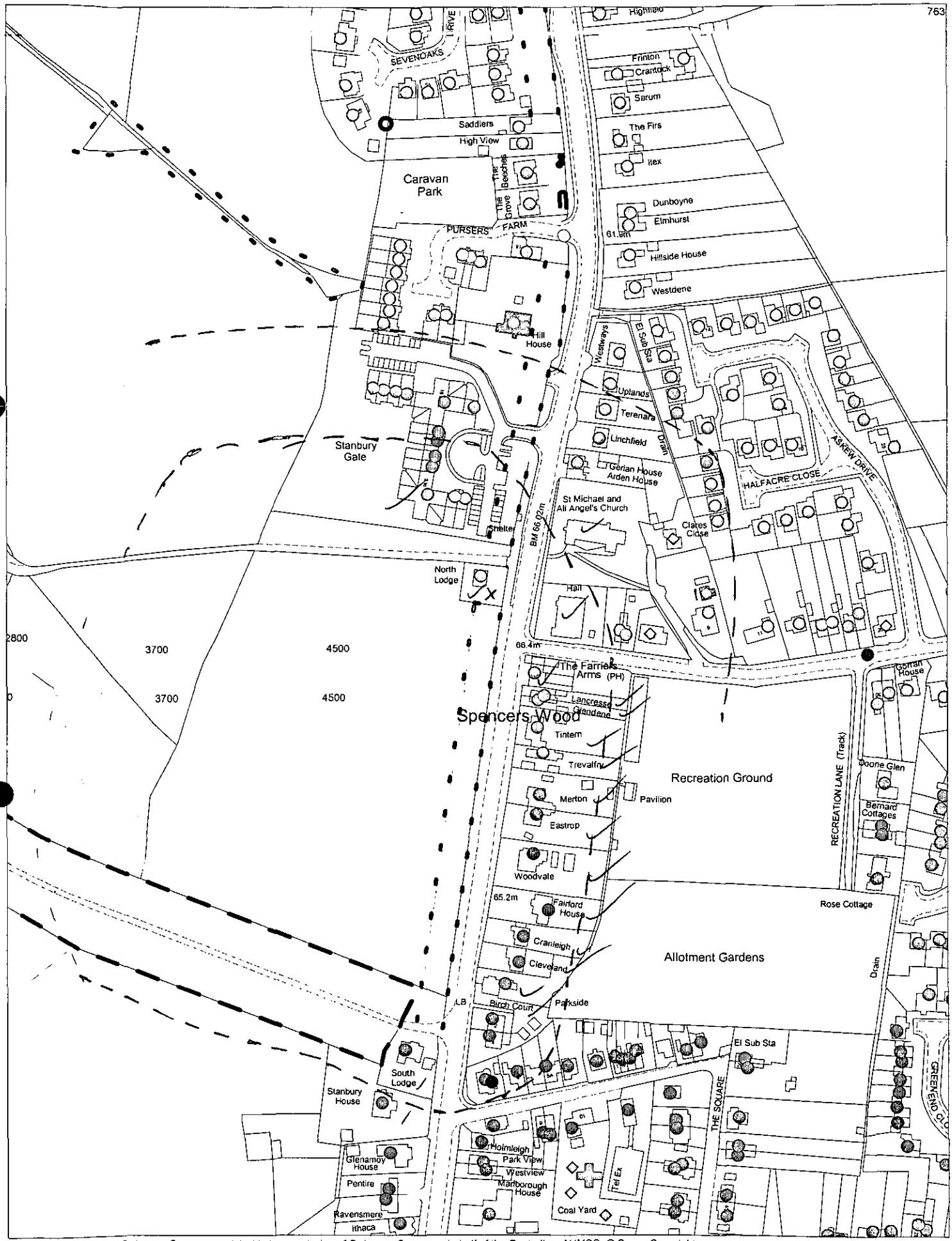
Head Planning and Transportation

13 June 2000



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Development Control Section, Environmental Services, Wokingham District Council.

18 May 2000

Scale: 1 : 2500

N W E S

Tel: (0118) 974 6454

Date:

My ref: O/2000/1440

CONFIDENTIAL

Councillor A Pollock
8 Halfacre Close
Spencers Wood
Reading
RG7 1DZ

Environmental Services Department
Planning Services
P.O. Box 157
Shute End, Wokingham
Berkshire RG40 1WR
Tel: (0118) 974 6000
Fax: (0118) 974 6484
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Dear Councillor

Application Number: O/2000/1440
Land Opposite Junction Of Clares Green Road/, Basingstoke Road, Spencers Wood, Reading.
Outline application for the proposed erection of dwellings

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

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

Yours faithfully

John Mitchell
Development Control Manager

LISTING FORM
Case officer: **Simon Lewis** Application Number: **O/2000/1440**
Land Opposite Junction Of Clares Green Road/, Basingstoke Road, Spencers Wood, Reading.
Outline application for the proposed erection of dwellings

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

Signed: _____ Date: _____

Councillor A Pollock

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

Tel: (0118) 974 6454

Date:

My ref: O/2000/1440

CONFIDENTIAL

Councillor B Patman
Meadow View
Basingstoke Road
Spencers Wood
Reading
RG7 1AL

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

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Tel: (0118) 974 6454

Date:

My ref: O/2000/1440

CONFIDENTIAL

Councillor M Bryant
Rosebry
19 Salmond Road
Shinfield
RG2 8QN

Environmental Services Department
Planning Services
P.O. Box 157
Shute End, Wokingham
Berkshire RG40 1WR
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John Mitchell
Development Control Manager

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Land Opposite Junction Of Clares Green Road/, Basingstoke Road, Spencers Wood, Reading.
Outline application for the proposed erection of dwellings

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

Signed: _____ Date: _____

Councillor M Bryant

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

Received by Wokingham District Council

Application No: O/2000/1440

Proposal:
Outline application for the proposed erection of dwellings

Location:
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Head Planning and Transportation

22 May 2000

WORK SHEET FOR : Simon Lewis

Application Number : O/2000/1440

Applicant : Twigden Homes Ltd C/O Woods Hardwick Ltd.

Location : Land Opposite Junction Of Clares Green Road/, Basingstoke Road, Spencers Wood, Reading.

Proposal : Outline application for the proposed erection of dwellings

Site Notice Displayed ? :

YES	NO	DATE

Date of Neighbour Notifications : .....

Date of Site Visit : .....

Date Registered : 15/05/2000

Earliest Date for Decision : 15/06/2000

Latest Consultation Date/Site Notice Expiry Date : 15/06/2000

Application Expiry Date: 10/07/2000

Consultation Responses :

Planning Issues :

Application Number: O/2000/1440

Appraisal :

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

Application Number O/2000/1440
Conditions/Reasons for Refusal

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

RECORD OF SITE VISIT

SITE ADDRESS: Land Opposite Junction Of Clares Green Road/ Basingstoke Road Spencers Wood Reading.

APPLICATION NUMBER: O/2000/1440

OFFICER: Simon Lewis

DATE OF SITE VISIT:.....

1 SITE/STATUTORY NOTICE DISPLAYED ?

2. DESCRIPTION OF SURROUNDINGS

3. DESCRIPTION OF SITE/BUILDING

4. RELATIONSHIP TO ADJOINING PROPERTIES

5. SITE CONSTRAINTS

TREES

ACCESS/PARKING

LEVELS

BOUNDARY TREATMENT

OTHERS

39687
copy of

TWIGDEN Homes

QUALITY HOMES FOR THE DISCERNING BUYER

PLANNING SERVICES	HPT
POL	TLC
DC MLT	ENF
APP	
CS	
09 FEB 2001	
COPIES TO:	ACK:

Twigden Homes Limited
The Shrubbery
Church Street
St. Neots
Cambridgeshire PE19 2BY

Telephone 01480 472728
Fax 01480 477096
DX 100316 ST. NEOTS

Mr.M.L.Thorpe
Wokingham District Council
Planning Services
PO Box 157
Shute End
Wokingham
Berkshire
RG14 1WR

Your Ref
My Ref

8 February 2001

By Fax - 0118-974-6484

Dear Mr.Thorpe

RE: Proposed Residential Development for Twigden Homes - Land Opposite Junction of Clares Green Road and Basingstoke Road, Spencers Wood - LPA Ref. O/2000/1440

Further to our telephone conversation of the 6 February 2001 in relation to the above mentioned planning application, I can advise you that I would like you to continue to hold our application in abeyance pending the publication of the Part 2 Local Plan Inquiry Inspectors Report.

I can confirm that if the Inspectors Report concludes that the site is unsuitable for residential development the application will be withdrawn.

Yours sincerely

Ian Mitchell
For and on behalf of
Twigden Homes.

cc Gary Surkitt

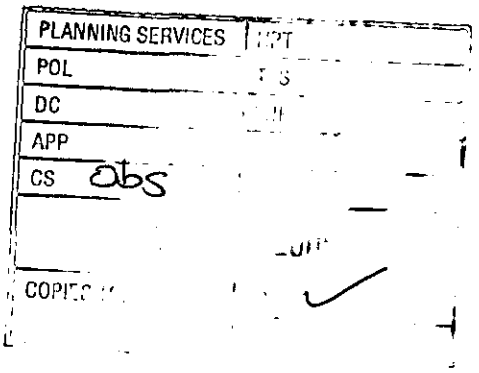
NHBC Registered House-Builder
ZURICH Building Guarantees

Twigden Homes Limited is a Kier Residential company.
Registered in England No. 2205712 Registered office: The Shrubbery Church Street St. Neots Cambridgeshire PE19 2BY

Trevalfry
Basingstoke Road
Spencers Wood
Berkshire
RG7 1AE

0118 988 4021

SL DMS



The Development Control Manager
Environmental Services Department
Wokingham District Council
PO Box 157
Shute End
Wokingham
Berkshire
RG40 1WR

9 August 2000

Dear Sirs,

Application No. 0/2000/1440 - Land Opposite Junction of Clares Green Road / Basingstoke Road, Spencers Wood.

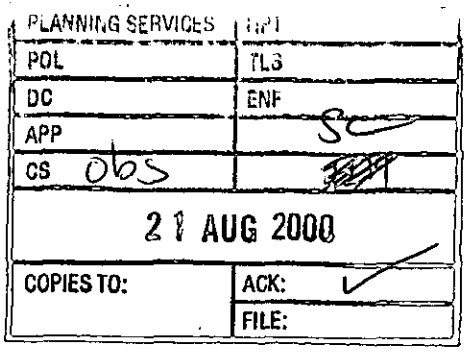
I write further to my previous letters in respect of the above application.

Having now read the Inspector's report arising from the Local Plan Inquiry, the recommendations that Mr Machin makes therein serve only to reinforce the view that the current application is totally inappropriate.

I once again therefore strongly urge the District Council to reject the application.

Yours sincerely

Trevor Seach ARICS



John Mitchell
Development Control Manager
Environmental Services Department
Wokingham District Council
PO Box 157, Sute End
Wokingham
RG40 1WR

12th August 2000

Dear Mr. Mitchell

Ref: Application No 0/2000/1440 will inflict on us in a number of ways.

I have noticed there are new applications to build houses opposite the junction of Clares Green Road in Spencers Wood.

Obviously, as a local resident you would probably expect me to complain, but I have not opposed any planning applications before now because I have felt they would not be a major problem.

The addition of 80 houses in this spot, however, would cause a number of problems. Firstly, the traffic congestion to get over the M4 in the morning or evening is terrible. The addition of more housing will only serve to worsen this situation.

Secondly, the Spencers Wood Playpark is already covered in filthy slogans, graffiti and rubbish. Youngsters already gather in the park at night, and the addition more teenagers will again make this worse.

I hope these views will be taken into consideration when the development Control Committee meets to discuss this application.

Yours faithfully

David Samuel

Doone Glen, Recreation Lane, Spencers Wood,
Reading, RG7 1EA

50 CLARES GREEN RD
SPENCERS WOOD
NR READING
RG7 1DY
25th July 00

Dear Sir,

Ref. Planning Application 0/2000/1440
Junct. Clares Green Rd, Basingstoke Rd

We wish to oppose this application on the following Grounds.

1. It is a greenfield site which if developed will be a permanent loss of countryside to our semi rural community and against government advice.
2. The infrastructure, especially along the old Basingstoke Rd is at maximum capacity at times during the day already.
3. The schools are already having to turn potential

3. Pupils away due to being full and no extra accomodation is likely to be provided in short or medium time.

4. If These houses were granted permission to be built I hope They would be counted as Part of The Berkshire Plan/H3 2500. Which is of course under dispute anyway now

Yours sincerely

Mr + Mrs Doug + Doreen
BUKIN

PLANNING SERVICES	HPT 32124
POL	TLS
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APP	
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KIER
Residential

QUALITY HOMES FOR THE DISCERNING BUYER

Our ref: IM.1147/MEB/Spencers Wood

Kier Residential Limited
The Shrubbery
Church Street
St. Neots
Cambridgeshire PE19 2BU

Telephone 01480 472728
Fax 01480 477096
DX 100316 ST. NEOTS

07 August 2000

Mr Simon Lewis
Wokingham District Council
Environmental Services Department
Planning Services
P O Box 157
Shute End
Wokingham
Berks
RG40 1WR

Dear Mr Lewis

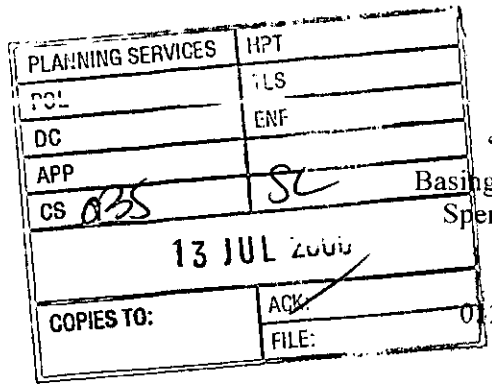
Re: 0/2000/1440 - Outline Application for the erection of 80 Dwellings, Land Opposite the junction of Clares Green Road/Basingstoke Road, Spencers Wood

I refer to our telephone conversation of the 7 August 2000 in relation to the above. I can confirm that I would like you to hold the application in abeyance pending the publication of the Inspectors Report into Part II of the Wokingham Local Plan Inquiry. As you will be aware, the site in question has been promoted through Part II of the Inquiry and thus it would seem sensible to await the Inspectors views on our proposals prior to determining our application.

I trust that you can agree to this request.

Yours sincerely
for Kier Land Ltd

Ian Mitchell
Director



"Arlington"
Basingstoke Road
Spencers Wood
Reading
RG7 1AE
01256 754085

3rd July 00

c.c. File

Dear Mr J. Mitchell,

Re: Application No: 0/2000/1440 Proposed erection of 80 dwellings by Twigden Homes Limited.

We are writing to you to lodge a formal objection to the above application. As residents of Spencers Wood we feel that this new development would negatively impact on the village community. We would be particularly concerned with the increased traffic levels on Basingstoke Road and associated noise and pollution.

We bought our property largely due to the beauty of the area and the surrounding green fields; This development will undoubtedly spoil this beauty.

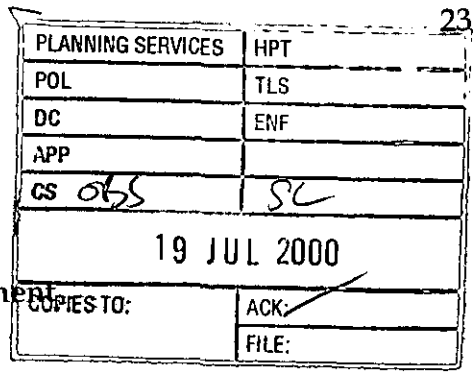
Yours sincerely

Stephen Wade

J. Wade.

Mr & Mrs S. Wade

23 Clares Green Road
Spencer Wood
Reading
RG7 1DY
12 July, 2000



Atn Mr John Mitchell
Development Control Manager
Environmental Services Department
Wokingham District Council
P O Box 157
Shute End
Wokingham
RG40 1WR

Dear Mr J Mitchell

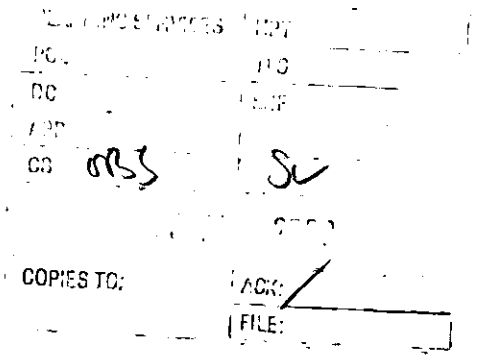
Proposed Erection of 80 houses by Twigden Homes Limited
Application Number 0/2000/1440

The proposal to build 80 homes on the land opposite the junction of Clares Green Road and Basingstoke Road is completely unacceptable. Already it is impossible to get out of Clares Green Road onto Basingstoke Road during rush hours and a further 80 plus houses will not improve the matter. Once again Wokingham District Council has seen fit to even consider an application for further homes when the services in the area simply are not up to it. I would be more than happy to agree to the proposal if Twigden Homes were to put down £10 million non refundable deposit to pay for the improvement in services to the area. Added to this they should also be required to fund a bus service into Reading and take some responsibility for the damage they are proposing. This I am sure they would not be prepared to do as all they are interested in is putting as many houses into the land they own with no consideration to the effect it will have on our community.

It is a good thing that the new Human Rights Act is coming into force later this year. WE as residents of Spencers Wood will then be able to sue all those responsible for making our lives less and less comfortable.

Yours sincerely

Ian Bate



2 Askew Drive
Spencers Wood
Reading
Berks
RG7 1HG

Tel 0118 9882031

18 July 2000

Development Control Manager
Environmental Services Department
Wokingham District Council
PO Box 157
Shute End
WOKINGHAM RG7 1WR

Dear Mr Mitchell

Re: PLANNING APPLICATION NUMBER O/2000/1440

Objections

1.1 I have recently learnt of the above Application. I wish to make formal objection.

1.2 Clearly this application threatens not only 80 houses in phase 1 but yet another uncontrolled large scale development in which the District Council is by now well practised. Little by little, very insidiously, the Council, either deliberately or by an absence of proper and responsible planning, is allowing these sorts of developments to continue unabated.

1.3 Will the District Council tell me.

a. How many dwellings have been built in Spencers Wood and Three Mile Cross separately in each of the last ten years?

b. How many new dwellings have been given planning permission in Spencers Wood and Three Mile Cross separately in each of the last ten years?

c. How many new dwellings will be built in Spencers Wood and Three Mile Cross separately under existing planning permission?

1.4 Will the District Council tell me what plans it has to improve the infrastructure such as public transport, walking safely on pavements and the possibility of crossing roads without being mown down?

1.5 Will the District Council tell me what plans it has to stop the continued destruction and urbanisation of an area which in some people's memories was once a decent place in which to live?

Informing the Public

2.1 Regrettably it seems that the Council has only two primary interests in the Public.

a. To pay whatever arbitrary Council Tax on which the Council may decide.

b. To vote or not at an election. Many will say that it makes no difference and I am increasingly inclined to agree.

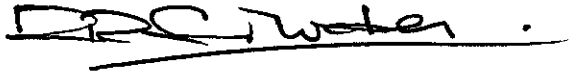
In the meantime the Council, in the arrogance born of years of riding roughshod over public opinion, goes its disregarding way.

2.2 A few times each year, the District Council publishes a 'broadsheet'. Long on photo opportunities and the usual self/mutual congratulatory items but short on facts, hidden in a recent issue was the startling news that henceforth residents likely to be affected by a planning application would be informed individually. Sadly not so. Still one's only hope of finding out is by trekking the highways and byways looking for 'red notices' which may or not have been posted and if the former been torn off. Very simply these arrangements are wholly unacceptable. To add insult to injury planning applications can only be viewed at the Council Offices in Wokingham, or for some arcane reason at Woking Library, notwithstanding that for example there is a very good library in Spencers Wood. Whilst I naturally hesitate, it is tempting to suggest that life is being made less than easy for those who elect the Council and pay the wages of the Council's staff, agencies and the countless contractors and sub-contractors.

Copies of this letter go to John Redwood MP, Councillor Pollock and Councillor Bulcock.

Thank you for your help and I look forward to hearing from you.

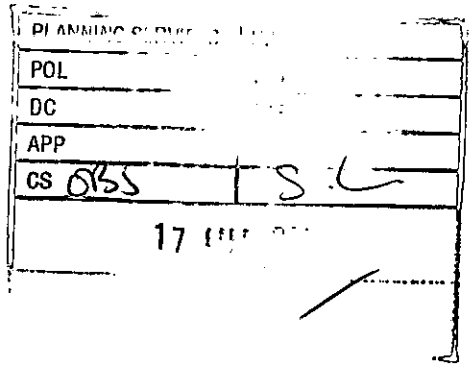
Yours sincerely



Dr R R Sowden

South Lodge
Wellington Court
Spencers Wood
Berks
RG7 1BN

9th July 2000



Dear Mr Mitchell,

LAND OPPOSITE JUNCTION OF CLARES GREEN ROAD/ BASINGSTOKE ROAD, SPENCERS WOOD, READING.
Application No: 0/2000/1440

I write to register my opposition to the above application and would appreciate your bringing my comments to the attention of the Development Control Committee.

My concerns are fourfold:

1. I understand that the land concerned lies outside of the Village Envelope. The 80 dwellings proposed is relatively high density, and would substantially change the character of the village in this location,

2. There is already insufficient provision for Primary Schooling in the area. I have twin three year old girls, and we have been informed that placements at local schools, in particular the school under whose catchment area we fall, are over-subscribed. The result is that our girls may have to be placed in an alternate school outside the village. There is no provision of public transport from Spencers Wood to these schools. The building and occupation of an additional 80 dwellings will bring an untenable burden on what is, already, an unsatisfactory situation.

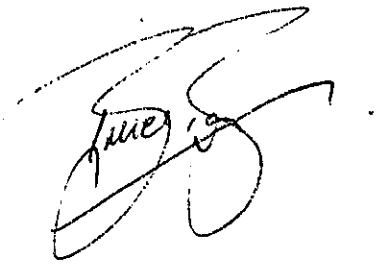
3. The existing traffic density on Basingstoke Road is already at an unacceptable level. Average journey time to the M4 roundabout at Junction 11 between 7.30 a.m. and 9.00 a.m., (a distance of just over 1 mile) is 10 minutes, and can, on occasion exceed 20 minutes. Additional traffic from 80 dwellings entering the Basingstoke Road, without substantial attention to the local road network will be chaotic.

4. The outline plans indicate that a "filter" lane will be introduced in the Basingstoke Road to facilitate those wishing to turn right into the new proposed development. The plans also show that the mature trees lining the road will be maintained. I suggest the the existing Basingstoke Road is not sufficiently wide to create a third filter lane, and that widening the road, without removal of the trees, would cause

line-of-sight difficulties for drivers exiting the new proposed site. This would be highly dangerous for all road users, particularly as no facility for pedestrian traffic from the proposed estate is depicted on the plan.

I assume that Notice regarding the date and time of the relevant Development Control Committee meeting will be given, such that I may be able to make known my concerns in person if required.

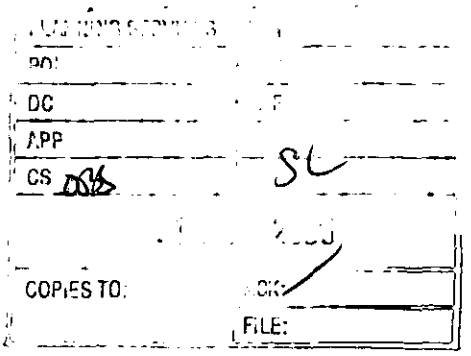
Yours faithfully



Bruce Bailey

Trevalfry
Basingstoke Road
Spencers Wood
Berkshire
RG7 1AE

0118 988 4021



8th July 2000

The Development Control Manager
Environmental Services Department - Planning
Wokingham District Council
PO Box 157
Shute End
WOKINGHAM, Berkshire
RG40 1WR

Dear Sir,

Re: Application No 0/2000/1440
Land Opposite Junction of Clares Green Road/ Basingstoke Road, Spencers Wood.
Outline application for the proposed erection of 80 dwellings

Further to your letter dated 13th June 2000, I am writing to confirm once again my strongest objection to the above proposed development. The reasons outlined in my letter of 8th June (copy attached) have not changed. The proposed development is inappropriate environmentally, physically and politically. I believe it is the duty of the District Council to support the overwhelming view of the local residents and others that this application should be rejected.

Yours faithfully,

Linda C. Gale

Linda C Gale

COPY

Trevalfry
Basingstoke Road
Spencers Wood
Berkshire
RG7 1AE

0118 988 4021

8th June 2000

The Development Control Manager
Environmental Services Department - Planning
Wokingham District Council
PO Box 157
Shute End
WOKINGHAM, Berkshire
RG40 1WR

Dear Sir,

Re: Application Number 0/2000/1440
Land opposite junction Clares Green Rd & Basingstoke Rd, Spencers Wood

Thank you for your letter dated 22nd May 2000. I wish to register my strongest objection to the proposed development and therefore to the Council agreeing to the outline application.

Until such time as the outcome of the public inquiry into the massive development proposals in the area is made known, any such application for development of smaller plots, which are in effect covered by that inquiry, is totally inappropriate and must be viewed with suspicion. Anyone with half a brain would deduce that approval of this application would surely set a precedent and that would likely result in the development of the 2,500 houses by surreptitious means, plot by plot. It is obvious that the plans for this proposal have been directly lifted from the current major development proposal; even the road across the site is so obviously intended to join up with a planned road on another proposed development site, as can be seen on the Master Plan dated March 1996. Having made my objections to the major development proposal plain on a number of occasions already, and since those objections remain valid for this proposal, I need only summarise:

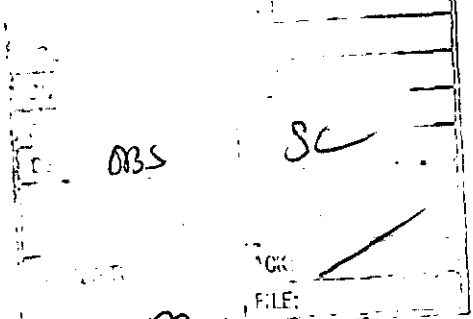
The proposed development location will cause the existing main boundaries of the village structure to be breached and the likely density of housing will be out of proportion with current village settlement. Development of greenfield sites in this area cannot be justified by any criteria, except profit of course.

The environmental impact of such a development would be disastrous. It is well known that the traffic along Basingstoke Road, especially at peak hours, is already unacceptable and unsafe. The additional volume introduced by this proposed development would place further pressure on local residents, who are currently seeking traffic controls and further speed restrictions. Air pollution is another hazard which is only just manageable at present. The implication to local health, with our already under-resourced health services, the impact on wildlife, increasingly threatened by the loss of natural habitat, the additional burden on infrastructure and social amenities, all these issues would be negatively affected by such a proposed development on that site.

The District Council has a duty to protect and support the fragile village community, whose members strive to maintain the status quo. It is my belief that the District Council should take heed of the views of the residents and refuse this application.

Yours faithfully,

Linda C Gale



23 Askew Drive,
Spencers Wood,
Reading,
RG7 1HG
14th July 2000

Dear Mr. Mitchell,

re: planning application No 0/2000/1440 proposed erection of 80 dwellings, Spencers Wood.

I object to the above planning application on the grounds that the Basingstoke Road, that runs through Spencers Wood, cannot cope with any more traffic. It is already a nightmare in the mornings to get out of Clares Green Road, off which my road is situated. Also in the evenings the queues of traffic from "school runs" and people returning from work are very bad.

I thought building on a green field site was supposed to be a last option; only after all brown field sites had been developed, and houses were desparately needed, should they be used. So I object on these grounds also.

Yours sincerely

L. J. Nedoma (mrs).

KIER
Residential

QUALITY HOMES FOR THE DISCERNING BUYER

SL

FILE:

Our ref: IM.1047/MEB/Spencers Wood

Kier Residential Limited
The Shrubbery
Church Street
St. Neots
Cambridgeshire PE19 2BU

Telephone 01480 472728
Fax 01480 477096
DX 100316 ST. NEOTS

05 July 2000

Mr J Mitchell
Development Control Manager
Wokingham District Council
Environmental Services Department
Planning Services
PO Box 157
Shute End
Wokingham
RG40 1WR

Dear Sir

Re: Application No: 0/2000/1440 – Land Opposite Junction of Clares Green Road/Basingstoke Road, Spencers Wood – Erection of 80 Dwellings

I refer to your letter of the 13 June 2000 (received 20 June 2000) attached to which was a new Site Notice changing the description of the development proposed. I can confirm that the Site Notice was erected on the 29 June 2000. The old notices have been removed.

Kind regards.

Yours sincerely
for Kier Land Ltd

Ian Mitchell
Director

HIGHWAYS CONSULTATION SHEET

From: Simon Lewis

Date: 13 June 2000

Application Number: O/2000/1440

Proposal: Outline application for the proposed erection of 80 dwellings

Parish: SHINFIELD PARISH

Site Address:
Land Opposite Junction Of Clares Green Road/, Basingstoke Road, Spencers Wood, Reading.

Applicant:
Twigden Homes Ltd C/O Woods Hardwick 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).

Change of description from original Consultation

Comments

- Traffic Impact Assessment Required
- Meeting to discuss Scope if necessary (Tom. C).

Signed: _____ **Print name:** Stephanie Knowles

10/07/00.

F/2000/1720
Location: 9 Hyde End Road, Spencers Wood, Shinfield
Proposal; Proposed two storey rear extension to dwelling
Case Officer: Emy Circuit
Observations: No comment

F/2000/1758
Location: Ryeish Green Comprehensive School, Spencers Wood
Proposal: Proposed single storey extension to school
Case officer: Emy Circuit
Observations: No comment

F/2000/1745
Location: 26 Larchside Close, Spencers Wood
Proposal: Proposed single storey side extension to dwelling and demolition of existing garage (Amendment to F/2000/1170)
Case Officer: Elaine Connor
Observations: No comment

F/2000/1766
Location; 294 Hyde End Road, Spencers Wood
Proposal: Proposed two storey rear extension to dwelling and loft conversion with dormer extensions.
Case Officer: Emy Circuit.
Observations: No comment

F/2000/1081
Location: Cutbush, Cutbush Lane, Shinfield
The new plans show: Relocation of first floor dividing wall and sub division of garden
Case Officer: Emy Circuit
Observations: No comment

F/2000/1290
Location: Land adjoining 23 Hyde End Lane, Ryeish Green
Proposal: Proposed erection of one detached dwelling
Case Officer: Mrs A Odell

TL/2000/1660
Location: Land opposite junction of Whitley Wood Lane/Shinfield Road
Proposal: Proposed erection of 12 metre high monopole with tri-sector antenna
Case officer: Emy Circuit
Observations: No comment

F/2000/0479
Location: 36 Hollow Lane, Shinfield
Proposal; proposed single storey rear extension to dwelling
Case Officer; Emy Circuit
Observations: No comment

0/2000/1440
Location: Land opposite junction of Clares Green Road/Basingstoke Road, Spencers Wood
Proposal: Outline application for the proposed erection of 80 dwellings
Case Officer; Simon Lewis
Observations: We object on the basis that it is outside the settlement boundary, designated Green Gap and totally inappropriate in the countryside.

It also has an important amenity value as ancient parkland, therefore defining the landscape background to this community.

Continued...

PLANNING SERVICES	HPT
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DG	ENF
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CS 0155	SL
04 JUL 2000	
COPIES TO:	ACK: ✓
	FILE:

20, Wellington Court
Spencers Wood
Berks RG7 1BN.

July 1 2000

Dear Sir.

Re Application No 0/2000/1440

I strongly object to the above application for several reasons. Quite clearly the infrastructure of the area is unable to cope with further development. At present it can take 45 minutes at peak times to drive one mile to the M4 junct 11 from my home. Clearly, "selling" Spencers Wood as a commutable location for Reading and, indeed London, is becoming more difficult. The above application proposes 80 dwellings which would mean 100+ more cars emerging onto the old Basingstoke Road.

Further the local schools, nurseries, playgroups etc are unable to cope with increased numbers being stretched at the present time. My children attend classes of 30+ already which is unacceptable. If developers were to consider the infrastructure and be forced to contribute large amounts of money towards building schools, road improvements etc then perhaps one would have a more sympathetic view. The infrastructure needs to be improved before any further development takes place. Has no-one learned the lessons from Lower Earley?

Another consideration is the overall destruction of the countryside. If we continue on this rocky path Reading stoke

becomes more and more likely. Is a sprawling urban conurbisation a legacy we really want to leave for our children?.

The developers motives are commercially motivated. They do not care about Spencers Wood, the countryside, Wokingham District Council or anyone for that matter. Averice is the sole motive.

At some stage common sense must prevail, one has to stand up and be counted. Maybe now is the time before we go a step too far.

Sincerely.

G N Widridge

R.A. Crowe
The Old Stables,
Spencers Wood,
Nr. Reading, Berkshire, RG7 1BN
Tel. Home - 0118 988 3174

PLANNING SERVICES
POL
DC
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ENF
10 JUL 2000
COPIES TO:
ACK:
FILE:

7th July 2000

John Mitchell,
Development Control Manger,
Environmental Services Department,
Wokingham District Council,
PO Box 157,
Shute End, Wokingham.

Dear Sir,

LAND OPPOSITE JUNCTION OF CLARES GREEN ROAD/ BASINGSTOKE ROAD, SPENCERS WOOD, READING.
Outline Application for the proposed erection of 80 Dwellings by Twigden Homes Limited.
Application No. 0/2000/1440.

I am writing to object to the above planning application on the grounds that the current infrastructure of the Spencers Wood area is totally incapable of coping with any further increase in the residential population. Not only are the roads at peak time currently inadequate, but the associated services have not kept pace with the constant infilling that has gone on in the area.

Additionally, since 1990, approximately 300 houses have been constructed, and planning permission has, I believe, already been granted for 200 more in the next few years. In the same period there have been only 30 extra school places provided, and these are at Shinfield Infants. Even now, we understand, 18 children are unable to find places at Farley Hill and Lambs Lane and there are no contingency plans to resolve this problem. An increase in housing would obviously exacerbate this problem.

It is apparent that road maintenance and hedge trimming is reaching an unacceptable and dangerous level. Any further construction of dwellings will add to increased traffic, and wear and tear on the already inadequate system.

Would you please acknowledge this letter and ensure that these comments are brought to the attention of the Planning Committee.

Yours sincerely,

R.A. Crowe.

23 Wellington Court, Spencers Wood, READING RG7 1BN

PCL	
DC	CNF
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CS OBS	SC
10 JUL 2000	
COPIES TO:	ACK:
	FILE:

John Mitchell
Development Control Manager
Environmental Services Department
Wokingham District Council
PO Box 157
Shute End
WOKINGHAM RG40 1WR

1st July 2000

RE. Planning Application 0/2000/1440

Dear Mr Mitchell,

I am writing to register my strenuous objections to the proposed development of 80 houses on the land opposite the junction of Clares Green Road and Basingstoke Road in Spencers Wood, on the following grounds:

Development South of M4
I had understood that the government has adopted a policy of building on brownfield sites rather than encroaching further on rural and semi-rural areas. In this specific situation, the M4 serves as a natural barrier to the southward expansion of Reading and once breached will almost inevitable lead to the urbanisation of the villages in this area.

Destruction of the semi-rural character of Spencers Wood
I do understand that people need housing and Spencers Wood has already seen a number of small developments filling in gaps along the Basingstoke Road. However, this has been accomplished without altering the semi-rural character of the village. The same cannot be said for a development of 80 houses covering what are currently open fields. Residents of Spencers Wood chose to live in a village rather than a suburb, and currently residents of Reading need only to cross the M4 to find a village environment to enjoy at their leisure.

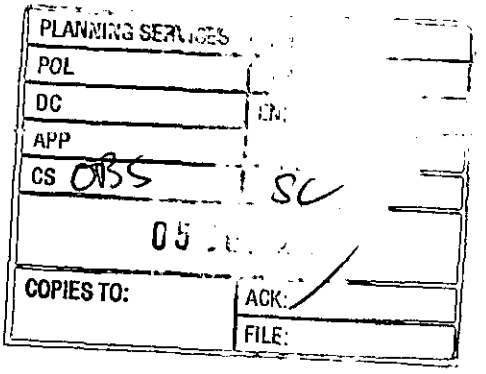
Congestion
Despite the completion of the A33 improvements between the M4 and Reading town centre, there is still considerable traffic congestion at peak times. This includes evenings when the steady flow of traffic exiting Reading makes it difficult to access the A33 roundabout. Adding 80 houses with one or two cars each, presumably needing to get to work or school at the same time as everyone else, will make the already serious congestion worse.

Yours sincerely

Helen Bouchami

Trevalfry
Basingstoke Road
Spencers Wood
Berkshire
RG7 1AE

0118 988 4021



The Development Control Manager
Environmental Services Department
Wokingham District Council
PO Box 157
Shute End
Wokingham
Berkshire
RG40 1WR

1 July 2000

Dear Sirs,

Application No. 0/2000/1440 - Land Opposite Junction of Clares Green Road / Basingstoke Road, Spencers Wood.

Further to your letter of 13 June 2000 in respect of the above revised application I wish to re-confirm my total objection to the proposals for the reasons as set out in my earlier letter of 8 June 2000 (copy attached) in that the proposals are totally inappropriate to both the existing village and it's environment.

I once again urge the District Council to support the unanimous views of all local residents and reject the applications.

Yours sincerely

Trevor Seach ARICS

Trevor Seach ARICS
Trevalfry
Basingstoke Road
Spencers Wood
Berkshire
RG7 1AE

0118 988 4021

The Development Control Manager
Environmental Services Department - Planning Services
Wokingham District Council
PO Box 157
Shute End
Wokingham
Berkshire
RG40 1WR

8 June 2000

Dear Sirs,

Application No. 0/2000/1440
Land Opposite Junction of Clares Green Road / Basingstoke Road, Spencers Wood.

Further to your letter of 22 May 200 in respect of the above application I wish to record my total objection to the proposals.

The proposed development lies outside of the existing main boundaries of the village and is therefore not appropriate in that it should at least be compatible with the retention of the basic form and structure of the village. It is also out of scale with the existing village, which scale should be retained by allowing any future permitted development to be only in the form of small logical infills not by large amoeba like growths attached to the perimeters.

Spencers Wood and Three Mile Cross still retain, albeit tenuously, their village communities, the District Council have a duty to protect these by the refusal of applications such as this.

Given the present status of the current public inquiry into proposed large scale development of Spencers Wood the timing of this application is in any event at best inappropriate and at least cynical in that it clearly seeks to start the ball rolling toward the larger development in a piecemeal fashion.

The application even contains a drawing that is a clearly a part of the major development scheme, as witness the 'road to nowhere' that crosses the proposal site and is clearly part of the same road layout as is shown on the major scheme drawings. Also if memory serves the Consultants name on the drawings is the same in both cases. Approval of this proposal will

undoubtedly open the floodgates of similar "small" developments leading ultimately to 2,500 houses by stealth. Or do they think we are all too stupid to notice?

Acceptance of these proposals will inevitably be the first step towards major development south of the M4 and the ultimate horror of unbroken building stretching all the way to Basingstoke.

The local traffic infrastructure is already close to collapse, especially at peak hours, not to mention the environmental disaster that it is rapidly becoming. The additional number of vehicles that such a development will place onto already overcrowded roads will not be sustainable particularly given the currently mounting pressure to exert some desperately needed control over the existing Basingstoke Road traffic problems which are already leading to a rapid decline in the quality of the village's life.

There is no justification for local development of greenfield sites and the resultant adverse environmental pressures on both residents and on wildlife which already struggles to maintain a foothold within increasing urbanisation.

In addition the pressures that will subsequently be placed on the already inadequate local infrastructure will be left to the local residents and District Council to suffer the consequences and pick up the pieces. The developers will by then be long gone to count their profits.

I urge the District Council to support the unanimous views of all local residents and reject the current application.

Yours sincerely

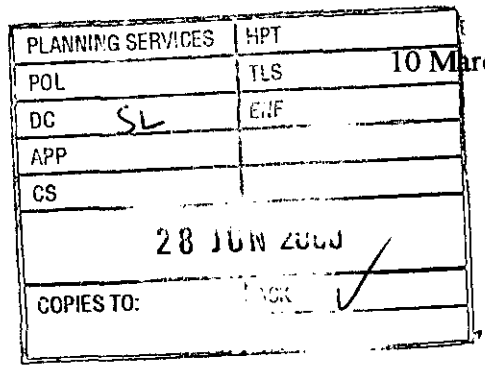
Trevor Seach

Tel: 0118 988 4296
Fax: 0118 988 7220

8 Halfacre Close,
Spencers Wood,
READING,
Berkshire RG1 1DZ

Mr. John Mitchell,
Development Control Manager,
Wokingham District Council,
PO Box 157, Shute End,
WOKINGHAM,
Berkshire RG40 1WR

10 March 2000



Dear John,

LAND OPPOSITE JUNCTION OF CLARES GREEN ROAD/ BASINGSTOKE ROAD, SPENCERS WOOD, READING
Outline Application for the Proposed Erection of 80 Dwellings by Twigden Homes Limited - Application No: O/2000/1440

With reference to the above application I would like to register my objection to it on the following grounds:

1. The site is outside the village envelope and therefore there is no presumption for development.

2. The Basingstoke Road is already busy during rush hour and this will add to traffic congestion.

3. This development is contrary to the policies and plans as outlined in the draft Wokingham District Plan.

If you consider accepting this application I would ask that in the Section 106 Agreement money is obtained for education purposes. Lambs Lane and Farley Hill Schools are both full and therefore any new children will not have a school place. It is imperative that this fact is incorporated in any appeal which the developers might undertake should this application be rejected.

Please keep me informed on the progress of this application and of the Officers' final recommendation.

Yours sincerely,

Anthony Pollock

Anthony Pollock
District Councillor, Shinfield

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26 JUN 2000	
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Telephone: 0118 975 5570

Councillor Malcolm Bryant
Member for Shinfield
Wokingham District Council
P O Box 150, Shute End
Wokingham
Berkshire RG40 1WQ

Chairman Shinfield Parish
Millennium Committee

Dear John,

24 June 2000

APPLICATION No 0/2000/1440 - 80 DWELLINGS

May I register my complete objection to the above application. The bid is completely premature prior to the PI results into the 2500 houses at one of 3 sites.

With best wishes,

Malcolm

Lt Colonel Malcolm J Bryant. "Rosebry" 19 Salmond Road, Shinfield Park, Berkshire RG2 8QN

SL

Application No.
9/2000/1440

Wellington Court,
Spencers Wood,
Reading RG7 1BN

12 June 2000

Dear Sir,

Regarding the above application, I wish to [illegible] my strong opposition to any dwellings being built in the field adjoining Basingstoke Road, between Nath and [illegible] Lodges.

It should remain a field; I have already expressed my views to the Council on numerous occasions during the 30 years my husband, and I, on my own, have lived here when other applications have been made.

Mr Simon Lewis,
Wokingham Council Offices.

I do not think any increase in people, dwellings, traffic, or any of the concomitant infracture is appropriate here.

Yours faithfully,

C. B. Mitchell

(Mrs)

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No 0/20001

11, Wellington Court
Spencers Wood.
Reading.
Berks.
RG7 1BN
13th June. 00

Dear Simon Lewis.

Regarding Planning Application for Erection of unspecified number of dwellings on the Basingstoke Road Between North and South Lodges

We live four miles from the Town of Reading and where we live in Spencers Wood we have this lovely little bit of green England.

Please consider the country side and do not allow these houses to be built and swallow up our beautiful green field.

yours faithfully.

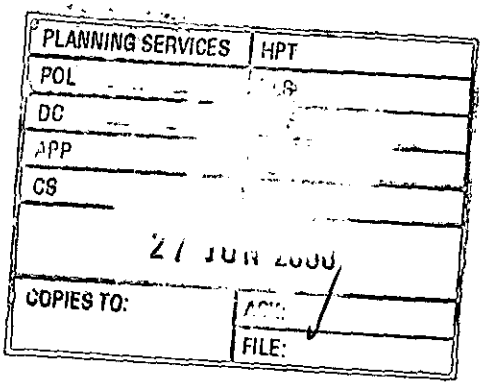
Mr. & Mrs Grant.

Inner Lodge
Highlands Estate
Spencers Wood
Reading
RG7 1AH

Simon Lewis
Planning Department
P.O. Box 157
Shute End
Wokingham
RG40 1WR

20th June 2000

Ref: 0/2000/1440



Dear Mr Lewis,

This letter is in response to the above planning application to which we have a number of objections to the proposal by the representative of Twigden Homes:

In the file held by you, they say in section **5. Traffic Impact**, that (5.6) only the Church Lane/Basingstoke Road Junction would be affected! The morning traffic queue usually reaches the Farriers Pub on an average day and during the winter months when traffic is much heavier the queue can often reach us at Highlands! The main danger is that as the Basingstoke Road is so narrow, traffic turning right at the mini roundabout at Church Lane often drive on the wrong side of the road for about 150 metres!

They also note that there is pedestrian access to the proposed new Park and Ride *(a 15 minute walk)*. How are these pedestrians going to get across the A33? Indeed, how are these pedestrians to get across the Basingstoke Road to reach the chemist, post office etc. During rush hour, I have found crossing the road to be very dangerous. Traffic blasts through the village well in excess of 40 mph. It is not possible to allow children to attempt this at the best of times. Which brings the point of education.

Local schools are already over subscribed. Schools will be forced to take these children pushing up class sizes and compromising their education. Children are our future and education is fundamental to their future.

The proposal is to gain access to the land which would subsequently be developed on **200** metres on the Basingstoke Road which is currently a tree lined hedgerow.

Twigden Homes form part of the consortium promoting the development proposal of the 2500 homes. It just seems premature to allow any large scale devlopment before the siting of these homes is confirmed.

Yours sincerely,

Mrs E M Hughes &
Mr A M Hughes

THAMES VALLEY
POLICE

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

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

PLANNING SECTION	
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Date 16th June 2000

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www.securedbydesign.com

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

Your Ref. 1440

Dear Mr. Lewis.

Clares Green Rd. / Basingstoke Rd. Spencers Wood.

Thank you for the details of the outline application in respect of the above site.

There is no crime prevention objection to the principle of residential development on this land.

Care must be taken as to the safety of routes running through residential sites and the suitable treatment of boundaries abutting open land.

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

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

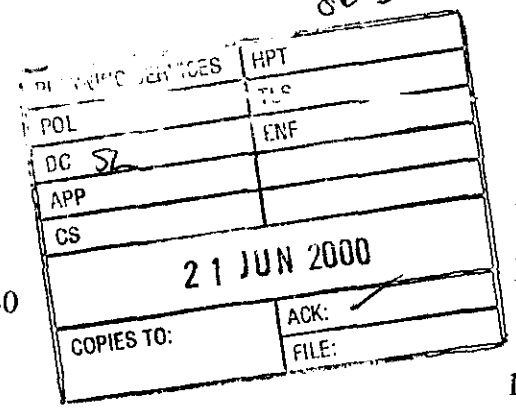
I trust this will be of assistance and thank you for your consultation.

Yours sincerely.

Dave Stubbs

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

80 S



Oak Tree Cottage
Beech Hill Road
Spencers Wood
Reading RG7 1HN

Ref Planning App. O/2000/1440

19 June 2000

Dear Sir,

I wish to object to the above proposed development because:-

1. It is a greenfield site.
2. It is contrary to the policies of Wokingham District Council and their requirements of housing in the current period to 2006.
3. It is an area being considered by the Government at present and which is in contention with the Grazeley site.
4. The present infrastructure would not be able to sustain additional housing.
5, The influx of more people will increaset the traffic which is bad at present at any time of the day. In fact I nearly had an accident with someone coming out of the housing estate lower down Basingstoke Road this morning. This proposal means more vehicles at a difficult junction.
6. There are not enough facilities in the village for more people
7. We the current residents of Spencers Wood are fed up with having to protest at keeping our village a village and not a rabbit warren like Lower Earley.
8. Another new estate is not in keeping with the locality. The houses are built purely for profit and with no consideration of the people who will live in them afterwards.

Yours faithfully,

MRS M F BAMPTON

Byhand
16/6/00.

Martin & Pole Nicholas
inc. Watts & Son Est. 1846

OBS

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19 JUN 2000	
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Partners
I Miller Campbell FRICS
C W Reynolds FRICS
D D Chopping FRICS
D C Auger ARICS, FSVA
S M Leedale
R N Price FRICS
Associates
R C Griffiths ARICS
(Management Surveyor)
G J R Lewis
(Chattels Auctioneer)
Consultants
P A H Lawrence FRICS, FSVA
W J DuBoulay FRICS, IRRV
P C Neale FRICS
L J Ruse FSVA

Our Ref: ***RCG/MMD***

15 June 2000

S Lewis, Esq
District Planning Officer
Wokingham District Council
P O Box 157
Shute End
Wokingham
RG40 1WR

Dear Sir,

Re: Planning Application No 0/2000/1440
Site Address: Land opposite Junction off Clares Green Road
Basingstoke Road, Spencers Wood, Reading

Objection on behalf of Stanbury Gate Management Company Limited, re Nos 1-28 Stanbury Gate, Basingstoke Road, Spencers Wood RG7 1SR.

We act as Managing Agents to Stanbury Gate Management Company Limited where members are owners of properties at Nos 1-28 Stanbury Gate, which lies immediately north of the application site.

The outline application we believe is deficient on a number of points which we believe in itself provide sufficient grounds for refusal.

1. (a) The application does not define the proposed number of dwellings to be built.
   (b) The application does not provide any details on the type of housing, the density or positioning.
   (c) The proposal does not sufficiently indicate how the site will be accessed from the Basingstoke Road.

Notwithstanding the above we would comment that the application should also be refused on the following grounds.

2. (a) Due to recent residential development to the north of this site this land represents one of the few gaps in an otherwise built-up road where the countryside still comes into Spencers Wood.

   The site lies outside the established settlement boundary and for this reason this should be refused. This application is we believe contrary to the policies contained in the Wokingham District Local Plan, in particular WCC1.

24 Friar Street, Reading, Berkshire RG1 1DP Tel: (0118) 959 1231
Fax: Reading (0118) 958 5061 e.mail: r@martinpole.co.uk

Wokingham Office (0118) 978 0777 *Fax: (0118) 977 1991*
Crowthorne Office (01344) 780111 *Fax: (01344) 780191*
The Auction House (0118) 979 0460 *Fax: (0118) 977 6166*

(b) As previously stated the application has not provided details of density, access or siting Based on the Council's recent policy change to seek densities of at least 30 per hectare on suitable sites, this site has the potential to yield up to 90 dwellings. Such scale of additional housing will have a detrimental impact on the amenities of local residents.

(c) In addition the potential scale of development would have a significant impact on the semi-rural appearance of Spencers Wood.

Again the application site is not an identified site for housing in the Wokingham District Local plan. Further we do not believe the site meets the required criteria under Policy WH1 for the Councils policy for unidentified sites for housing.

(d) Finally the additional traffic movements generated by this many houses particularly so if it is family housing will have a significant worsening effect on local traffic movement and the functioning of the junctions on Clares Green Road, Basingstoke Road and the Swallowfield by-pass.

We hope that you appreciate and share our concerns on the principle of this proposal and that you will recommend that the application is refused.

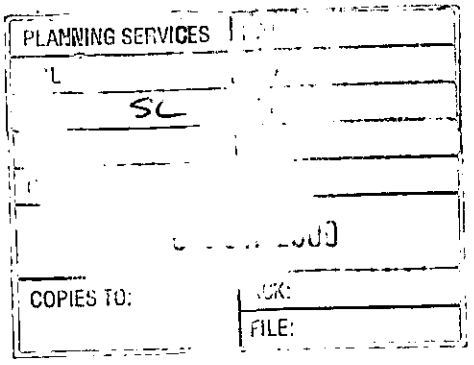
If you should decide to seek more details from the applicant to assist in your decision making we would appreciate being kept informed of all addition information, in order that we can make further comments.

Yours faithfully

Martin & Pole Nicholas

Martin & Pole, Nicholas

SDS



24 Wellington Court
Spencers Wood
Reading
Berkshire
RG7 1BN

15th June 2000

Mr S Lewis
PO Box 157
Wokingham District Council
Shute End
Wokingham
Berkshire
RG40 1WR

FAX NO. 0118 9746484

Dear Mr Lewis

Re: Planning Notice 0/2000/1440

I have been away for a period of four weeks and have returned to find a Planning Application has been erected at the bottom of our driveway for a proposal to erect a number of new dwellings.

I would like to object strongly to the proposal on the basis that during the weekdays the traffic congestion can take us up to 35 minutes to get to the M4 motorway junction, therefore, with the new development the majority of houseowners now having two cars per household is going to add extra traffic problems to the village which, in my opinion, is already disastrous.

I am sure you are aware of the access to Wellington Court and whilst I am no specialist on trees and wildlife this is obviously going to have a major detrimental effect to the flora and fauna of the environment.

Finally, I was surprised to read the notice and it does not actually state the number of dwellings proposed to be erected and I cannot believe that Wokingham District Council could even consider a serious Planning Application without making the local community aware of the size of the development.

I should therefore be grateful if you would note my family's strong objection to this proposal.

Yours sincerely,

DALE KEMPSON

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16 JUN 2[illegible]

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30540 28/6

PJD

To:
Policy and Plans

From: Simon Lewis

REPLY REQUIRED

Date: 13 June 2000

Application Number: O/2000/1440

Proposal: Outline application for the proposed erection of 80 dwellings.

Site Address:
Land Opposite Junction Of Clares Green Road/, Basingstoke Road, Spencers Wood, Reading.

Applicant:
Twigden Homes Ltd C/O Woods Hardwick Ltd.

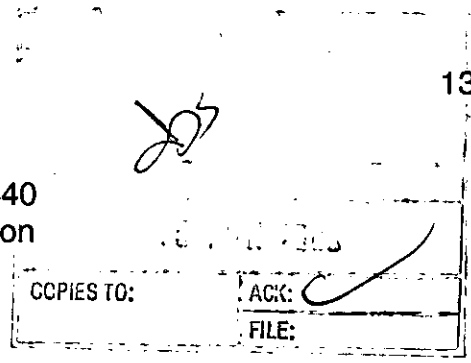
Your observations are required in respect of this application within **7 days** of the above date.

Change of description from original Consultation

This does not affect my comments which were e-mailed to you.

16/6/00.

Gina Brown
21 Wellington Court
Spencers Wood
Reading
Berkshire
RG7 1BN
13th June 2000



REF; Application No. 0/2000/1440
Outline Planning Application

Dear Mr Lewis,

It has just been drawn to my attention that a proposal has gone in for outline planning permission in the field ajoining the Basingstoke Rpoad between the North & South Lodge.

I am firstly upset that notices were not sent to me at Wellington Court as this will obviously have an impact to our small community at Wellington Court & will be a great eyesore to our picturesque private drive onto our estate.

My main concern though is the impact to the traffic on the already overburdened Basingstoke Road. In the Rush hour it can take 30 minutes to move just ½ a mile & to cross the road on foot even during the day is difficult due to the continual flow of traffic.

Here's hoping this application will come to nothing.

Kind regards
Gina Brown

24 Wellington Court
Spencers Wood
Reading
Berkshire
RG7 1BN

15th June 2000

Mr S Lewis
PO Box 157
Wokingham District Council
Shute End
Wokingham
Berkshire
RG40 1WR

FAX NO. 0118 9746484

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Dear Mr Lewis

Re: Planning Notice 0/2000/1440

I have been away for a period of four weeks and have returned to find a Planning Application has been erected at the bottom of our driveway for a proposal to erect a number of new dwellings.

I would like to object strongly to the proposal on the basis that during the weekdays the traffic congestion can take us up to 35 minutes to get to the M4 motorway junction, therefore, with the new development the majority of houseowners now having two cars per household is going to add extra traffic problems to the village which, in my opinion, is already disastrous.

I am sure you are aware of the access to Wellington Court and whilst I am no specialist on trees and wildlife this is obviously going to have a major detrimental effect to the flora and fauna of the environment.

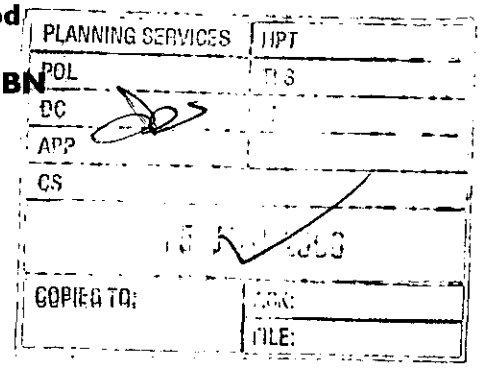
Finally, I was surprised to read the notice and it does not actually state the number of dwellings proposed to be erected and I cannot believe that Wokingham District Council could even consider a serious Planning Application without making the local community aware of the size of the development.

I should therefore be grateful if you would note my family's strong objection to this proposal.

Yours sincerely,

DALE KEMPSON

19 Wellington Court
Spencers Wood
Reading
Berkshire RG7 1BN



Simon Lewis
PO Box 157
Council Offices
Shute End
Wokingham
Berkshire
RG40 1WR

14 June 2000

Dear Sirs,

RE: Outline Planning Application for the Erection of Dwellings
Application no:0/2000/1440

I have objections to the proposed outline planning permission.

The field in question carries the sewerage pipe from Wellington Court to the main disposal system, the planning permission application made no references to this aspect, the land owner is aware of the existence of this service pipe and has received payment for allowance of the pipe crossing his land.

I also wish to complain that the houses of Wellington Court were not made aware of the application until the notices were posted on the telegraph poles on the Reading side of the approach, my daily route is in the other direction and had it not been for a chance conversation I would have missed the notice, you did however send letters to our neighbours in Stanbury Gate, this is not very democratic.

There have been enquiries, decisions and appeals about this area's housing requirements and the democratic wheels continue to grind, attempting to circumnavigate the process, the application should be rejected on these grounds alone, however there are other considerations.

The application does not specify the number of dwellings, I request that any application should clearly state the number of dwellings and the proposed plots and access routes before it is given any consideration and there fore it should be rejected.

Even if the above points are discounted I notice that access to the site is to be achieved by a proposed narrowing of the lanes on the main road, introducing another lane!!
I use this road daily both as a pedestrian and as a motorist, with the volume of rush hour traffic, particularly in the winter months during school term time there will be even more congestion than already suffered. Trying to cross as a pedestrian, which at present can easily take several minutes (at 8:00am) and is quite a dangerous occupation, it will be even more hazardous if the lanes are narrowed and there is additional traffic from the unspecified houses accessing to the road.

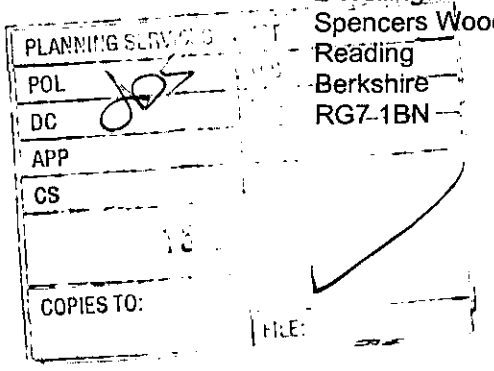
I feel that this is a badly thought out proposal not taking into account several environmental factors. and it should therefore be rejected.

Yours faithfully

L Emptage

Mr L. Emptage

Mrs J E Roome
2 Wellington Court
Spencers Wood
Reading
Berkshire
RG7 1BN



June 14, 2000

Simon Lewis
PO Box 157
Council Offices
Shute End
Wokingham
Berkshire RG40 1WR

Dear Mr Lewis

Re: Outline Plannning Application for the Erection of Dwellings – Application No 0/2000/1440

I refer to the above planning application and would like to express the following concerns:

1. There is a very short time period given for making any concerns known, which may lead to some individuals who may be seriously affected by this proposal not having the opportunity to make any objections known.

2. The application does not specify the number of houses proposed. This is surely an important piece of information to omit from such an application.

3. The information provided is not sufficient to be informative or meaningful. More detailed plans are required for people to obtain a clear understanding of the proposal and the consequent implications for the surrounding area.

4. The build-up of traffic at peak times on the Basingstoke Road is already severe. Not only will the building of the proposed houses affect this situation and cause major traffic disruptions, I understand that there is also a proposal to provide a third lane at this point. This will only serve to worsen the traffic situation and presents further safety issues for people wishing to cross the road.

In short, I cannot object to the proposed development because there is insufficient information provided. I do, however, have grave concerns with regard to traffic and safety issues which will arise as a result of firstly the building of the houses, and then the proposed road alterations.

I trust that any developments on this application will be notified to all parties who have expressed concerns.

Yours faithfully

Mrs J E Roome

WOKINGHAM DISTRICT COUNCIL

MEMORANDUM

From: John Mullaney
Environmental Health

My Ref: JRM

To: Simon Lewis
Planning Department

Date: 21/06/00

LAND OPPOSITE JUNCTION CLARES GREEN ROAD, SHINFIELD. O/2000/1440

Having considered the above application I would recommend the following condition be attached should consent be granted.

Development shall not begin until a scheme for protecting the proposed dwellings from noise from road traffic adjacent to the proposed development has been submitted and approved by the Local Planning Authority. Any works which form part of the scheme approved by the Authority shall be completed before any permitted dwelling is occupied unless an alternative period is agreed in writing by the Authority.

John Mullaney
Environmental Health Officer

30862

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22 JUN 2000	
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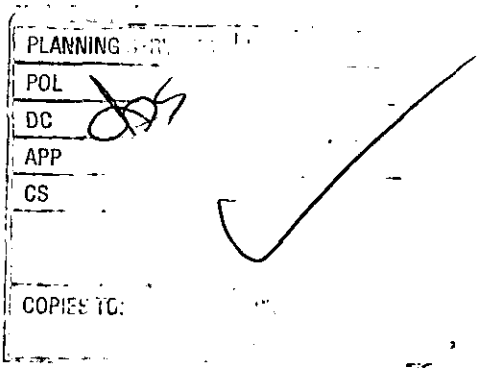
MR C.J. POOLE
30 CLARES GREEN ROAD
SPENCERS WOOD
READING
BERKSHIRE
RG7 1DY

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



11th June 2000

Dear Simon Lewis,

Planning reference 0/2000/1440

I have learned that the Spencers Wood Consortium have applied for outline planning permission to construct a development on land to the west of the old A33 opposite the Farriers Arms P.H., please accept the letter as my formal objection.

Whilst I appreciate that this is a political move and all part of the greater plan to win the glittering prize of the legal destruction of one community, it is of course the first move to ensure that the Consortium build their 2500 houses even if they "lose". It was a sad day when the W.D.C. allowed three groups to tender on different sites, all three were doomed from that moment.

This madness must be nipped in the bud. There is no reason whatsoever to approve a nebulous building plan for a green field site in advance of the findings of the current enquiry.

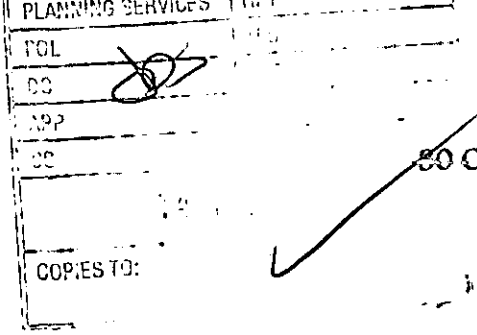
The benefits of opening the Reading relief road were short lived, at 8.30am each morning the traffic is queued from the roundabout on the A33 below junction 11 back to the Farriers Arms. This is appalling now, even before the addition of a "substantial development", which could be anything.

By the time Ryeish Green School has been extended to accommodate children from 5000 homes it will be the size of a Polytechnic.

I am at a loss to see how the Planning Department could possibly pass this plan whilst the enquiry is still sitting. Assuming Grazeley is confirmed there will be no possible reason for endorsing the Spencers Wood Consortium's demands and if Spencers Wood is selected planning permission will be forthcoming anyway.

Yours sincerely,

Mr C.J. Poole



MRS. A. C. POOLE
30 CLARES GREEN ROAD
SPENCERS WOOD
READING
BERKSHIRE
RG7 1DY

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

11th June 2000

Dear Simon Lewis,

Planning reference O/2000/1440

I have learned that the Spencers Wood Consortium have applied for outline planning permission to construct a development on land to the west of the old A33 opposite the Farriers Arms P.H. and I must register my objection.

There is simply no need to approve any form of building plan for a green field site in advance of the findings of the current enquiry, especially as the plan is so non specific. How can the planning department know what they are letting us in for.

What we do know is that the traffic would only get worse. The benefits of opening the Reading relief road were short lived, each morning the traffic is queued from the roundabout on the A33 below junction 11 back to the Farriers Arms. This outrageous situation can only get worse.

I am very concerned that Ryeish Green school will not be able to expand to meet the influx of new students from potentially 2500 Grazeley and now these hundreds possibly more homes without effecting the education of generations of local children.

I am at a loss to see how the Planning Department could possibly pass this plan whilst the enquiry is still sitting. Assuming Grazeley is confirmed there will be no possible reason for endorsing the Spencers Wood Consortium's demands and if Spencers Wood is selected planning permission will be forthcoming anyway.

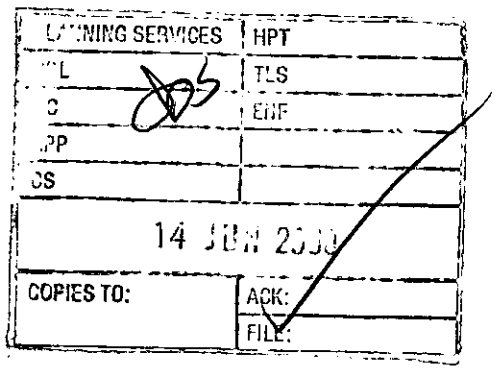
Yours sincerely,

Mrs A.C.Poole

15 Wellington Court
Spencers Wood
Reading
Berks
RG7 1BN

12 June, 2000

PO Box 157
Council Offices
Shute End
Wokingham
Berks
RG40 1WR



Dear Sir:

Re Planning Application 0/2000/1440

I am writing to object to the above planning application on the following grounds:

1. It will lead to an increase in traffic congestion on The Old Basingstoke Rd which already suffers from lengthy queues in the morning and speeding motorists in the evening. The transport infrastructure is not geared up to cope with further loading. This congestion will have a knock on effect at the A33 / M4 junction 11 area which is already heavily congested to the point where traffic queues back onto the motorway in evening rush hour.

2. It will destroy one of the few areas of natural woodland habitat remaining in the village which is what attracted many people like myself to come and live here in the first place.

3. It is a relatively large piece of land which cannot be considered as in-fill. The danger is that once building starts on that plot it will extend rapidly to consume all of the area surrounding the Wellington Court Estate and completely change the structure of the village.

Sincerely,

Mr A Pobjoy
Local Resident

Application No.
0/2000/1440

1, Stanbury Gate.
Spencers Wood.

Development Control Manager
Planning Services
Wokingham District Council
PO Box 157.
Wokingham RG40

PLANNING SERVICES	HPT. RG7 1SR.
POL	JLS
DC 29	VEN May 2000
APP	
CS MJS	
IWR. 02 JUN 2000	
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	FILE:

Dear Mr. John Hutchell

Thank you for your letter of 22nd May 2000 concerning the application to develop the land opposite the junction of Cloves Green Road. Spencers Wood cannot sustain the increased traffic all the extra housing will create. The roads are already impossible, in my opinion. The land south of the M4 should have been kept as Green Belt as originally promised - further pressure must be prevented as far as possible.

Yours sincerely,
Patricia Tidmarsh

Shinfield
Parish Council

Clerk: Mrs J Barnes, 36 Ryhill Way, Earley, Reading, Berkshire RG6 4AZ
Tel/Fax: 0118 9547115

07th June 2000

PLANNING SERVICES | RPT
PCL | DS
DC
COPIES TO:

Planning Officer
Development Control South
Wokingham District Council
PO Box 157
Shute End
WOKINGHAM RG40 1WR

Dear Sir/Madam

PLANNING APPLICATIONS
SHINFIELD PARISH COUNCIL'S OBSERVATIONS

I submit the comments of the Planning and Transportation Committee on the following applications:

O/2000/1440
Location: Land opposite junction of Clares Green Road/Basingstoke Road, Spencers Wood
Proposal: Outline application for the proposed erection of dwellings
Case Officer: Simon Lewis
Observations: We object on the basis that it is outside the settlement boundary, designated Green Gap and totally inappropriate in the countryside.

It also has an important amenity value as ancient parkland, therefore defining the landscape background to this community.

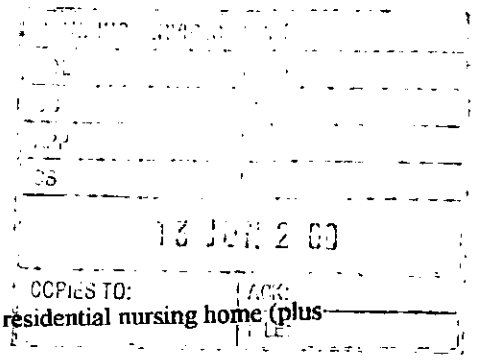
F/2000/1486
Location: 2 Grovelands Road, Spencers Wood, Reading
Proposal: Proposed single storey and first floor extensions to dwelling
Case Officer: Emy Circuit
Observations: No comment

F/2000/1505
Location: Westdene, Basingstoke Road, Spencers Wood
Proposal: Proposed single storey rear extension to dwelling to form conservatory
Case Officer: Emy Circuit
Observations: No comment

Continued...

F/2000/1510
Location: 5 Milsom Close, Shinfield
Proposal: Proposed loft conversion with front and rear dormer extensions to create 2 bedrooms
Case Officer: Emy Circuit
Observations No comment

F/2000/1040
Location: 359 Whitley Wood Lane, Reading
Proposal: Proposed two storey rear extension to dwelling to form granny annexe
Case Officer: Emy Circuit
Observaitons: No comment



F/2000/1335
Location: 43, The Square, Spencers Wood, Reading
Proposal: Proposed two storey side/rear extension to dwelling
Case Officer: Emy Circuit
Observations No comment

F/2000/1401
Location: 1 Longmore Road, Reading
Proposal: Proposed change of use from C3 residential use to C2 residential nursing home (plus provision of ramps – Retrospective)
Case Officer: Elaine Connor
Observations: No comment

TL/2000/1353
Location: Pulleyn Transport LTD, Church Lane, Three Mile Cross
Proposal: Proposed erection of replacement antenna on existing mast and replacement of equipment cabin
Case Officer: Simon Lewis
Observations: Whilst not objecting we would like it to be painted or otherwise disguised to be less intrusive in this open countryside location.

F/2000/0588
Location: 1 Salmon Road, Shinfield
The new plans show: Correct position of the north east corner boundary and re-positioning of the relocated fence.
Case Officer: Emy Circuit
Observations: No comment

F/2000/1290
Location: Land adjoining 23, Hyde End Lane, Ryeish Green
Proposal: Proposed erection of one detached dwelling
Case Officer: Mrs A Odell
Observations: No comment

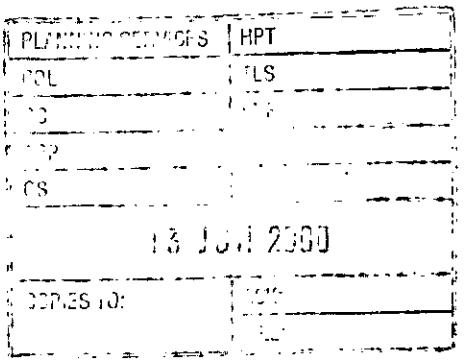
99/70362/F
Location: Green Park Reading Business Park, Basingstoke Road.
Proposal: Proposed erection of warehouse club including tyre installation and sales with associated access parking and landscaping
Case Officer: Simon Lewis
Observations: No comment

F/2000/0948
Location: Land rear of 72-90 Plots 71-75 Grazeley Road, three Mile Cross
The new plans show: Re-surveyed layout
Case Officer: Mrs A Odell
Observations: No comment

F/2000/0658
Location: 90 and land rear of 88 Grazeley road, three Mile Cross
The new plans show: revised layout plan showing house on plot 3.
Case officer: Mrs A Odell
Observations: No comment

Continued...

F/2000/0658
Location: 90 and Land rear of 88 Grazeley road, three Mile Cross
The new plans show: Revised layout plan showing boundary fence.
Case Officer: Mrs A Odell
Observations: No comment



F/20000/1548
Location: Woodvale House, Basingstoke Road, Spencers Wood
Proposal: Proposed erection of double garage and car port
Case Officer: Elaine Connor
Observations: No comment

F/2000/1537
Location: 189 Hyde End Road, Spencers Wood
Proposal: Proposed erection of replacement garage
Case Officer: Emy Circuit
Observations: No comment

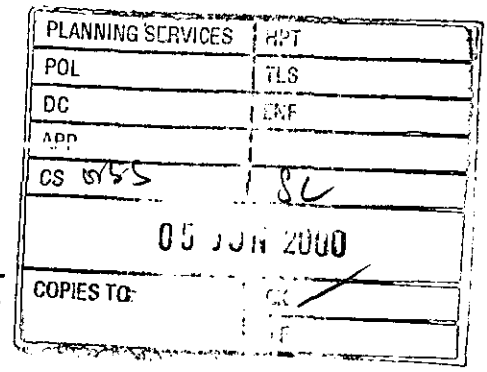
F/2000/1367
Location; 78 Chestnut Crescent, Shinfield
Proposal; Proposed two storey rear extension to dwelling
Case Officer: Emy Circuit
Observations: No comment

Yours faithfully

Tracy Sampson

Mrs Tracy Sampson (0118 9885315)
Assistant Clerk

'Merton'
Spencers Wood
Reading RG7 1AE
Tel. 0118 9882451



3 June, 2000

Mr Simon Lewis
Planning Officer
Environmental Services Department
Planning Services
P.O. Box 157
Shute End
Wokingham
RG40 1WR

Dear Mr Lewis

Re: Planning Application No. 0/2000/1440

Further to your letter of 22 May, I wish to register my objection to this planning application on the following grounds:-

1. The scale of the proposed development would totally destroy the character and environment of the current village of Spencers Wood and would extend the village 'envelope' into what is currently a 'green field' site
2. The land upon which this development is proposed is currently a significant wild life haven that contributes significantly to the semi-rural character/ambience of the area and prevents the village being just an extension of the Reading urban 'sprawl'. Thankfully, to date the M4 motorway has represented a barrier to the continued expansion of the main town where there is still scope for development on 'brown field' sites.
3. The main Basingstoke Road is already heavily congested during the morning rush hours, as is the roundabout at M4 junction 11. The prospect of greater traffic volumes can only be greeted with horror. The access onto the Basingstoke Road (from the new development) will also introduce an unacceptable increase in the risk of motor accidents as frustrated motorists will undoubtedly be tempted into making 'unwise' attempts to force their way out into the traffic flow
4. Similarly, the local schools and other facilities will be unable to sustain the additional load/demand created by this substantial development
5. Finally why is such an application even being considered, wasting Council time, resources and eventually OUR MONEY when we are currently awaiting the results of the planning enquiry into major development south of the M4?

Yours sincerely

Geoffrey Galloway

PLANNING SERVICES | REF 30275
POL
APP
CS

WOKINGHAM DISTRICT COUNCIL

MEMORANDUM

From: John Mullaney
Environmental Health

My Ref: JRM

To: Simon Lewis
Planning Department

Date: 2/06/00

LAND OPPOSITE JUNCTION CLARES GREEN ROAD/BASINGSTOKE ROAD, SHINFIELD
O/2000/1440

Having considered the above application, I recommend the following condition be atached should outline consent be granted.

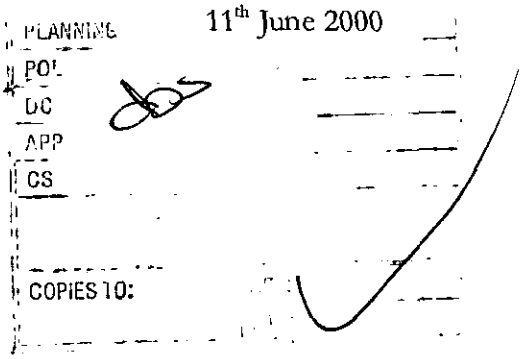
Development shall not begin until a scheme for protecting the proposed dwellings from noise from road traffic adjacent to the proposed development has been submitted and approved by the Local Planning Authority. Any works which form part of the scheme approved by the Authority shall be completed before any permitted dwelling is occupied unless an alternative period is agreed in writing by the Authority.

J Mullaney

John Mullaney
Environmental Health Officer

8 WELLINGTON COURT,
SPENCERS WOOD.
BERK,
RG7 1BN.

11th June 2000



Simon Lewis
Case Officer
PO BOX 157
Council Offices
WOKINGHAM
Berks. RG40 1WR

Dear Sir,

RE: - Outline Planning Application for the Erection of Dwellings – Application No 0/2000/1440.

I wish to register my objections to the proposed development outlined in the notice referred to above.

I have listed below the matters on which you should take into account when considering planning approval.

1 The local infrastructure cannot take anymore development in this particular location, as it will place extra burden on strained resources.

2 The traffic in the mornings during peak times backs up to The Farriers Arms delaying journey time onto the M4 and into Reading itself.

3 I believe that the sewage system from our property runs across this particular piece of land and will be damaged as a result of new construction above.

4 The displaying of the planning notice was not in full accordance with planning procedure in that it has effectively hidden behind foliage.

I trust that you will take account of these points.

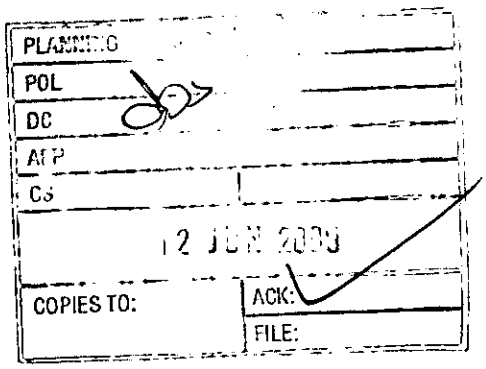
Yours Faithfully,

Mrs. Linda Harnett

1

Eastrop
Basingstoke Raod
Spencers Wood
Reading
RG7 1AE

Tel: 0118 9883483



8 June 2000

Dear Sir

Application Number: 0/2000/1440
Outline application for the erection of dwellings on land opposite the junction of Clares Green Road, Basingstoke Road, Spencers Wood

Thank you for notifying me of the above application. I have seen a copy of the application plan and strongly object to the development being proposed for the following reasons:

1. This is a major development of 6.9 acres which lies outside the identified settlement of Spencers Wood as shown on the Wokingham District Local Plan 1996-2006 Deposit Draft 1997. Policy WOS2 sets out general development principles for the District and allows for some limited development within settlements, but states that outside the settlements development will only be allowed in exceptional circumstances and will be strictly controlled. No exceptional circumstances apply to the current proposal. This development is not appropriate to the countryside and has no special reason to locate here.

2. The Local Plan considers the need for major development of 2500 houses south of the M4 and recommends meeting this requirement by development at Grazeley. This issue has been the subject of a long and costly major public inquiry that has yet to report its findings. The currently application is speculative and the grant of planning permission is premature pending the outcome of the public inquiry. If Spencers Wood is not to accommodate these houses this application must be refused.

3. Piecemeal greenfield site development will not provide an effective contribution to new services, amenities and infrastructure in area. This is a key element in the quality of life of existing and new residents in the village. Due to its scale the proposed development will therefore be a significant drain on existing levels of infrastructure, services and amenities.

4. The B3349 through Spencers Wood is already heavily congested and cannot cope with the addition traffic that would be generated by a development of this size. In the morning rush-hour traffic frequently backs up from Junction 11to the proposed site access. It disrupts the local bus service and creates environment problems including noise and air pollution and nuisance to village residents and pedestrians. The proposal is therefore contrary to Policy WT4 which states that development

will not be permitted where the proposal would generate traffic of a type or quantity detrimental to the character of rural roads and residential areas.

5. The physical impact of the access road will also harm the visual environment of this part of the village and the amenity of properties on the opposite side of the road to the proposed junction, due to noise and light pollution from cars leaving and entering the site. It is therefore contrary to policies WOS3, WOS6 and WOS7 in the plan.

6. The site is currently open countryside and is designated as a green gap or wedge on the Local Plan Proposals Map. The proposed development is contrary to Policy WCC2 which states that development will not be permitted that would detract from the areas open or countryside appearance and the village character and setting. In addition the access road shown on the site plan will cut across and destroy the continuity of an area of woodland and hedgerow along the exisiting village boundary. It therefore undermines this boundary feature which is an important visual and wildlife resource in the locality.

In conclusion this outline application if permitted would represent a major and unacceptable greenfield site extension to the village of Spencers Wood. This development would be out of proportion to the settlement and is in no way 'rounding off' or infilling. It is contrary to policies in the development plan and premature pending the outcome of the local plan inquiry. This application should therefore be refused.

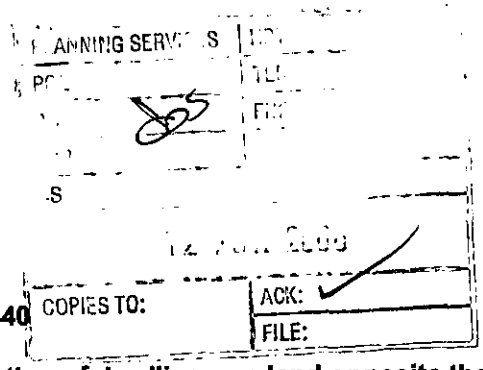
Yours sincerely

A.E. Symonds

Ann Symonds, MRTPI

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

Eastrop
Basingstoke Raod
Spencers Wood
Reading
RG7 1AE



8 June 2000

Dear Sir

Application Number: 0/2000/1440

Outline application for the erection of dwellings on land opposite the junction of Clares Green Road, Basingstoke Road, Spencers Wood

Thank you for notifying me of the above application. I wish to strongly object to the development being proposed for the following reasons:

1. The Local Plan, which includes the consideration of the need for major development south of the M4, recommends meeting the requirement for additional housing through an expansion of Grazeley. It is premature to locate a significant housing development in one of the other locations considered, Spencers Wood, before the public inquiry has reported its findings.

2. The Basingstoke Road through Spencers Wood is already heavily congested and cannot cope with the addition traffic that would be generated by a development of this size. In the morning rush-hour traffic frequently backs up from Junction 11 to the proposed site. The volume of traffic creates noise and air pollution and nuisance to village residents and pedestrians.

3. Development of the scale proposed provides for no improvements in infrastructure. Spencers Wood has seen the construction of a number of similar estates in recent years and the increasing pressure on existing facilities is becoming unbearable.

4. The proposed development will harm the appearance of this part of the village, and cars entering and leaving the site will create noise and light pollution for nearby residents.

5. This major development lies outside the identified settlement of Spencers Wood as shown in the Deposit Draft of the Wokingham District Local Plan. The site is currently open countryside and is designated as a green gap or wedge on the Local Plan. The proposed development would detract from the area's open appearance and the village character.

6. The access road will destroy the continuity of an area of woodland which is important for wildlife in the area.

In conclusion if this application were permitted it would represent a major and unacceptable greenfield site extension to the village of Spencers Wood. This development would be out of proportion to the existing settlement and is in no way 'rounding off' or infilling. It is premature pending the outcome of the local plan inquiry. This application should therefore be refused.

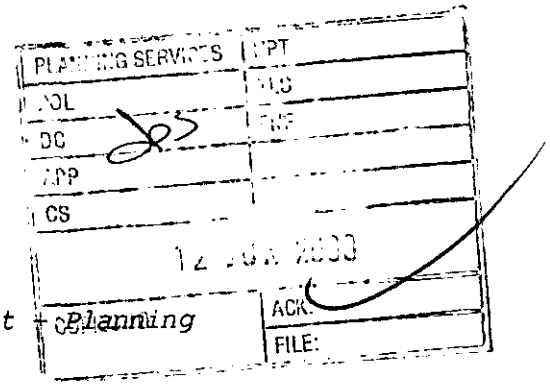
Yours sincerely

Graham Symonds

Graham Symonds

Trevalfry
Basingstoke Road
Spencers Wood
Berkshire
RG7 1AE

0118 988 4021



8th June 2000

The Development Control Manager
Environmental Services Department
Wokingham District Council
PO Box 157
Shute End
WOKINGHAM, Berkshire
RG40 1WR

Dear Sir,

Re: Application Number 0/2000/1440
Land opposite junction Clares Green Rd & Basingstoke Rd, Spencers Wood

Thank you for your letter dated 22nd May 2000. I wish to register my strongest objection to the proposed development and therefore to the Council agreeing to the outline application.

Until such time as the outcome of the public inquiry into the massive development proposals in the area is made known, any such application for development of smaller plots, which are in effect covered by that inquiry, is totally inappropriate and must be viewed with suspicion. Anyone with half a brain would deduce that approval of this application would surely set a precedent and that would likely result in the development of the 2,500 houses by surreptitious means, plot by plot. It is obvious that the plans for this proposal have been directly lifted from the current major development proposal; even the road across the site is so obviously intended to join up with a planned road on another proposed development site, as can be seen on the Master Plan dated March 1996. Having made my objections to the major development proposal plain on a number of occasions already, and since those objections remain valid for this proposal, I need only summarise:

The proposed development location will cause the existing main boundaries of the village structure to be breached and the likely density of housing will be out of proportion with current village settlement. Development of greenfield sites in this area cannot be justified by any criteria, except profit of course.

The environmental impact of such a development would be disastrous. It is well known that the traffic along Basingstoke Road, especially at peak hours, is already unacceptable and unsafe. The additional volume introduced by this proposed development would place further pressure on local residents, who are currently seeking traffic controls and further speed restrictions. Air pollution is another hazard which is only just manageable at present. The implication to local health, with our already under-resourced health services, the impact on wildlife, increasingly threatened by the loss of natural habitat, the additional burden on infrastructure and social amenities, all these issues would be negatively affected by such a proposed development on that site.

The District Council has a duty to protect and support the fragile village community, whose members strive to maintain the status quo. It is my belief that the District Council should take heed of the views of the residents and refuse this application.

Yours faithfully,

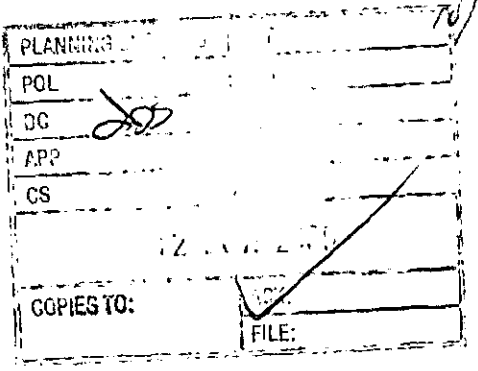
Linda Gale

Linda C Gale

Telephone:
~~0734 882639~~
0118 9882659

Dr. E.G. Jackson
Cleveland
Basingstoke Road
Spencers Wood
Reading. RG7 1AE

Simon Lewis
Planning Services
Box 157.
Shute End
Wokingham.



10/6/00

Dear Mr Lewis

Re Application Number O/2000/1440

The above development seems to be quite large and I would have thought that a decision should be postponed until the recent enquiry publishes its findings.

Otherwise the village of Spencers Wood is being turned into a suburb of Reading.

Such a large development would also have an adverse effect on Traffic and the facilities in the area.

Yours sincerely

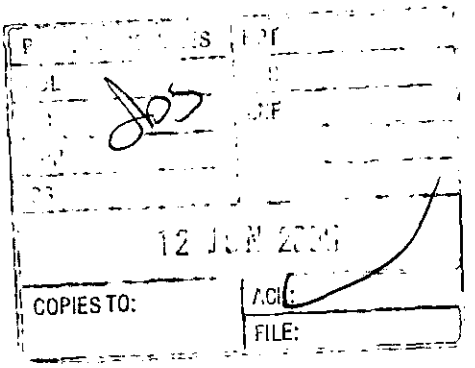
E.G. Jackson.

Trevor Seach ARICS
Trevalfry
Basingstoke Road
Spencers Wood
Berkshire
RG7 1AE

0118 988 4021

The Development Control Manager
Environmental Services Department - Planning Services
Wokingham District Council
PO Box 157
Shute End
Wokingham
Berkshire
RG40 1WR

8 June 2000



Dear Sirs,

Application No. 0/2000/1440
Land Opposite Junction of Clares Green Road / Basingstoke Road, Spencers Wood.

Further to your letter of 22 May 200 in respect of the above application I wish to record my total objection to the proposals.

The proposed development lies outside of the existing main boundaries of the village and is therefore not appropriate in that it should at least be compatible with the retention of the basic form and structure of the village. It is also out of scale with the existing village, which scale should be retained by allowing any future permitted development to be only in the form of small logical infills not by large amoeba like growths attached to the perimeters.

Spencers Wood and Three Mile Cross still retain, albeit tenuously, their village communities, the District Council have a duty to protect these by the refusal of applications such as this.

Given the present status of the current public inquiry into proposed large scale development of Spencers Wood the timing of this application is in any event at best inappropriate and at least cynical in that it clearly seeks to start the ball rolling toward the larger development in a piecemeal fashion.

The application even contains a drawing that is a clearly a part of the major development scheme, as witness the 'road to nowhere' that crosses the proposal site and is clearly part of the same road layout as is shown on the major scheme drawings. Also if memory serves the Consultants name on the drawings is the same in both cases. Approval of this proposal will

undoubtedly open the floodgates of similar "small" developments leading ultimately to 2,500 houses by stealth. Or do they think we are all too stupid to notice?

Acceptance of these proposals will inevitably be the first step towards major development south of the M4 and the ultimate horror of unbroken building stretching all the way to Basingstoke.

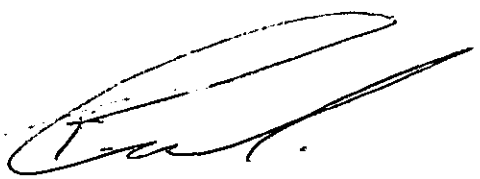
The local traffic infrastructure is already close to collapse, especially at peak hours, not to mention the environmental disaster that it is rapidly becoming. The additional number of vehicles that such a development will place onto already overcrowded roads will not be sustainable particularly given the currently mounting pressure to exert some desperately needed control over the existing Basingstoke Road traffic problems which are already leading to a rapid decline in the quality of the village's life.

There is no justification for local development of greenfield sites and the resultant adverse environmental pressures on both residents and on wildlife which already struggles to maintain a foothold within increasing urbanisation.

In addition the pressures that will subsequently be placed on the already inadequate local infrastructure will be left to the local residents and District Council to suffer the consequences and pick up the pieces. The developers will by then be long gone to count their profits.

I urge the District Council to support the unanimous views of all local residents and reject the current application.

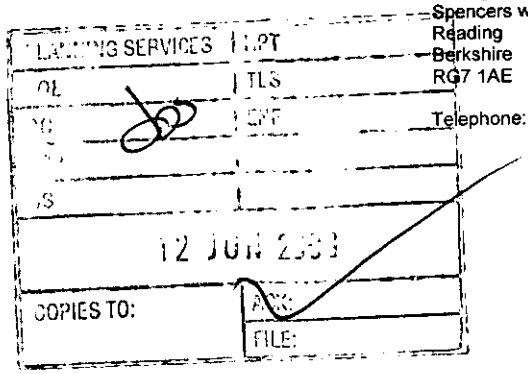
Yours sincerely



Trevor Seach

Mr. S.C. Laflin
Cranleigh
Basingstoke road
Spencers wood
Reading
Berkshire
RG7 1AE

Telephone: (0118) 9885096



June 9, 2000

Ref: Planning application no.: 0/2000/1440
"Land across Basingstoke road"

Dear Mr. Simon Lewis:

I have received your notification of planning application and wish to severely object to this application on a number of issues.

The first issue is on the audience that the council letter was distributed. Only a very small number of houses directly opposite the proposed development where notified. This development effects the whole of Spencers wood and surrounding villages and therefore these people must also be notified so that they can also voice their opinion.

There have already been a number of developments of Houses within Spencers wood and the surrounding villages with no consideration taken on the infrastructure. The roads are already overcrowded with heavy congestion on Basingstoke road during peak hours. It is irresponsible of the council to allow Housing developments to take place with no improvements to the local infrastructure and facilities.

The proposed development is a major development (6.9 acres) which would contain up to two hundred dwellings. This is out of proportion to the size and shape of the current village.
The development could generate another four hundred vehicles all of which will have to gain access onto the Basingstoke road during peak hours.

The local schools are already oversubscribed. I have two children at Lamb's lane, which has approximately two hundred children, and I have been informed that my third child may not get a place due to over subscription. How will this cope with a possibility of an extra two hundred families.

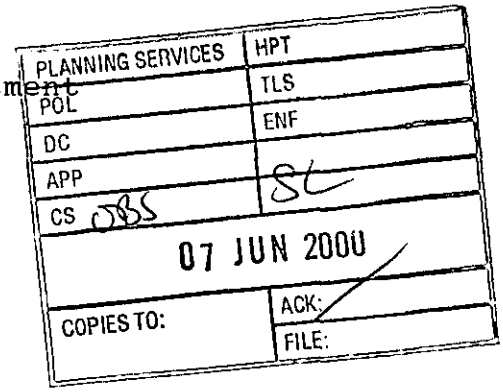
There is already a planning enquiry in progress into the provision of two thousand five hundred houses. I do not understand how before this decision is made that alternative-planning applications can be notified. If it is decided that the development will not take place in Spencers wood then this planning application must also be refused.

I cannot express enough how much both myself and the local neighbourhood object to this planning application. We will be working together to ensure it is not passed.

Sincerely,

Mr. S.C. Laflin

Mr Simon Lewis
Planning Officer
Environmental Services Department
Planning Services
P.O.Box 157
Shute End
Wokingham
Berks
RG40 1WR



MR AND MRS PARR
TINTERN
BASINGSTOKE ROAD
SPENCERS WOOD
READING BERKS
RG7 1AE

0118 988 2833

5 June 2000

Dear Sir

RE APPLICATION NO. 0/2000/1440
SITE ADDRESS LAND OPPOSITE JUNCTION OF
CLARES GREEN ROAD/BASINGSTOKE ROAD SPENCERS WOOD

We are opposed to this proposal our objections being,

1. The volume of traffic wehave to cope with every morning trying to get out of our own drive.
   The traffic ques are back through to Swallowfield, while the Swallowfield Bypass is also blocked.
   Having more dwellings on this road is implausible.

2. This proposed site has a pond full of wildlife which at times overflows consequently floods from time to time to a good part of this site.

3. The trees which are on the road side and hedgerows that have been there for years would be destroyed.

4. As we constantly have power cuts the Electric supply obviously cannot cope with existing demand in this area.

5. The water supply often is rust running through the taps where they are forever repairing pipes somewhere in the area which would mean more demands on this service.

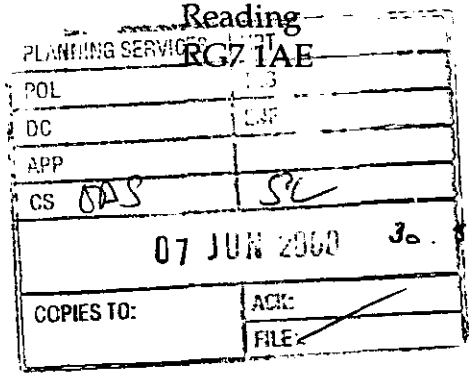
6. This is a village we want it kept that way
   We DO NOT NEED OR WANT ANY MORE DWELLINGS

Yours Sincerely,
O.B.PARR & C.A.PARR

Tel: 0118 988 3296

Woodvale House
Spencers Wood
Reading
RG7 1AE

Mr. John Mitchell
Environmental Services Dept
P.O. Box 157
Shute End
Wokingham RG40 1WR.



Dear Mr. Mitchell

Application No. O/2000/1440

We have just come back from holiday to find your letter outlining the application for building dwellings on the land opposite the junction of Haves Green Road / Basingstoke Road, Spencers Wood.

We understand that the proposal is to develop the whole of the field, which is 6·9 acres and capable of accommodating perhaps 200 dwellings.

We object to the application

on the following grounds :-

1. The size of the development could hardly be described as infilling
2. The effect of such a large development would have on the village without corresponding infra structure development as well. For instance could the roads cope with the extra volume of traffic - especially at peak times? Could the schools be able to assimilate the extra children?
3. Finally and more importantly this premature application preempts the findings of the Planning Enquiry which is currently taking place to consider the provision of 2500 homes, South of the M4 motorway.

We feel strongly that this application should not be passed at this present time and that the results of the Enquiry should be awaited.

Yours sincerely

Robert and Elizabeth Iart

Fairford House, Basingstoke Road, Spencers Wood, Reading RG7 1AE

Telephone Reading (0734) 882581

0118-9-

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

7th June 2000

Dear Mr Lewis

Planning Application no. O/2000/1440:
Outline Application for the proposed erection of dwellings

We object to the application for development of the open country field on the west side of Basingstoke Road on the following main grounds:

1. Spencers Wood is at present protected from over-development by a village envelope and this proposal is outside that area. The proposal is in no way 'infilling' or 'rounding off'.

2. The proposal is for a major development out of proportion to the village which has mostly a casual rural type of settlement pattern.

3. No proposal outside the village envelope should be considered until the results are announced of the public inquiry into the location for 2500 houses south of the M4. The application should only be considered in relation to proposals for Spencers Wood IF the result of the inquiry is that the 2500 houses should be built at Spencers Wood.

4. Local services and infrastructure are quite inadequate to cope with the proposals of this application. For example: (a) the village school for infants and juniors is already over-subscribed; (b) Basingstoke Road could not cope with the extra traffic generated from the houses - it is already at capacity and beyond for long periods at peak times.

It would be most dangerous for vehicles wanting to turn into the development while they were stationary in line in the centre of Basingstoke Road which is not particularly wide. It would also be dangerous for traffic trying to negotiate past such vehicles, especially since the proposed road junction is not far from the brow of the hill to the north.

continued

5. The landscape character of the village would be spoilt by the proposals. The existing dense screen of trees and shrubs that line the west side of Basingstoke Road at this location are a major element in the total landscape style of Spencers Wood, where open countryside wraps round the housing and lines of trees and shrubs conceal small scale development.

The proposal for a main road and footpaths on each side at the junction with Basingstoke Road, with the footpaths continued north and south along the present verge, will mean the destruction of the verge and shrubs. The remaining trees may well not be wind firm and in any case would be a sparse sight in place of the existing thick wildlife-rich hedgerow.

We strongly urge that the application is refused.

Yours faithfully

(Mrs) Patricia Green
Fairford House, Basingstoke Rd.

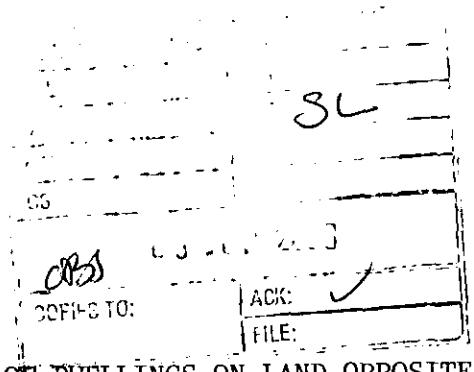
(Mrs) Peggy Edwards
Glendene, Basingstoke Rd

(Mrs.) Betty Hughes.
4 Birch Court. Basingstoke Road.

17,Copse Drive,
Wokingham,
Berks. RG41 1NA

6 June, 2000

The Chief Planning Officer,
Environmental Services Dept.,
Wokingham District Council,
Council Offices,
Shute End,
Wokingham.



Dear Sir,

APPLICATION NO.O/2000/1440 - PROPOSED ERECTION OF DWELLINGS ON LAND OPPOSITE JUNCTION OF CLARES GREEN ROAD/BASINGSTOKE ROAD,SPENCERS WOOD,READING.

The land in the above application is outside the limit of Identified Settlement and is classified as Green Gap/Wedge in the draft Wokingham District Plan(1997) and as Setting of Settlements in the Loddon Area Local Plan(LALP).Development such as that proposed would be contrary to Policy WCC2 of the draft Wokingham District Plan(1997) and to Policy LC2 of the LALP.

Wokingham District CPRE therefore urge the District Council to reject this application.

Yours faithfully,

S P Wilford

Dr.S.P.Wilford(Chairman,Wokingham District CPRE)

WOKINGHAM D.C. DEVELOPMENT CONTROL

78

Start date: ~~27 APR 2000~~ VALID 15 MAY

Officer: SL | Application No. O/2000/1440

Map No. ..... Site ...2.88...

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

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

Level: ☑ Sub Committee ☐ Delegated ☐ Sec. State

☐ Incorrect Fee ☐ Invalid ☐ PD

Description:

(O) OUTLINE APPLICATION FOR THE PROPOSED ERECTION OF 80 DWELLINGS

Location: LAND ~~WEST OF~~ opposite Junction of BASINGSTOKE ROAD / Clares Green Rd

Parish: SHINFIELD Ward: Shinfield ✓ 2215

Applicant: TWIGDEN HOMES LTD

Fee Received 4750-00 (3) Required ..... Additional ..... Refund .....

Enforcement Section to be notified ☐ tick if required

Additional information required for validation

		Reason	Requested	Received
(1)	1:2500 OS location plan showing property edged in blue/red	Scale ?	3/5	15/5
2	1:500 block plan showing existing & proposed dev. + adj. Properties			
3	Forms unsigned			
4	Correct S 66 certificate			
5	Elevation plans			
(6)	Floor plans	more detail of access required (see q 10)	3/5	15/5
7	Metric scale disclaimer			
8	Encroachment letter			
9	Miscellaneous			

APPLN NO. _____

ACTION REQUIRED BY DEVELOPMENT CONTROL

Conservation Area .....

Listed Building 1 2 2*

Advertisement Required ..XX..

NO HISTORY CARD

Date Site Notice Sent : 22/5/.... Parish Council Informed - YES / ~~NO~~

INTERNAL CONSULTATIONS

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

EXTERNAL CONSULTATIONS

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

HERITAGE BODIES

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

OTHERS: (Rural Area)

..no pre-apps.....

.....

.....

NEIGHBOURS:

4x S/N + South lodge | woodvale

Stanbury Hse | fairford Hse

1, 1a, 3, 5 + 5a ✓ NORTH lodge | Cranleigh ✓

The Square St. michaels + All angel's Church

Village Hall | Cleveland

The Farriers Arms Public Hse

Lancresse | Birch Court (Flats 1, 2, 3, 4.)

Glendene | Parkside

Tintern | 1–15 odd + even, Stanbury Gate

Trevalfy

merton

Eastcroft

Basingstoke Road

WOODS HARDWICK
ARCHITECTS & DEVELOPMENT CONSULTANTS
17 GOLDINGTON ROAD BEDFORD MK40 3JY
TEL: 01234 268862 FAX: 01234 353034
e-mail: dr@woodshardwick.demon.co.uk

15 MAY 2000

GRS/LML/DC/14511/B1

Attn : M L Thorp
Principal Development Control Officer
Wokingham District Council
Council Offices
Shute End PO Box 157
Wokingham
Berkshire RG40 1WR

15 MAY 2000* 1440

12 May 2000

Dear Sirs

RE: LAND TO THE WEST OF BASINGSTOKE ROAD, SPENCERS WOOD APPLICATION BY TWIGDEN HOMES

We refer to your letter of 3 May 2000 concerning the above.

In response to the matters you raise, I can comment as follows:-

- Please find enclosed six copies of the updated 1:10,000 scale red lined Location Plan, Drawing No. 14511/1001A.

- You may be aware that within the major proposal for Spencers Wood/Three Mile Cross, considered in Part 1 of the Council's current Local Plan Inquiry, access to this site was proposed by the formation of a priority junction with a ghost island right turn lane on Basingstoke Road, linked to a proposed signalisation of the junction with Clares Green Road. In the absence of the larger scheme, the signalisation is not required, although access to the site will continue to be provided via a priority junction of a similar nature. Details of the junction design, and its capacity are set out within the Proof prepared by Buchanan's in support of the site's development through Part II of the Local Plan Inquiry. I attach a copy of this Proof for your consideration.

  Care has been taken to ensure that the access position results in minimal impact upon the trees along the Basingstoke Road boundary.

Cont/d

DIRECTORS
BRYN JONES Dip ARCH RIBA FFB
GRAHAM R K PEACE Dip ARCH RIBA
CHRISTOPHER S BRACKLEY B.Sc
WOODS HARDWICK PLANNING LIMITED
JOHN B HARGEAVES Dip TP MRTPI

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ASSOCIATES
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S J ADLAM Dip ARCH RIBA Dip UD
ENGINEERING : W J HULATT
HOUSING : T E WHAMOND
C.A.D. : L KINGHAM
PRACTICE MANAGER : C D NEWLAND

WOODS HARDWICK LTD
REGISTERED IN ENGLAND NO 2133642
REGISTERED OFFICE EQUIPOISE HOUSE
GROVE PLACE BEDFORD MK40 3LE

- It is proposed to construct 80 units on the site. This will achieve a relatively high density in line with the advice contained within PPG3. The site's location adjacent to a major transport corridor and close to the services and facilities already available within Spencers Wood and Three Mile Cross make this a suitable location for such a density of development.

- The site is suitably placed to ensure that private car journeys are kept to a minimum. Two bus routes pass along Basingstoke Road at present (the 111 and 12) at a combined frequency of 2 per hour, connecting to Reading Town Centre in the north and Swallowfield and Aldershot in the south. The routes will integrate with the proposed park and ride at the Mereoak Roundabout which will provide fast and frequent services to Reading Town Centre and the A33 employment corridor. The park and ride is approximately 1.2 km from the site access or between 10 and 15 minutes walk, and 5 minutes cycle ride.

  The furthest part of the site lies some 150 metres from Basingstoke Road where there are bus stops adjacent to the site. Residents of the development will therefore have direct and easy access to existing services to Reading Town Centre and opportunities to use the park and ride.

  It should be noted that with the development of the Major Development Area, be it Grazeley, Shinfield, or indeed Spencers Wood/Three Mile Cross, bus services will be improved, this making the site more sustainable in public transport terms.

  There are no existing cycleways in the vicinity of the site although access on foot to local facilities in the village centre is easily available.

We trust that this letter deals adequately with the matters you have raised and look forward to receiving confirmation that the application is now valid.

Yours faithfully
WOODS HARDWICK LTD

G R SURKITT
ASSOCIATE DIRECTOR

Enc: 14511/1001A x 6

cc : Mr I Mitchell, Kier Land Ltd

WOODS HARDWICK
ARCHITECTS & DEVELOPMENT CONSULTANTS
17 GOLDINGTON ROAD BEDFORD MK40 3JY
TEL: 01234 268862 FAX: 01234 353034
e-mail: dr@woodshardwick.demon.co.uk

PLANNING SERVICES
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05 MAY 2000
COPIES TO:

Wokingham District Council
Planning Department
Council Offices
Shute End PO Box 157
WOKINGHAM
RG40 1WR

GRS/LML/14511/B1

4 May 2000

Dear Sirs

RE: LAND TO THE WEST OF BASINGSTOKE ROAD, SPENCERS WOOD

We write further to our recent planning application dated 25 April 2000 with regard to the above proposed development, the covering letter for which referred to a "Development Principles Plan" being forwarded on.

Accordingly, please find enclosed 6 copies off Barton Willmore's Drawing No. 9730.P1 for inclusion within the application sets previously submitted.

Yours faithfully
WOODS HARDWICK LTD

G R SURKITT
ASSOCIATE DIRECTOR

15 MAY 2000 1440

Enc:

cc : Mr I Mitchell, Twigden Homes Ltd

DIRECTORS
BRYN JONES Dip ARCH RIBA FFB
GRAHAM R K PEACE Dip ARCH RIBA
CHRISTOPHER S BRACKLEY B.Sc
WOODS HARDWICK PLANNING LIMITED
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PRACTICE MANAGER : C D NEWLAND

WOODS HARDWICK LTD
REGISTERED IN ENGLAND NO 2133642
REGISTERED OFFICE EQUIPOISE HOUSE
GROVE PLACE BEDFORD MK40 3LE

Tel: (0118) 974 6444 (Direct Line)
Fax: (0118) 974 6484
Date: 3 May 2000
My ref: DC/MLT
Your ref: GRS/PT/14511/2450/B1

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

Woods Hardwick,
17, Goldington Road,
BEDFORD,
MK40 3JY.

15 MAY 2000 1440

Dear Sirs,

TOWN & COUNTRY PLANNING, ACT, 1990 (AS AMENDED)
RE: LAND TO THE WEST OF BASINGSTOKE ROAD, SPENCERS WOOD

I refer to your planning application dated 25 April 2000, concerning proposed "RESIDENTIAL DEVELOPMENT" at the above site.

Firstly, I am writing to advise that your application is invalid as you have applied for outline planning permission with only the means of access to be approved. Unfortunately you have sent no details of the means of access. Furthermore it is necessary for you to supply a scaled site plan; that supplied was not scaled.

Secondly, I am writing 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:

1. The description of development is too vague to be capable of being assessed. It is necessary to either specify the number of residential units of whatever size (so many 1-bedroom units, so many 2-bedroom units etc.); or to state that the site would be developed at a density of so many dwellings per hectare, etc. Without this information, it is not possible to assess your application against PPG3. It would also be helpful if you would supply an illustrative site plan showing how the specified number of dwellings could be accommodated on the site.

2. Please supply details of what measures, if any, are proposed to ensure that private-car journeys are kept to a minimum and journeys by foot, cycle and public transport, as a proportion of total journeys, are maximised.

3. As a development of this magnitude would generate significant numbers of journeys, a Traffic Impact Analysis is required, giving particular attention to how vehicles would enter

File: W OF
BASINGSTOKE RD-
S.WOOD

the existing road network, including details of any likely impact on motorway junctions, as well as on the road network generally. This analysis should provide figures assuming
(a) that the measures proposed in (2) above are implemented, and
(b) that none of these measures are implemented.
You are advised to discuss the scope of the Traffic Impact Analysis with Tom Callaghan of our Highways Development Control (tel: 0118-974 6323) before producing such an analysis.

Please ensure that six copies are supplied of all submitted plans.

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

Yours faithfully,

MLT

M L THORP
Principal Development Control Officer

WOODS HARDWICK
ARCHITECTS & DEVELOPMENT CONSULTANTS
17 GOLDINGTON ROAD BEDFORD MK40 3JY
TEL: 01234 268862 FAX: 01234 353034
e-mail: dr@woodshardwick.demon.co.uk

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Wokingham District Council
Planning Department
Council Offices
Shute End PO Box 157
WOKINGHAM
RG40 1WR

GRS/PT/14511/2450/B1

25 April 2000

15 MAY 2000* 1440

Dear Sirs

RE: LAND TO THE WEST OF BASINGSTOKE ROAD, SPENCERS WOOD

Please find enclosed an outline planning application proposing the residential development of the above mentioned land. The application comprises the following:

- Six copies of your planning application forms, duly completed
- Six copies of a location plan with the site outlined in red
- The relevant Certificate of Ownership
- A cheque for the sum of £4,750.00 as required under the relevant planning fee regulations.

You will be aware that the application site forms part of the larger Spencers Wood/Three Mile Cross MDA proposal which has recently been considered through Part I of the Wokingham Local Plan Inquiry. The applicants, Twigden Homes, form part of the consortium promoting that development proposal. You may also be aware that this site is being promoted through Part II of the Local Plan Inquiry as an independent housing site under Policy WH2. A Development Principles Plan will be submitted shortly under separate cover in support of this application and will be identical to that submitted as part of our evidence for Part II of the Inquiry.

I look forward to receiving your confirmation that the application is complete and valid.

Yours faithfully
WOODS HARDWICK LTD

G R SURKITT
ASSOCIATE DIRECTOR

Encl:

DIRECTORS
BRYN JONES Dip ARCH RIBA FFB
GRAHAM R K PEACE Dip ARCH RIBA
CHRISTOPHER S BRACKLEY B.Sc

WOODS HARDWICK PLANNING LIMITED
JOHN B HARGEAVES Dip TP MRTPI

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WOODS HARDWICK LTD
REGISTERED IN ENGLAND NO 2133642
REGISTERED OFFICE EQUIPOISE HOUSE
GROVE PLACE BEDFORD MK40 3LE

cc	Mr Barker	Lindum House, Eversley, Hook, Hants RG27 0NJ
	Mr I McDonald	Bates & Partners
	Mr I Mitchell	Kier Land

1789/a

SECTION 66 CERTIFICATE

Application No. 15.MAY2000* 1440

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

CERTIFICATE A

I certify that:

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

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

OR

CERTIFICATE B

I certify that:

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

Owner's(a) name	Address at which notice was served	Date on which notice was served
Mr Barker	Lindum House, Eversley, Hook, Hants RG27 0NJ	25 April 2000

+ See Note (a) to Certificate A

OR

CERTIFICATE C

I certify that

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

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

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

(b) Insert description of steps taken.

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

(b) .....

.....

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

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

(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).

on (d) .....

1789/b

CERTIFICATE D

I certify that

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

OR

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

(b) . . . . . .

. . . . . .

(b) Insert description of steps taken

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

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

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

on (d) . . . . . ●

ALL APPLICANTS MUST COMPLETE THIS SECTION

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

Agricultural Holdings Certificate

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

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

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

OR

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

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

Signed . . . . . pp. WOODS HARDWICK LTD

On behalf of . . TWIGDEN HOMES LTD . . . . . .

Date . . 25 April 2000 . . . . . .

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

1769A

15 MAY 2000* 1440

PLANNING APPLICATION PART I

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

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

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

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

WOKINGHAM DISTRICT COUNCIL

For office use only
Application No.

1.	YOUR NAME	TWIGDEN HOMES LTD
	ADDRESS	THE SHRUBBERY, CHURCH STREET
		ST NEOTS, HUNTINGDON, CAMBS
	POST CODE	PE19 2BU Tel. No. -
2. If you have an agent and want all correspondence to be sent to them.	AGENT'S NAME	WOODS HARDWICK LTD
	ADDRESS	17 GOLDINGTON ROAD
		BEDFORD
	POST CODE	MK40 3JY Tel. No. 01234 268862
3. On the plans outline the whole site in RED. Any OTHER land in your ownership or control outline in BLUE.	SITE LOCATION	LAND OFF BASINGSTOKE ROAD
		SPENCERS WOOD
4. Give the area of the application site in hectares, if appropriate, or part of a hectare	SITE AREA	2.898 ha
5. Give brief details of the proposal.	ABOUT THE APPLICATION	RESIDENTIAL DEVELOPMENT
6. What is your interest in the application site, e.g. owner, prospective purchaser, a tenant with a lease.	OWNERSHIP	PROSPECTIVE PURCHASER

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

PLANS/DRAWINGS

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

8. Does the application involve any of the following

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

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

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

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

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

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

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

GRAZING LAND

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

YES / ~~NO~~

13. PLEASE LIST THE EXTERNAL MATERIALS TO BE USED.

TO BE AGREED

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

YES / ~~NO~~

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

YES / ~~NO~~

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

YES / ~~NO~~

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

YES / ~~NO~~

TO BE AGREED

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

~~YES~~ / NO

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

YES / ~~NO~~

DETAILS TO BE AGREED

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

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

TO BE AGREED

YES / NO

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

~~YES~~ / NO

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

~~YES~~ / NO

23. THE FEE ENCLOSED IS £ 4,750.00

The current scale of fees is attached. If you believe a reduced fee or no fee is payable please say why below.

SIGNED [signature] ON BEHALF OF TWIGDEN HOMES LTD DATE 25 April 2000

pp WOODS HARDWICK LTD

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