APPLICATION NO:
F/2000/2181

LOCATION:
Land At Chatsworth Avenue, Winnersh Wokingham.

APPLICANT:
Bovis Homes Ltd

PROPOSAL:
Proposed erection of 170 dwellings with associated infrastructure.

EARLIEST DATE FOR DECISION: **10/09/2000**

APPLICATION WILL HAVE EXPIRED ON:
12/10/2000

CASE OFFICER: **Heather Morgan**

BP 24.11.00

WITHDRAWN

RAILEX
Marbleboard

F/2000/2181

cc DIRECTORS
ISSUE

Wokingham District Council
PLANNING DEPT.
Wellington Road South
Wokingham
Berks. RG11 1BN

Attention : Mrs.Polnik : Case Officer

18 May 2001
Our ref: PF/CC

Dear Sirs,

Re: Chatsworth Avenue, Winnersh

Following our meeting last Friday with your Mrs.Polnik, we have made all the necessary changes to our layout as agreed, and attach six copies numbered WNSP/01E as part of our revised planning submission.

We note that you require a fresh application because of the increase in numbers, and would wish to withdraw our current application and to substitute a new one.

Please find attached therefore, the updated planning forms, together with location plan and six number copies of each of the house types, as listed on the schedule of accommodation on the layout noted above.

We thank your Mrs.Polnik, and her team for their very kind help in these matters.

Yours faithfully,

P.Fulgoney R.I.B.A.
Senior Architect

Encl.

F/2000/2181 "YELLOW"

Tel: (0118) 974 6455 (Direct Line)
Fax: (0118) 974 6486
Email: jim.dunning@wokingham.gov.uk
Date: 16 November 2000
My ref: pjd/ (APPLICATION FILE)
Your ref:

Mr G D White
Simmons and Sons
12 Wote Street
BASINGSTOKE
Hants
RG21 7NN

Environmental Services Department
Planning Services
P.O. Box 157
Shute End, Wokingham
Berkshire RG40 1WR
Tel: (0118) 974 6000
Fax: (0118) 974 6486
Minicom No: (0118) 974 6991
DX: 33506 – Wokingham

Dear Mr White

Thank you for your letter of 14th November. I think that the top table made two relevant points.

Firstly Cllr Mrs Siggery, among others, made the point that the site was allocated in the Loddon and District Plans for housing development.

Secondly, in response to a question, I made it clear that drainage issues had been raised in 1989 and the Loddon plan had been amended to address these issues whilst still allocating the site for housing.

I will pass the information you have now supplied to John Mitchell so that it can be taken into account when preparing the report for Development Control Committee.

I note your concern about the use of the term 'floodplain'. I find that many terms are used by the public in an imprecise way. Green Belt is a good example which is often applied to all open land! As far as many people present were concerned, the fact that water was lying in pools on the surface (which I saw on Sunday 12th) meant that the land was prone to flooding and nothing from the top table would have dissuaded them. As an open meeting, if you felt important information was not being made available to the meeting, it was possible for you to remedy it.

We are going back to the Environment Agency to ask them for their views in the light of recent events. Your information will be of assistance.

If you would like to discuss the matter further please contact me.

Yours sincerely

Jim Dunning
Team Leader, Policy and Plans

CC + PHOTOS/BROCHURE TO JM

J6585 ✓PS

J N Coles FRICS, FAAV
S J Brett FRICS, FAAV
G D White ARICS, FAAV
T B Dunn ARICS
K J Clarke ARICS, FAAV ACIArb.

Associates
R J Fuller FRICS, FAAV
T J Giblin BSc, FRICS
R S Moser FNAEA
Caroline Cope
S A Jones BA ARICS ASVA
H J J Riley BSc, CertREA*, FNAEA
J A Soane

Consultants
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R White FSVA

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J. Dunning Esq.,
Wokingham District Council,
Shute End,
Wokingham,
Berkshire. RG40 1WR

Our Ref: GDW/MC/96/53

Date: 14th November, 2000

Dear Mr. Dunning,

Re: Land at Chatsworth Avenue – Site W113

As you are aware from previous correspondence, I act on behalf of Hatch Farm Dairies Limited, the owners of the Chatsworth Avenue site. I attended the Public Consultation Meeting in Winnersh Village Hall last night and noted what was being said, both from the floor and from the top table.

I did feel that the meeting was well organised, well run and the Council Officers that spoke did so in a professional and fair way.

However, I do have one major point of concern. Point number 2 on the Agenda for the meeting was as follows:

"To discuss the viability of building on an area prone to flooding"

After the initial introduction, the next 50 minutes of the meeting related to this particular subject. Speaker after speaker from the floor kept referring to the floodplain and how it should not be built on and the reaction from the top table, be they Councillors or Planning Officers, was basically that they agreed with this. However, this site at Chatsworth Avenue is not on the floodplain and not one person from the top table actually pointed this out to the floor.

I attach an extract from the Wokingham District Local Plan 1996-2006 Deposit Draft 1997 Proposals Map clearly showing that this particular field is not within the floodplain or even near the floodplain. The land owned by Hatch Farm Dairies Limited is outlined in red. I also attach a Photographic Record of Condition of this field which I produced last week. This shows photographs taken on the 7th November and as you can see, there is only a relatively small amount of water lying on the field at the northern end. The ditch around the field is flowing relatively well and is only three quarters full. You can see from the last two photos that on the same day, the car park of the cinema was completely flooded and the water meadows adjacent to Sindlesham Mill were also under water. This was hardly surprising because these water meadows and the car park are in the floodplain.

I would also point out that when I came to take these photos, Lower Earley Way was closed due to flooding and the Loddon Bridge roundabout was only partially open because the Wokingham Road was closed. These were exceptional weather conditions.

At the same time, I also produced a Photographic Record of Condition for the land to the west of Winnersh. This does show some flooding of the field adjacent to Lower Earley Way and the Loddon Bridge Roundabout. This is available to you if you think it would be useful.

I reiterate that this site at Chatsworth Avenue does not form part of the floodplain and is not prone to flooding. I would appreciate a reply as to why nobody from the top table thought it was necessary to mention this fact. It could have made the meeting an awful lot shorter.

Yours sincerely,

Geoffrey D. White

Enc.

Copies to: Bovis Homes Limited
Hatch Farm Dairies Limited

F/2000/2181

PLANNING SERVICES	LPT
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Babtie
Environmental

School Green
Shinfield
Reading
Berkshire RG2 9HL
Tel 0118 988 1555
Fax 0118 988 1666

Babtie

Our ref kgb

Your ref

24th August 2000

Ms Cronin
Wokingham District Council
Planning Services
PO Box 157
Shute End
Wokingham
RG40 1WR

A member of Babtie Gro

Dear Ms Cronin

APPLICATION F/2000/2181 LAND AT Chatsworth Avenue, Winnersh< AND F/2000/2160 Erection of Barn, Sonning Farm, Sonning

Further to the letter of Mr. P. Fasham dated 16 August 2000, I would advise that the above planning applications have archaeological impact implications.

As you are aware Babtie currently do not have a contract with Wokingham District Council to provide archaeological planning services and therefore I cannot act for you regarding this application. If you wish us to act for you on this matter, could I suggest that you consider appointing us either on a time charge or a lump sum basis? If you wish to discuss this please contact me on 0118 988 1611.

Yours sincerely

Kev Beachus
Archaeologist

John pl. action.
AC
Resolve by phone / meeting

Group Offices:
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Abingdon
Aylesbury
Bedford
Belfast
Birmingham
Bristol
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Babtie Group Ltd
Registered Office:
95 Bothwell Street
Glasgow G2 7HX
Registered in Scotland
No: 141100

INSTITUTE OF ENVIRONMENTAL ASSESSMENT
Registered Environmental Impact Assessor

S8280

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2181

34141

Tel. (0118) 974 6487 (Direct Line)
Fax. (0118) 974 6484
Email. John.Mitchell@wokingham.gov.uk
Date 20 October 2000
My ref. JRM/SB/F/2000/2181
Your ref.

Mrs D P Broadmore
59 Chatsworth Avenue
Winnersh
WOKINGHAM
Berkshire
RG41 5EU

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

Dear Mrs Broadmore

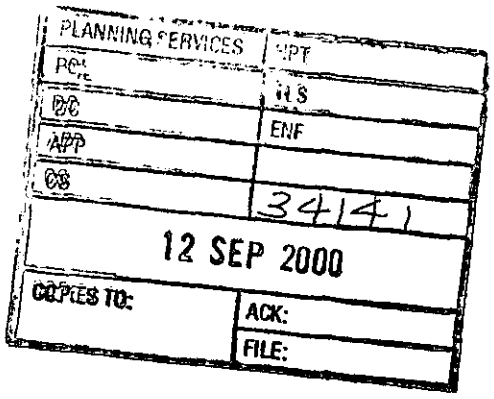
PLANNING APPLICATION 2000/2181 - CHATSWORTH AVENUE

Thank you for your letter of 11 September objecting to the above; I will ensure that your comments are placed on the file. I am sorry that there appears to have been some confusion with your previous letter.

Thank you for drawing this matter to my attention.

Yours sincerely

JOHN MITCHELL
Development Control Manager



REPLY REQUIRED
26/9

59, Chatsworth Avenue,
Winnersh,
Wokingham,
BERKS. RG41 5EU.

Monday, September 11th, 2000.

Mr. J. Mitchell,
Development Control Manager,
Wokingham District Council.

Dear Mr. Mitchell,

On Wednesday Sept. 6th, I delivered by hand my letter to the planning department regarding F/2000/2181, the Boris development behind Chatsworth Avenue, but so far I have received no acknowledgement, which is most unusual.

This morning I checked with the planning department, to find that my letter had not been logged, but was eventually found in a file.

The Boris development will have a great impact on my family, as No. 61, the house to be demolished, is attached to our property. I am concerned that the relevent officials read my letter, see the photographs and documents, and understand all the implications of the access to this development.

Yours Sincerely,

(MRS.) D.J. Broadmore,

Date: 20 October 2000

To: Case Officer

We have received Additional information for the following planning application:

Application Number: F/2000/2181

Location: Land At Chatsworth Avenue, Winnersh, Wokingham.

Proposal: Proposed erection of 170 dwellings with associated infrastructure.

Applicant: Bovis Homes Ltd.

Case Officer: Heather Morgan

The new plans show the following: Summary of transport considerations.

Comments are required by 03/11/2000.

Should you have any queries regarding this application please contact the case officer Heather Morgan on (0118) 974 6446.

(RING ONE)

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

App No. (Planaps) / F/2000/2181/ (Ludhouse) Date Rec. 10/10/00

Location: Land at Chatsworth Avenue,

Parish Wrineth.

Applicant: Bovis Homes Ltd.

Description of attached plans Summary of Transport Consider-ations.

Drawing No's:

CONSULTEES

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

Please tick which of the following you wish consulted.

~~CHECKERS:~~

474, 478, 500 - Reading Rd
36, 48, 58 - Delane Drive
12, 23, 24, 25 - Welby Crescent
1 Sindle Close.
16 Dunstan Drive.
6 Russell way.

Drawing No's

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

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

NEIGHBOURS: 2, 3, 4, 5, 6, 8, 10, 17, 18, 25, ~~26~~ 28, 30, 32, 36, Beanwood Park, 38, 10, 29, 31, 32, 35, 36, 37, 39, 41, 42, 43, 44, 45, 51, 52, 80, 53, 54, 55, 56, 57, 59, 63, 64, 66, 72, 85. Chatsworth Avenue.

Date for Responses 14 days

FURTHER ACTION

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

Redate Application Y / (N) From

New Site Notice Y (N)

New Description

CASE OFFICER H.P.M

Consultations Sent by Admin. on 20.10.PS

Yellow - Part One Copy
Green - Officer's Copy

Stuart Michael Associates
CONSULTING CIVIL ENGINEERS
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Newbury Tel: 01635 551511
Fax: 01635 550405
Egham Tel: 01784 471923
Fax: 01784 432319
e-mail: stuartmichael@btinternet.com

Our Ref: 772/SMA/sb

9 October 2000

Ms Heather Morgan
Planning Department
Wokingham District Council
PO Box 157
Shute End
WOKINGHAM RG40 1WL

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ADDITIONAL INFORMATION
2181

(BY HAND)

Dear Ms Morgan

Re: Full Planning Application F 2000/2181
Land at Chatsworth Avenue, Winnersh
Report on Transportation Considerations

1.0 I have agreed with your colleague, Mr Tom Callaghan, that a summary report should formally be submitted as part of the above planning application to provide a useful single reference document and summary of the technical submissions made to date.

2.0 Please find enclosed 4 copies of:

- *Summary Report on Transportation Considerations*

3.0 I would be grateful if you would acknowledge safe receipt of these in due course.

Yours sincerely

Stuart M Atkinson
STUART MICHAEL ASSOCIATES

Encl.

c.c. Mr T Callaghan – Wokingham District Council
Mr D Antill – Bovis Homes Ltd

Partners: S. M. Atkinson B.Sc (Hons), C. Eng., M.I.C.E., M.I.H.T., M.A.P.M.
R. M. E. Hewitt B.Sc (Hons), C. Eng., M.I.C.E., M.I.H.T.
Associates: S. W. Andrews M.I.H.T.
J. S. Muscroft B. Eng. (Hons), C. Eng., M.I.C.E., M.C.I.W.E.M., M.I.H.T.

'Floods will just get worse if 170 homes are built'

BY CATHERINE TURNER

FLOODING in Winnersh will get worse if the council allows 170 houses to be built in the area, families have warned.

More than 150 people packed a meeting held by the parish council to air fears over the controversial planning application for land behind Chatsworth Avenue.

Councillors and officers of Wokingham District Council, the local planning authority, attended.

Developer Bovis Homes was invited but was not at the meeting.

The developer submitted an application to build the houses on the land in August. The site has been earmarked for development in the area plan for some years.

But following the flooding of homes in Chatsworth Avenue a fortnight ago, people fear the situation will get worse if more homes are built on the flood plain.

One man claimed: "Every time anyone builds with tarmac it reduces absorption of water into the ground. Covering more of the area with buildings is absolutely crazy."

John Mitchell, the council's development control officer, said: "I agree it is foolish to develop an area liable to flooding. But we take our advice from the Environment Agency."

The agency had said that with proper drainage it could not foresee problems in developing the land.

"But the flooding we have had recently is effectively new information," he added.

Mr Mitchell said the planning department had written to the Environment Agency in light of the floods, but it had not received a reply. The council wanted an up-to-date position on the situation. It was also mindful of the Government warning on building in areas prone to flooding.

Cllr Liz Siggery called for council officers to find out the detailed risks of flooding in the area and to look at the impact on existing householders. Fellow ward councillors Bob Turner and Prue Bray supported her.

One Chatsworth Avenue resident claimed the council should already know the risks. She said she had written in April 1989, warning of the flooding behind the road.

"We have been talking about the possibility of flooding for more than 10 years," she said.

Ian Harry, who chairs Winnersh Parish Council, said: "We called this meeting because people attending one of the monthly parish council meetings expressing concerns about the proposed development.

"We are not the planning authority but we can facilitate something like this, if enough people are interested, where they can speak to councillors and officers from the district council."



HEAD START – At the archaeologists' annual conference are, from left, David Allen (SMA), David Pearson, from Reading Museum, and Julian Richards from Meet The Ancestors Picture: PHILIP TULL (Ref 3335/00)

TV dig star in town

TV STAR and old boy of The University of Reading Julian Richards returned to give a public lecture at Reading Town Hall.

The man from BBC2's Meet The Ancestors was back on familiar turf when the town hosted the annual conference of the Society of Museum Archaeologists.

Mr Richards gave his audience a behind-the-scenes look at his programme. The first came to the town in 1972 to study history and archaeology and helped on excavations at Reading Abbey.

Professor Mick Aston, of Channel Four's archaeology programme Time Team, was also in Reading to give a public lecture as part of the conference held on Thursday and Friday.

Foster care children plea

READING councillors are hoping to talk to young people who have recently left foster care in Reading.

Anyone who has been placed in foster care during the past few years is invited to share their experiences with members of the housing, education and social services scrutiny panel.

They can do this at a panel meeting or in a more private environment with one or more of the panel members.

Foster care is the latest service to be reviewed by Reading Borough Council's scrutiny panel and the aim of the review is to identify past achievements and establish what changes could be made to improve the service.

Councillors will also be talking to officers and foster carers to obtain a rounded view of all aspects of the fostering service.

Anyone who would like to talk to the panel can telephone Tom Corban on (0118) 939 0740.

LIDL

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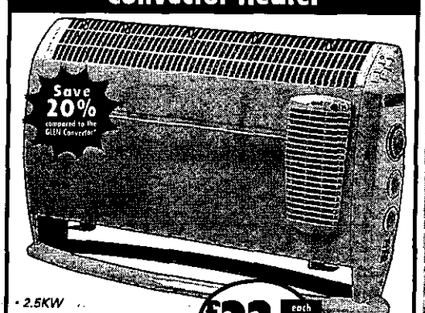

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*GLEN 2KW Convector Heater (item 12, page 497 Argos Aut/Winter Cat. 2000/2001)

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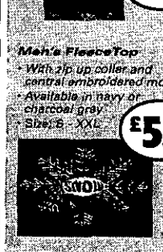

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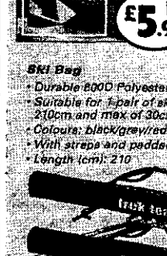

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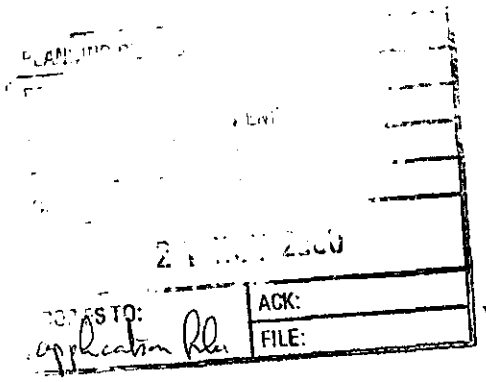


Winnersh Parish Council

Winnersh Community Centre
New Road, Sindlesham, Wokingham
Berkshire RG41 5DU
Phone/Fax 0118 978 0244
e-mail winnersh.parish@dial.pipex.com

Mr J Dunning
Principal Development Planning Officer
Wokingham District Council
Shute End
Wokingham
Berks, RG40 1WL

17th November 2000

Dear Mr Dunning

I write on behalf of Winnersh Parish Council to thank you for attending the public consultation meeting on Monday 13th November. I hope you found the meeting informative and useful.

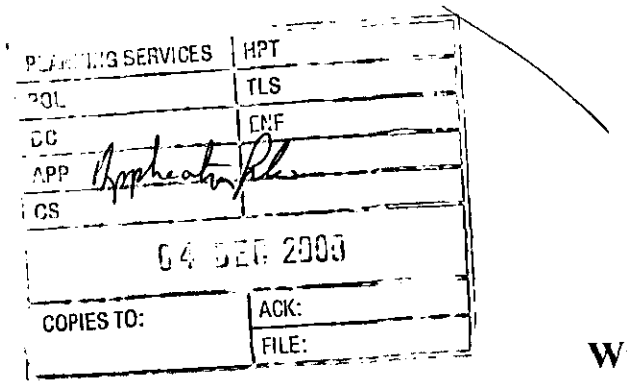
Obviously, I would be grateful for any further information regarding the proposed development that may be issued and would advise that should there be any information that you would like to pass to the residents that attended the meeting, I would be glad to issue you with a list of attendees.

I look forward to hearing from you and should you have any queries please do not hesitate to contact me.

Yours sincerely

Janet Harlin
Clerk to the Council

37344





Winnersh Parish Council

Winnersh Community Centre
New Road, Sindlesham, Wokingham
Berkshire RG41 5DU
Phone/Fax 0118 978 0244
e-mail winnersh.parish@dial.pipex.com

Mr J Dunning
Principal Development Planning Officer
Wokingham District Council
Shute End
Wokingham
Berks, RG40 1WL

1st December 2000

Dear Mr Dunning

Further to the public consultation meeting on 13th November 2000 please find enclosed a copy of the notes. These notes have been placed on the Parish noticeboards and are available to residents should they require them.

I would be grateful for any new information regarding the proposed development that you may have.

If you have any queries please do not hesitate to contact me.

Yours sincerely

Janet Harlin
Clerk to the Council

RESPONSE TO THE PUBLIC MEETING RE:
PROPOSED DEVELOPMENT REAR OF CHATSWORTH AVENUE

The public meeting was held on 13 November at the Winnersh Community Centre.

The purpose of this paper is firstly to summarise the meeting and then to highlight areas that require further explanation from the WDC officers. The final part gives a proposed action plan, which will be discussed by Winnersh Parish Council on 12 December 2000.

The meeting had been called to discuss the proposed development to the rear of Chatsworth Avenue and therefore this paper only considers those issues although there was discussion on other items.

Points discussed:

1 Building in the flood plain

There was concern that the development would exacerbate the problem of flooding in the Chatsworth Avenue area. Mr Dunning of WDC confirmed that there was new guidance coming from central Government in the light of the recent flooding in England. He also stated that 11% of Wokingham District lay within flood plains.

Mr Mitchell of WDC said that they had written to the Environment Agency in light of the recent problems and were awaiting their reply as to whether the land was suitable for development. Their previous comment had been that with the appropriate drainage the development would not cause a significant change to the potential for flooding. It was noted that if the Environment Agency said there was not a problem with the development then WDC would have to consider the application carefully before making their final decision.

Residents were told that the application was from Bovis and the District Council had to view each one on their merits. WDC did not represent the developers, their role was to ensure that the planning regulations were met and that all aspects of the development were considered.

Cllr Siggery pointed out that the land was ear marked for development in the local plan. She would be pressing for the Environment Agency to review their decision that the land was suitable for development and would be asking the officers at the District to pursue the matter with urgency.

There was concern over who would be responsible for the drainage of the land. Mr Mitchell replied that it would be both the Environment Agency and Thames Water.

2 Traffic implications

There were major concerns from residents with regard to the potential increase in traffic. Mr Callaghan of WDC stated that the traffic calming measures proposed by the developers had been suggested by them to gain line of sight access.

There were concerns raised over the level of air pollution and Mr Mitchell replied that this was an environmental health matter and this would be raised with them.

Residents then raised the point of the suggested traffic measures, which would result in no right turns from either Baslow Road or Arbor Lane. Mr Callaghan said that the developer had put forward figures for the traffic impact and these were being assessed by WDC.

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There was concern that the proposed no right turns would add considerably to the traffic at the crossroads, which was already at saturation point.

All the District Councillors agreed that this was not a political matter and they would be working together to ensure the best for the community.

Cllr Siggery advised that the meeting was being facilitated by the WPC to discuss the proposal for Chatsworth Avenue and that was the brief that had been given to the officers.

One of the residents was concerned that the developer was saying that the access through Chatsworth Avenue was the preferred route for WDC. WDC officers reiterated that they looked at each application on its merits and this would be the case with the Bovis proposal.

3 Mix of housing

This was discussed briefly and there was concern over possible 3 storey blocks of flats. Mr Mitchell said that he would take a note of this comment and look again at the plans.

Areas that require further explanation from the WDC officers:

1. Information regarding the Environment Agency's comments on the suitability of the land for development.
2. The results of the traffic monitoring with regards to the increase on the Reading Road
3. That the mix of housing be considered as to its suitability to Winnersh and the fact that it was being proposed for an area that was already established.
4. The proposal to have no right turns and its implications for the crossroads and air pollution.

Tel. (0118) 974 6450 (Direct Line)
Fax. (0118) 974 6484
Email. Basia.Polnik@wokingham.gov.uk
Date December 13, 2000
My ref. BP/F/2000/2181

Mrs Van Wymeersch
Government Office for South East
Bridge House
1 Walnut Tree Close
Guildford
GU1 4GA

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

Dear Mrs Van Wymeersch

RE: PROPOSED RESIDENTIAL DEVELOPMENT OF 170 DWELLINGS AT CHATSWORTH AVENUE, WINNERSH

Further to our telephone conversation regarding the above-mentioned planning application I confirm that the application has not yet been determined.

The site is 7.5 hectare in size and forms part of a larger housing site allocated in the Loddon Area Local Plan. In the emerging Local Plan Wokingham District Local Plan this proposed housing site has been reduced in size and is the same as the current application.

The site is not located within an area liable to flooding and the Environment Agency has no objection in principle subject to conditions. I enclose for your information consultation responses received from the Environment Agency (letter dated 23rd October). As a number of local residents have raised the issue of flooding a further letter was sent to the Environment Agency to clarify the situation. A copy of their response dated 13th November is also enclosed confirming that no objection is being raised.

As the application is for more than 150 dwellings once there is a Committee resolution it will be sent to you.

Following discussions with the agent regarding layout, etc. I am currently awaiting a response and possible revised plans. Therefore I am unable to predict when the application will be considered by Committee at this stage.

I hope this is of assistance. Should you require any further information, do not hesitate in contacting me.

Yours sincerely

MRS B POLNIK
Senior Planning Officer

Enclosure: Site plan and letters from Environment Agency dated 13th November and 23rd October.

Basia Polnik

From: DOREEN VAN WYMEERSCH [DVANWYMEERSCH.GOSE@go-regions.gsi.gov.uk]
Sent: 06 December 2000 15:39
To: Basia.polnik@wokingham.gov.uk
Subject: Planning application by Bovis Homes near Chatsworth Avenue, Winnersh

We have received a letter from some local residents who are concerned about the risk of flooding on the above site, should planning permission be granted for the current application. I understand that a decision was deferred at the October committee meeting and that a new date has not yet been fixed. In order to reply, I need a bit of background information, namely:

1. Is this also a site/part of a bigger site in the local plan?
2. Will the application be referred to GOSE under the Departures Direction or under the Greenfield Direction?

Could you please Fax me a copy of the application, plus any comments made by the Environment Agency on this proposal. I will send you a copy of the letters and my reply in due course.

Doreen Van Wymeersch
Case Officer for Berkshire
BOB Planning Team

1327

WOKINGHAM DISTRICT COUNCIL

Called again 5/12 11.40am

To Rosie

Date 4/12 Time 1.50

WHILE YOU WERE OUT

Name Mrs Van Wymeersch

Of Government office S.E

Phone No. 01983 882 406 Ext.

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

MESSAGE re: 170 houses by Bovis Homes near Chatsworth Av, Winnersh

- Would like to know what committee date it is likely to go to
- If the app is going to them under the 'greenfield direction' or any ones discretion after CMEG resolution
- ✓ If it is part of any local plan proposal.
- Is it likely to flood - concerns.

Also confirm via E mail pl. has not yet been determined.

Signed Natalie 01483 882409 FAX Site plan + copy of form + Env. Agency comments before 13/12.

GOVERNMENT OFFICE
FOR THE SOUTH EAST

Mrs. A. Adams,
19 Lincoln Close,
Winnersh,
Wokingham,
RG41 5SZ

Berkshire, Oxfordshire & Buckinghamshire Area Team
Planning
Bridge House
1 Walnut Tree Close
Guildford
GU1 4GA

Switchboard: 01483 882255
Tel: 01483 88 2406
FAX: 01483 88 2409
GTN: 3011 2406

e-mail:
www.go-se.gov.uk

14 December 2000

Our Ref:
Your Ref:

Dear Mrs. Adams,

PROPOSED DEVELOPMENT OF 170 HOUSES ON LAND BEHIND CHATSWORTH AVENUE, WINNERSH
APPLICATION NO: F/2000/2181

Thank you for your letter of 16 November that was addressed to the Secretary of State. As I deal with planning casework in Berkshire, it has been passed to me for reply.

In the emerging Wokingham District Council Local Plan, this proposed housing site has been reduced in size and is the same as the current application mentioned above. I understand that this proposal is not therefore part of a larger plan to build many more houses on the fields to the rear of your property.

I note the concerns you have expressed about the risk of flooding on this site. However, I understand from the Council that the Environment Agency has confirmed that it is not in the floodplain of the River Loddon and that it has no objection to this application on flood plain grounds.

If the Council decides to grant planning permission, this proposal will be referred to the Government Office under the Town & Country Planning (Residential Development on Greenfield Land) (England) Direction 2000, because it is an application to build more than 150 houses on previously undeveloped land. Careful consideration would then be given to all the relevant planning issues together with the views of local residents, when deciding whether the application should be called in for decision by the Secretary of State. In the circumstances, I am sure you will appreciate that it would be inappropriate for me to make any further comment.

At present there is no indication of the date when the Planning Committee will consider the application. Therefore, I will send a copy of your letter to Wokingham District Council, so that your comments can be taken into account. You would also be entitled to make representations about the proposal if it is referred to the Secretary of State.

Yours sincerely,

D Van Wymeersch

Mrs. D. Van Wymeersch
Planning Casework Officer for Berkshire

Printed on 100% recycled paper with 75% post-consumer waste

INVESTOR IN PEOPLE
POSITIVE ABOUT DISABLED PEOPLE

19 Lincoln Close
Winnersh
Wokingham
RG41 5SZ

Telephone: 0118 9791094

(21145)

TREAT OFFICIALLY
23 NOV 2000
D.E.T.R.

16 - 11 - 00

Dear Mr. Prescott

Building plans in Winnersh

I would like to inform you of the ridiculous situation we find ourselves in.

We live in a cul-de-sac of two small roads just off the main Wokingham to Reading Road. This road is near the River Loddon. A few hundred yards away the huge "Loddon Bridge roundabout" was flooded twice last month. The road was completely closed and dozens of houses flooded. We have a cinema built last year on the flood plain beside the river and the cars are flooded every Winter in the 'Park and Ride'.

There are applications in now by Bovis to build 170 houses on a flooded field and take traffic out on to the Reading Road which is already too busy and often at a standstill. They built Do-it-all first down the road and the car park was a lake!

The 170 houses are only the start

of a much larger plan for hundreds of houses on the fields to the rear of our property and the water will be moved again. It could be our house next time.

The extremely worrying thing is that the last house in Greenacres Avenue, just round the corner from us, has a strip of land in front of it which the builder refuses to sell. It looks very much as if that cul-de-sac will be opened up and through traffic will come from the proposed site and be a main road from Lower Earley.

Please try to understand that we have a right to a decent quality of life and do not want our quiet road to be a busy through route or find it flooded!

I trust and hope that you will honour me with a reply on this occasion.

Yours sincerely

Angela M. Adams (Mrs.)

Tel. (0118) 974 6487 (Direct Line)
Fax. (0118) 974 6484
Email. John.Mitchell@wokingham.gov.uk
Date 12 January 2001
My ref. JRM/SB/
Your ref.

57292

Mrs J Harlin
Clerk to Winnersh Parish Council
Winnersh Community Centre
New Road
Sindlesham
WOKINGHAM
Berkshire RG41 5DU

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

Dear Mrs Harlin

LAND AT CHATSWORTH AVENUE

Further to your letter of 1 December I confirm that the new case officer is Basia Polnik.

We have gone back to the applicant for changes to the proposal and seeking further information but to date nothing has been heard from them.

I hope you find this information helpful for the time being.

Yours sincerely

JOHN MITCHELL
Development Control Manager

PLANNING SERVICES	HPT
POL	TLS
DC BP	ENF
APP	
CS 37292	
04 DEC 2000	
COPIES TO:	ACK:
	FILE:

Winnersh Parish Council

Winnersh Community Centre
New Road, Sindlesham, Wokingham
Berkshire RG41 5DU
Phone/Fax 0118 978 0244
e-mail winnersh.parish@dial.pipex.com

Mr J Mitchell
Development Control Manager
Wokingham District Council
Shute End
Wokingham
Berks, RG40 1WL

1st December 2000

Dear Mr Mitchell

Further to the public consultation meeting on 13th November 2000 please find enclosed a copy of the notes. These notes have been placed on the Parish noticeboards and are available to residents should they require them.

I note from reading the Environmental Services Bulletin that Heather Morgan has now moved to Windsor and Maidenhead and would be grateful if you could advise me of the officer now in charge of this case.

I would also be grateful for any new information regarding the proposed development that you may have.

If you have any queries please do not hesitate to contact me.

Yours sincerely

pp Janet Harlin
Clerk to the Council

RESPONSE TO THE PUBLIC MEETING RE:
PROPOSED DEVELOPMENT REAR OF CHATSWORTH AVENUE

The public meeting was held on 13 November at the Winnersh Community Centre.

The purpose of this paper is firstly to summarise the meeting and then to highlight areas that require further explanation from the WDC officers. The final part gives a proposed action plan, which will be discussed by Winnersh Parish Council on 12 December 2000.

The meeting had been called to discuss the proposed development to the rear of Chatsworth Avenue and therefore this paper only considers those issues although there was discussion on other items.

Points discussed:

1 Building in the flood plain

There was concern that the development would exacerbate the problem of flooding in the Chatsworth Avenue area. Mr Dunning of WDC confirmed that there was new guidance coming from central Government in the light of the recent flooding in England. He also stated that 11% of Wokingham District lay within flood plains.

Mr Mitchell of WDC said that they had written to the Environment Agency in light of the recent problems and were awaiting their reply as to whether the land was suitable for development. Their previous comment had been that with the appropriate drainage the development would not cause a significant change to the potential for flooding. It was noted that if the Environment Agency said there was not a problem with the development then WDC would have to consider the application carefully before making their final decision.

Residents were told that the application was from Bovis and the District Council had to view each one on their merits. WDC did not represent the developers, their role was to ensure that the planning regulations were met and that all aspects of the development were considered.

Cllr Siggery pointed out that the land was ear marked for development in the local plan. She would be pressing for the Environment Agency to review their decision that the land was suitable for development and would be asking the officers at the District to pursue the matter with urgency.

There was concern over who would be responsible for the drainage of the land. Mr Mitchell replied that it would be both the Environment Agency and Thames Water.

2 Traffic implications

There were major concerns from residents with regard to the potential increase in traffic. Mr Callaghan of WDC stated that the traffic calming measures proposed by the developers had been suggested by them to gain line of sight access.

There were concerns raised over the level of air pollution and Mr Mitchell replied that this was an environmental health matter and this would be raised with them.

Residents then raised the point of the suggested traffic measures, which would result in no right turns from either Baslow Road or Arbor Lane. Mr Callaghan said that the developer had put forward figures for the traffic impact and these were being assessed by WDC.

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COPY FOR CASE OFFICER

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Received by Wokingham District Council

Application No: F/2000/2181

Proposal:
Proposed erection of 170 dwellings with associated infrastructure.

Location:
Land At , Chatsworth Avenue, Winnersh, Wokingham.

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

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

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

Comments should be sent in writing QUOTING THE APPLICATION NUMBER to the Case Officer Heather Morgan P.O. Box 157 Council Offices, Shute End, Wokingham Berkshire, RG40 1WR to arrive on or before 10/09/2000. Written comments submitted will become available for public inspection.

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

Head Planning and Transportation

17 August 2000

Meeting 6.4.01

CHATSWORTH AVE — plan WNST/01C

210 dwellings approx 30 per ha
incl. social housing

footpath around site with planting inside boundary
POS

- ecosurvey (underway)
- footpath divert
- hydrological assessment (problem of access due foot & mouth)
  checked with G. Barnwell 6/4. should be open
- playarea 20m buffer zones
  to be split LEAP and larger play area
  400m² 600m² plus buffers of a min. of 20m
  possibly 25m with larger
  play area
- Structural planting to be shown
- discussed as to part of social housing off Dunston Drive
  unacceptable
- TC would prefer some houses off Dunston Drive. Applicant
  needs to consider layout and tenure
- TIA needs to be revised
  address sustainability
- Not much innovation in design
  suggested maybe square in middle of dev.

Attending

Stuart Atkinson (Consultant Highway engineer)

David Antill (Engineer)

Peter Fulgoney (Architect)
(Bovis Homes)

WDC

Tom Colloghan

Lisa Jarvis

Tim Green

Catherine Brimble

Basia Polnik

Discussed with applicant 16/3.

CHATSWORTH AVENUE, WINNERSH F/2000/2181

Comments on revised plan WNSP/016 received 28.2.01

- New appln required as proposal increases number of dwellings from 170 ⇒ 200.

Affordable housing:* (Sharon Graham x6817)

- 40 ie. 20% for affordable housing – acceptable now better integrated in 2 locations (all 2 storey)

Housing mix:

		%	Total %		Policy
1 bed flats*	x 8	4			
2 bed flats*	x 8	4	1/2 bed	22%	45%
2 bed houses*	x 16	8			
2 bed houses	x 12	6			
3 bed houses*	x 8	4	3 bed	53%	30%
3 bed houses	x 98	49			
4 bed houses	x 35	17.5	4 bed+	25%	25% ✓
5 bed houses	x 15	7.5			

- ∴ need to increase 1/2 bed to 45%
  decrease 3 bed to 30%

units for affordable need to comply with Housing Corporation Scheme Development Standards

- Heights of buildings

2½/3 storey along southern boundary with open countryside no objection to variations in height but would be better sited towards centre of dev. or corner sites.

- Interface with countryside

landscape buffer provided. Nos. of 3/2½ storey along edge – not particularly appropriate (2½ maybe OK) – on side of housing

- Public Open space

1 large + 2 smaller areas
overhead power line crosses to SW. plots 82–86 provide surveillance

Security/Design - need to consult Thames Valley Police
natural surveillance

House types - need to check layout re: studies etc.

Phasing of dev.

Flooding: Hydrological survey

- Access from Chatsworth Ave only
(only emergency access from St. Dunstans)

- Children's play area min. of 2 LEAP 400m² or 1 ~~AEAP~~ large leap 800m² (equivalent to 2 leaps)
needs to be shown with 20m buffer
- check with Lisa Jarvis - nearest playarea
facilities for older children

4.3 ha per 1000 popn.
minimum requirement for 200 dwellings:
200 × 2.7 = 540 popn. ∴ $\frac{540}{1000}$ = 0.54 × 4.3 = 2.322 ha

POS - not particularly well overlooked — high proportion of useable space and not planting.

£47,000 for LEAP + £17,000 for commuted sum + } £68,000 + commuted sum + of £23,000
and commuted sum for POS and £12K for equipment for older children

- Road layout
Modern estate layout - what makes this layout different to others in area.
Perimeter blocks

- Footpath link ✓ included to Reading Rd terminated by block of flats (2s) would be better if contrived into POS beyond

- Status of buffer around site - footpath?
need clarification - more structural planting required

- check PPG3
re: density $\frac{200}{7.5}$ = 26.6 per ha.
needs to be a min. of 30.

- Education (Helen Rasley x

Contribution

200 houses = primary pupils.
secondary pupils.

- Library (Chris Hamilton x

Contribution towards library scheme at Forest School

£40 per resident

∴ 200 x 2.7 = 540 x £40.00 = £21,600 + cost of aquiring land.

- Highway

- Community facilities

Contribution towards Wimerish Parish Council facilities

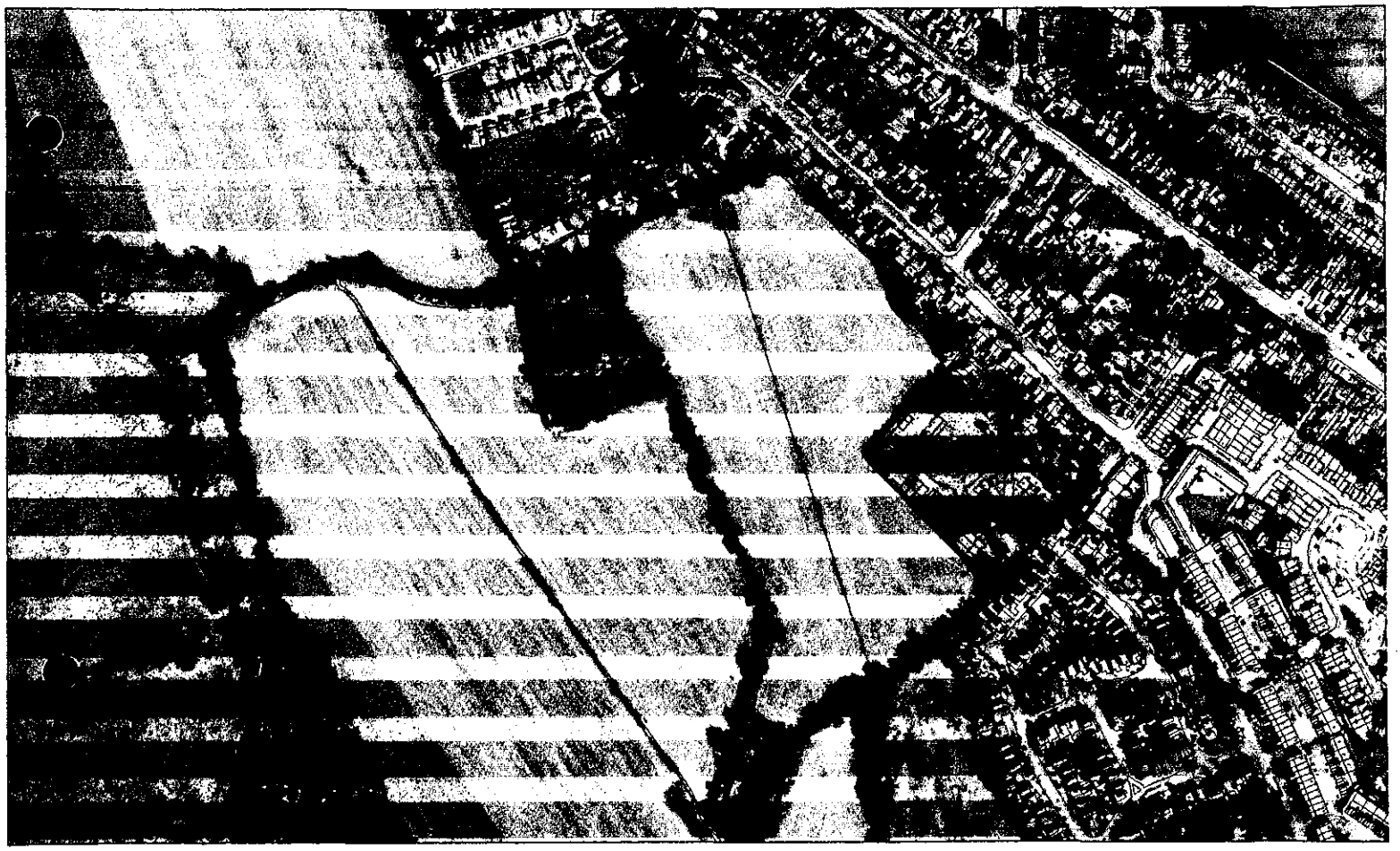
- Ecology - possibility of newts

survey required

adjoins Wildlife Heritage Site to north west of site

- PROW - currently PROW through site

layout would require deviation



POS – registered as commonland ∴ one for POS
– discuss with Lisa Jarvis
2 playpens what size LEAP and one for older children
7–12 yr. olds.

Next meeting: 6.4.01
– invite ✓ TC
✓ L. Jarvis
✓ C. Brimble – check if full tree survey required in accordance with BS.
Tree survey required

TIA required.

Dev. Brief – although could be registered without dev. brief.
strongly advise brief being submitted at same time as appln.

– check with PROW if footpath needs to be diverted
yes can be done same time as appln.

ADDRESS LAND AT REAR OF 5–61 CHATSWORTH AVENUE PARISH WINNERSH

PLOT No. ORD. SHEET No. SU.7770 (59)

BUILDER

Plan No.	Applicant	Description of Development	Date of Decision	Decision
1122/72	Charsom Ltd	outline Resd Devel on 22 acres	3.8.72	- Refuse
0270/6/7				
F/2000/2181	Bovis Homes Ltd			
F/2001/4258	Bovis Homes	Erect 211 Dwellings with associated infrastructure	22.5.02	- Ref.
F/2002/8244	" "	193 Dwell + 16 Flats		

DATE OF COMPLETION

MINISTRY DECISION

SPECIAL ORDERS

DRAINAGE

Bovis Homes Limited
South East Region
The Manor House
North Ash Road
New Ash Green
Longfield, Kent DA3 8HQ
Telephone: 01474 872427
Facsimile: 01474 876234
DX: 41950 New Ash Green 2

40469

BP

28 FEB 2001

COPIES TO: | ACK: | FILE:

Wokingham District Council
Planning Department
Wellington Road South
Wokingham
Berks. RG11 1BN

Attention : Heather Morgan : Case Officer

27 February 2001
Our ref: PF/CC

Dear Sirs,

RE: F/2000/2181 : LAND AT CHATSWORTH AVENUE, WINNERSH, WOKINGHAM

Further to your meeting last October 2000 with our Mr.Barber, we confirm that he has now left Bovis Homes, and the scheme has been taken over by the writer.

Following Mr.Barber's notes from the meeting, we have made the various changes and attach six copies of the redrawn layout WNSP/01 B, which we would be grateful if you would substitute for the drawing currently in your possession.

Should you require any additional information, please contact the writer.

Yours faithfully,

P.Fulgoney R.I.B.A.
Senior Architect

Encl.

CHATSWORTH AVE 11.5.01

Meeting with Geoff Blake (Bovis Homes)
Peter Fulgoney
B. Polvik
T. Colleghan

Informal views on layout WMSP/OID.

- TC discussed need etc for emergency link
- Social housing concentrated off Dunston Drive - needs to be better integrated PPG3
- Relationships between certain building (marked on plan)
- improvement in design
  inclusion of feature/landmark in area to north eg. circus, trees etc.
- ecologist to address great crested newts
- design brief required with applⁿ.
- new applⁿ required as nos. of dwellings increased to 210.
- hydrological assessment
- surveillance
- landscape strategy required

date of next meeting 8.6.01

AGENDA FOR MEETING ON CHATSWORTH AVENUE, WINNERSH

170 DWELLINGS – F/2000/2181

- Housing Density
- Housing Mix and Council policy across the whole development
- Affordable housing
- Public Open Space provision on site
- Landscape strips and structure planting
- Security/design across the development
- Car Parking Provision, including breakdown
- Housing design and relationships of dwellings
- Ecology
- Recreation POS provision
- Education contribution
- Library contributions
- Highways
- AOB

Heather Morgan 12/10/00

Hlways - no objection to wc - not of units.

JC - two access points to relieve traffic from one junction necessary.
- priority junction.
- Dunsdon Dve access not critical. Emergency access.
- need single access point to be demonstrated.

JB - some possible access to alt. units off. Dun. Dve.

C.P.A → to be relocated to main pos.
Area to stop - Hma couldn't really object to pos down here below.

---

normal logic ab mix as per survey.

Aff. housing 5 bds nos. in a mix. of 2 locations and give nos in each location would up above the 40 units

---

2 spaces 3 beds.
1.5 2 beds.
3 spaces 4+5 beds.

Aff. Housing - no need for education.
Gd - assumption all pupils are new.
↳ would like breakdown & figs.

When contribs are paid? B'field forest - on occupation basis.
Phasing for S106.
L.L - Draft S106 from them (Peter Morris)

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

2. To ensure a satisfactory external appearance.

3. Development without adequate provision for vehicle parking would lead to parking inconvenient to other road users and detrimental to highway safety.

4. In the interests of highway safety.

5. In the interests of highway safety and convenience.

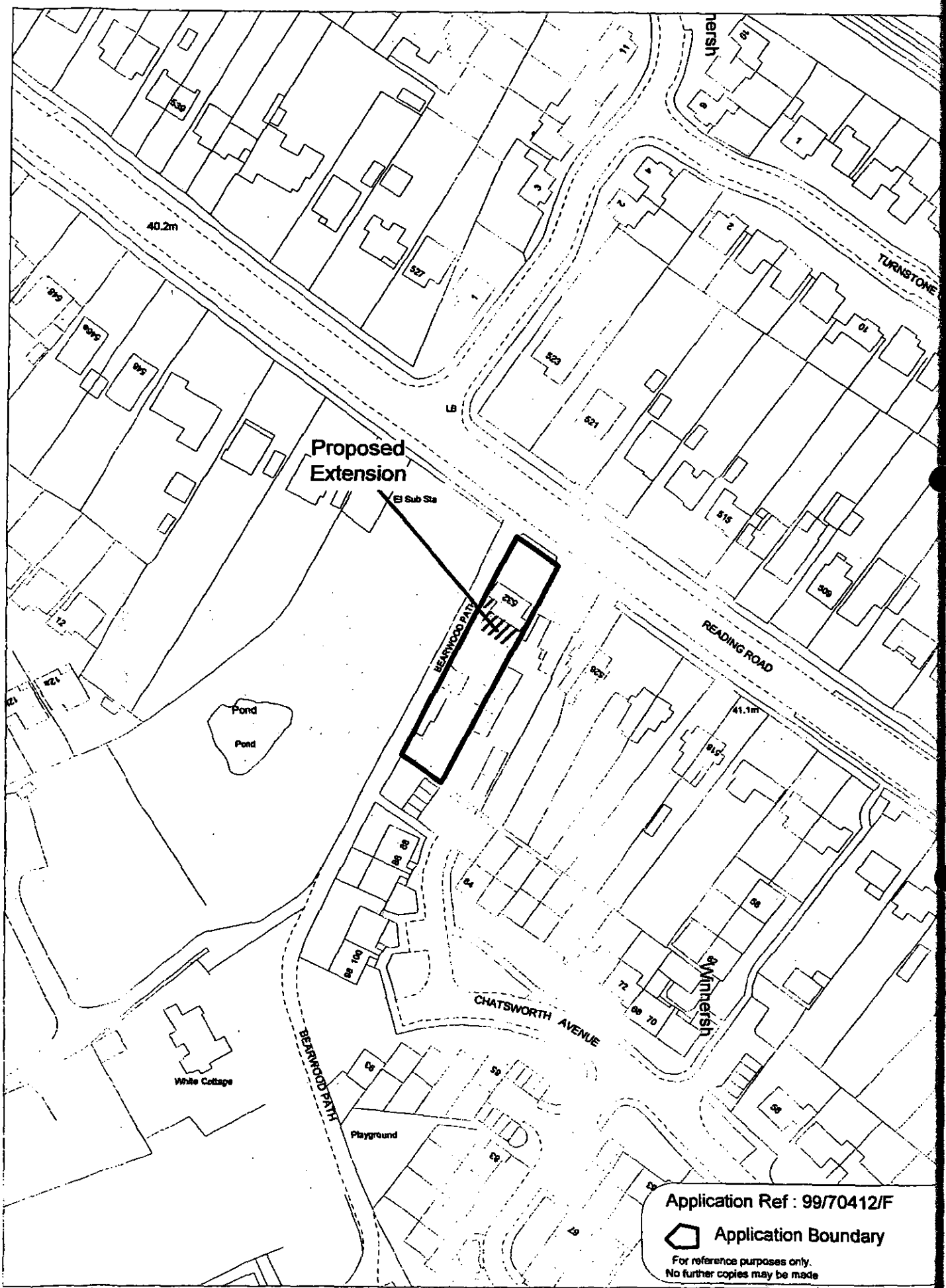
6,8. In the interests of the amenities of the occupants of this property and other properties nearby.

7. In the interests of the character and amenities of the locality.

Emy Circuit

10 x 1	6%	16%
18 x 2	10%	
68 x 3	40%	40%
57 x 4	34%	44%
17 x 5	10%	

1 e 2	45%
3	25%
4	30%



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Development Control Section, Environmental Services, Wokingham District Council.

2 February 2000

Scale: 1 : 1250

full fee anyway.

No mos on the applic. description.

had been granted for the neighbouring development. That the proposal is acceptable with regard to these issues has, therefore, been established. It is concluded that the proposed extension and the change of use would not harm the amenity of the neighbouring properties or the character of the surrounding area and the highway impact is acceptable.

6. **Recommendation** – GRANT planning permission subject to the following conditions:

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

2. All new external work shall be carried out in materials that resemble in size, colour and texture, those of the existing building,

3. The area shown on the permitted drawings for vehicle parking, garaging and turning shall be kept available for such use and no development, whether permitted by the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order) or not, shall be carried out on the land so shown or in such a position as to preclude vehicular access to this parking space,

4. The property shall not be used as a nursery until pedestrian visibility splays of 2.4 metres by 2.4 metres have been provided at the intersection of the driveway and the adjacent footway (both accesses). (Dimensions to be measured along the edge of the drive and the back of the footway from their point of intersection). The visibility splays shall thereafter be kept free of all obstructions to visibility above a height of 0.6 metres

5. The property shall not be used as a nursery until the access road (*continuation of Chatsworth Avenue*) has been constructed to adoptable standards and is available for use by the nursery and its customers.

6. Development shall not begin until a scheme for noise attenuation measures has been submitted to and approved in writing by the Local Planning Authority. Any works which form part of the approved scheme shall be completed before the premises are used for the nursery use hereby permitted, unless an alternative period for completion is agreed in writing by the Local Planning Authority.

7. No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. These details shall include means of enclosure, car parking layout; other vehicle and pedestrian access and circulation areas; hard surfacing materials and minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting etc), where relevant.

8. The stair window in the north-west elevation of the proposed development shall not at any time be glazed other than with obscure glass.

REASONS

A. The impact on neighbouring properties (Policy LBE2 of the Loddon Area Local Plan and Policies WBE1 and WIC12 of the Wokingham District Local Plan, as proposed to be amended)
B. The impact on the character of the area (Policies LBE1 and LBE2 of the Loddon Area Local Plan and Policy WBE1 of the Wokingham District Local Plan, as proposed to be amended)
C. Highway Issues (Policies LT5 of the Loddon Area Local Plan and WIC12 of the Wokingham District Local Plan, as proposed to be amended)
D. Environmental Health Issues
E. Landscape Issues
F. Neighbours' Concerns

A. The two-storey rear extension would extend 5.5 metres to the rear of the existing dwelling and 530 Reading Road. It would be around 5.5 metres from 530 Reading Road and no side windows are proposed, so it is not considered that the extension would have a detrimental impact on the neighbouring property. A noise barrier could be constructed around the play area to prevent noise from the nursery causing disturbance to 530 Reading Road and the proposed new dwellings to the west of the site.

B. The proposed extensions would be to the rear of the property and would be in keeping with its character, so would not be harmful to the street scene. The site is adjacent to a Green Route Enhancement Area and it is a recommended that a landscaping scheme should be submitted for the car park and front garden.

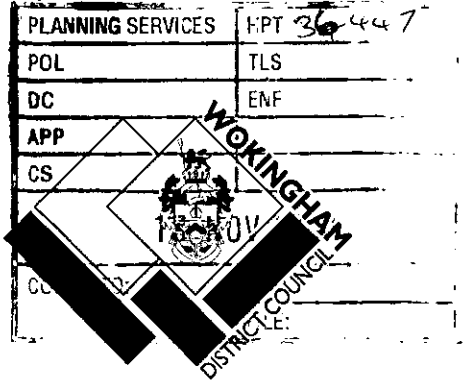
C. The Highway Authority has no objection to the proposals providing the nursery use does not commence until the access road has been constructed to adoptable standards and is available for use, and adequate pedestrian visibility splays are provided on both of the car park accesses to Bearwood Path. The proposed parking, garaging and turning should be retained for such use.

D. The Environmental Health comments relate to noise nuisance and have been covered in A above.

E. The Landscape comments have been covered in B above.

F. The occupants of the neighbouring property expressed concern that nursery clients would not use the access and parking provided and would park on Reading Road, particularly during the rush hour, which would impede their business (White House Motors), present a safety hazard and could ultimately result in parking restrictions. A further concern was that the traffic generated by the nursery use would increase congestion at the Baslow Road/Reading Road junction and deter use of the proposed access and parking. The Highway Authority is also concerned that there should be no additional parking on Reading Road as a result of the proposal, but is satisfied that the proposed conditions will ensure that this will not occur.

5. **Conclusion** - The appeal Inspector concluded that the identical proposal was acceptable in principle and in terms of issues A, B, D and E above, and that the Highway concerns could be overcome by a condition once planning permission



Education and Cultural Services Memorandum

To:	Heather Morgan	**From:**	Lisa Jarvis
Re:	Land off Chatsworth Avenue, Winnersh	**Date:**	27 October 1999

Further to my email dated 12 October 2000, please find below my comments on the planning application for 170 dwellings at Chatsworth Avenue, Winnersh. I apologise that these have taken so long to reach you.

Lynette Baker showed details of this development to us at the pre application stage. Our comments on the application were detailed in a memo sent to Lynette on 27 October 1999, please find a copy attached for your information.

Unfortunately, very few of our comments were taken on board, and few changes have been made to the final application particularly with regard to the open space.

As in our previous memo the requirement of public open space for a development of this size would be 1.8ha. I do not have the exact figures but from my rough calculations I do not believe that the development provides the full complement of open space required by our standards. I would be interested to learn the exact amount of open space provided if this information is available.

However, the larger more usable open spaces within the development fulfull the requirement for the main categories of open space outlined in our standards for this development.

As in the previous memo, we require a large LEAP to be provided on this site, the development is large enough to require that at least two LEAPs be provided based on our standards. However, taking into account the existing nearby play area and the limited amount of on site public open space we would be prepared to accept just one large play area.

An equipped play area has been marked onto the application layout plan. However, the indicated area is less that the required minimum of 400m2 for a standard LEAP. As mentioned above we would require the LEAP to be larger and would require more than the 400m2. The location of the LEAP also needs to be reconsidered, the boundary of the play area needs to be at least 20 metres away from the surrounding properties boundaries, including gardens, currently there is only 20 metres between the boundary of the play area and the buildings themselves.

The play area would need either to be installed by the developers in accordance with a specification agreed by the District Council or a sum of money provided by the developers for the District Council to install a play area. For information a standard LEAP is currently in the region of £47,000. To provide a larger LEAP required at this site would be in the region of £68,000.

A commuted sum for the play area would be payable on transfer of the play area to the District Council. As would a sum for the maintenance of all the open space to be transferred. This can be calculated when further information about the landscaping is available.

We would also require equipment to be provided to serve the older children/teenagers of the development, particularly bearing in mind the shortfall in on site open space provision. Such equipment would include a basket ball post and goal posts, recent costings for similar schemes have been in the region of £12,000.

Community facilities

As per our original memo contributions to enhance existing community facilities would be appropriate. Discussions with Winnersh Parish Council are required.

Library Provision

I understand that you have spoken directly with Chris Hamilton, Libraries and Information Service Manager.

Lisa

Education and Cultural Services Memorandum

To:	Lynette Baker	**From:**	Lisa Jarvis
Re:	Pre Application Land off Chatsworth Avenue, Winnersh	**Date:**	27 October 1999

Further to your memo received on the 4 October 1999, please see our comments below on the above development.

Our adopted standards of 4.3 ha of open space per 1000 population require that for a development this size 1.8 ha of open space will be required. A large proportion of this needs to be useable open space and not planting screens.

From the sketch plan provided an amount of open space is shown. However this is short of the overall requirement and should be increased.

For a development of this size play facilities on site will be required to serve the development. We would be looking for a large LEAP that would also have older children/teenage facilities such as basketball posts and goal posts.

The larger open space which has been identified in the sketch plan due to its narrow nature does not allow for a LEAP is be installed on to it, as the required 20 metre buffer zones between the edge of the play area activity zone and the boundary of the nearest residential property are not obtainable.

We therefore suggest that the size and shape of the open space within the site be amended. We would also request that the larger area of open space within the site is moved to the opposite end of the development away from the existing play area in St Dunstans Drive to provide a more evenly distributed play provision within the Winnersh area.

The current cost of a LEAP is £47,000 and a Commuted maintenance sum for the play area would also be required and this would be in the region of £17,000.

A commuted maintenance sum is also payable for the open space; this can be calculated when further information about the landscaping is available.

Community Facilities

Also as part of the adopted standards the provision of community facilities should be provided to serve the new development, one 220m2 per 2000 people. There is a new Community Centre, Rainbow Community Centre very close to the proposed development however this does not have sufficient spare capacity to serve the new

development. Unfortunately there is also insufficient room surrounding the Rainbow Centre to extend.

Winnersh Parish Council does have Community facilities nearby the proposed development and it is likely that a contribution from the developers is required to enhance these facilities. Consultation with the Parish Council needs to be undertaken in order to determine the exact enhancements and the size of the contribution required.

Library Provision

Winnersh is currently served by a Container Library open for seven hours per week., supplemented by a mobile library service. There is pressure from the local community for a permanent library in a more central location within the parish, and this is reflected in the Wokingham District Local Plan.

The proposed development would bring the population of Winnersh to approximately 8,000. Applying the Authority's current standards, this would justify a static (built) library of 200m2, open not less than 30 hours per week and with a stock of at least 16,000 items.

Although there are no immediate plans or funds to build such a facility, contributions towards it should be sought from any development exacerbating the existing shortfall in provision. Such contributions should be in proportion to the size of development and we suggest that in this instance a reasonable formula would be:

$$\frac{\text{increase in population (420)}}{\text{total population (8000)}} \times \text{total cost of new facility (£500,000)} = £26,250$$

Please check the above assumptions on population and let Chris Hamilton (x6261) know if you have any problem with the proposed approach or formula .

Heather Morgan

From: The Clerk [Winnersh.Parish@dial.pipex.com]
Sent: 13 November 2000 10:19
To: jim.dunning@wokingham.gov.uk
Cc: heather.morgan@wokingham.gov.uk; john.mitchell@wokingham.gov.uk
Subject: Public Consultation Meeting 13.11.00

Just a short reminder regarding this evening's meeting. As the meeting is due to start at 8pm, I would be grateful if you could be with us by 7.45pm. Parking has been arranged for WDC and WPC officers/councillors in the overflow car park on the left side as you enter. There will be a car park marshall to direct you. I would also be grateful if you could let me know if there are to be any more officers from WDC attending so that we have enough seats at the front of the room.

I look forward to seeing you this evening, but in the meantime if you have any queries, please do not hesitate to ring me on 0118 978 0244.

Regards

Janet Harlin



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Development Control Section, Environmental Services, Wokingham District Council.

13 November 2000

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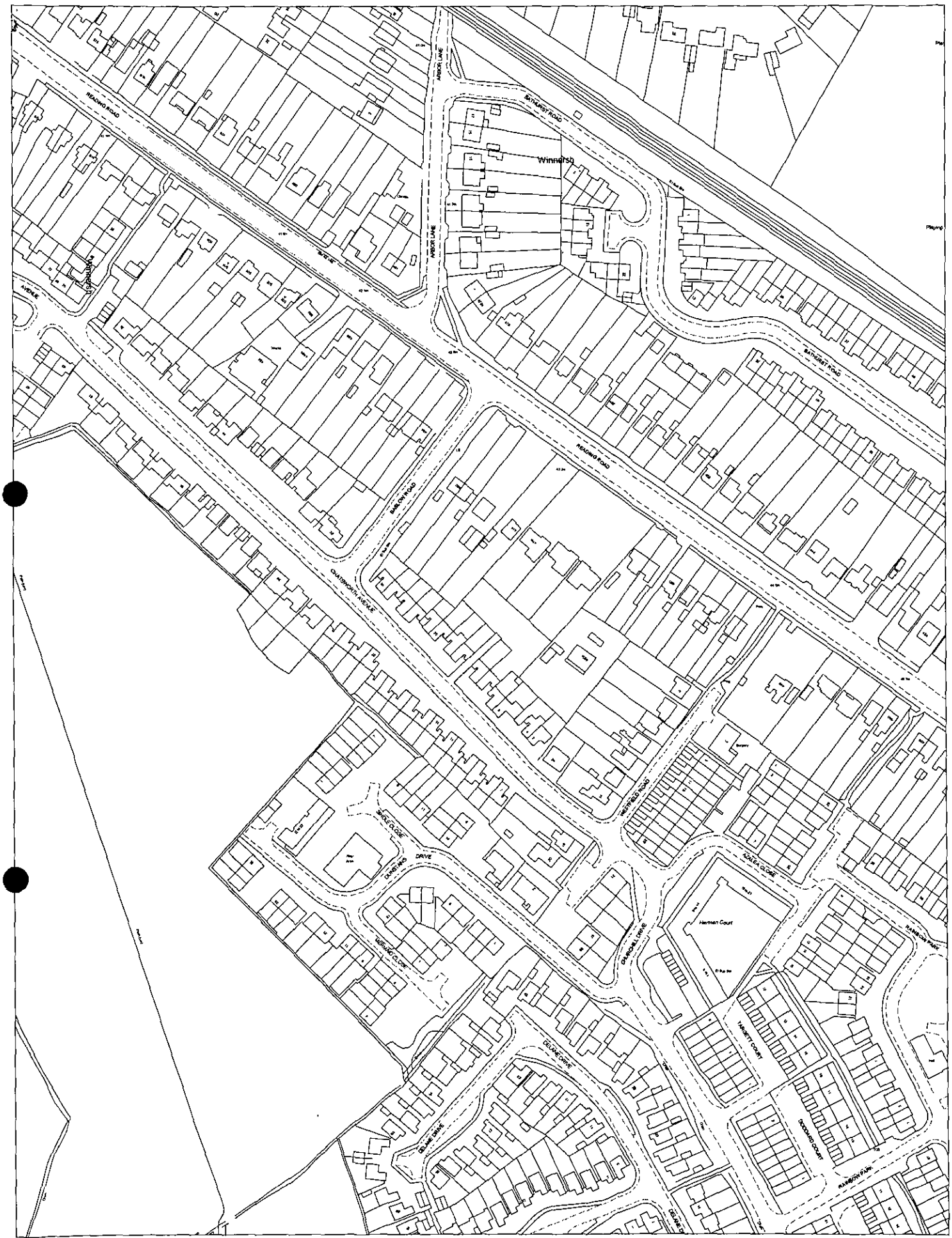

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Development Control Section, Environmental Services, Wokingham District Council.

13 November 2000

Scale: 1 : 2500

N
W E
S

Heather Morgan

From: Helen Rowlay
Sent: 26 October 2000 09:43
To: Heather Morgan
Cc: Hilary Wardale; Lynda Fisher
Subject: Chatsworth Avenue - Additional Comments

Heather,

With regards to the above development, if the minimum development of 170 houses is approved this will lead to an increase of 50 primary pupils. A further 20 pupils are expected from previous applications in the area.

Please note the catchment area school - Bearwood Primary will be at maximum capacity upon completion of the current classroom extension. We will be unable to accommodate pupils from the development at Bearwood School. Due to the sale of land at Winnersh Primary School we are unable to expand this school any further. The nearest schools with surplus capacity are the Keep Hatch Schools.

If you have any queries please let me know

Helen

FAX COVER SHEET

TO: Mr. Coleman

FROM: H. Morgan

DESTINATION FAX No: 01474 872427

DATE: 12/10/00

TIME: 9.10

SUBJECT: Crabtree Avenue, Wilmington.

TOTAL NUMBER OF PAGES (Inc. this cover sheet): 1

I have spoken to my Manager, John Mitchell, regarding the increase in numbers of dwellings. He is of the same opinion as myself, that this will require a

Environmental Services Department, P.O Box 157, Civic Offices, Shute End,
Wokingham, Berkshire RG40 1WR. Tel (0118) 9746428. Fax (0118) 9746484.

fresh application. I am not in the office on Friday but I understand Mr. Mitchell may be available in the morning. Regards H. Morgan

BRIEF NOTES OF SAI MEETING – 25th SEPTEMBER 2000

Present : Tim Kingswood
Jim Dunning
Howard Squires
Lisa Jarvis
Eddie Napper
Suzanne McLaughlin
Marc Sartorio

Apologies : Helen Rowlay
John Mitchell
Tom Callaghan

Briefing Reports from Development Control were considered by the Group and the following recommendations made :-

1. 142 dwellings at Lane End Farm (Appln. O/2000/2292)

- A previous application for 118 dwellings was allowed on appeal. A unilateral undertaking covered infrastructure contributions.
- A pro rata increase for affordable housing provision (i.e. an extra 4 units).
- A similar increase in the contribution towards highway improvements and associated facilities.
- Open space and Education requirements were not supported by the Inspector on the previous application and these can only be raised again if there is new information/evidence.

2. Land at Chatsworth Avenue, Winnersh (Appln. F/2000/2181)

- Standard contribution for additional Education accommodation i.e. at Bearwood and Winnersh Primary Schools and Forest and Holt Secondary Schools.
- Provision of 2 on-site play areas (with buffer zone) i.e. one junior and one equipped for teenagers, plus open space to Council standards.
- Possible contributions towards the improvement of public facilities at Dinton Pastures Country Park (Chris Buggy, Countryside Manager, to be consulted).
- 20% affordable housing on-site, but for shared ownership and housing key workers.
- Contribution towards the provision of a new site for the Mobile Library or the Joint Library Scheme at Forest School.
- Confirmed that a contribution is required for road safety measures/traffic calming on surrounding roads plus traffic lights at junction of A329/Baslow Road - but Highways to confirm.
- N.B. The proposal indicates an over concentration of affordable housing accessed off Dunstan Drive - a mix of housing should be provided across the site.

3. Land at Mole Road, Sindlesham (Appln. F/2000/2253 & 2254)

- Contribution towards Resource Area and other accommodation plans at Bearwood Primary School - but Education to confirm.
- Open space required on site to Council's standards, plus LEAP with commuted sum.
- 6 units required for affordable housing (shared ownership).
- A contribution to Library facilities seems difficult to justify.
- Sight line improvements and traffic calming measures, plus contribution to Winnersh Traffic Plan (Highways to confirm).
- Any layout to allow for possible extension of the development, taking in part of the long rear garden of the houses fronting Mole Road.

4. Proposed Redevelopment of Pond Head Lane, Earley (Appln. F/2000/1513)

- Previously developed land and the high density development accords with PPG3.
- Below the threshold for affordable housing provision.
- Possible contribution to off-site open space (facilities improvements) - Leisure to confirm.
- Environmental consultation required on noise levels - close to motorway and railway.
- Site line improvements.

5. Pre-Application for Conversion of Existing Care Home to Flats or Residential Redevelopment at Bonhomie Court, Hurst

- The schemes would have a large impact on Broadcommon Road (a narrow lane) with a possible Highway objection.
- Open space provision or contributions not considered appropriate.
- Similarly, it is difficult to justify Education/Community/Library contribution for the conversion schemes.
- Generally, more information required.

M. Sartorio
27th October 2000

Discussion Ward Cllr

① Concerned towards too many 4 bed, especially 5 beds are being provided.
Need to assess against policy.

② Need to ensure 25% affordable housing on site.

③ Education provision.
Bearwood Primary Sch – to crowded at the mo.
Severe parking problems as well.
Opportunity for S106 to provide £ for LA to acquire the land to the rear of Bearwood School.
- for relocation of the playing ~~f~~ areas → allow for parking to the front.
Need to spk to education ors to whether this is feasible.
Need to check if pp would be given by us for the playing areas.

④ Hiways.
1986's appeal for Tesco → No development without the Winnersh By Pass.
Winnersh By Pass taken out of plan a few years
- ago.
Issue of traffic impact to be dealt with by TC.

Heather Morgan

From: Prue Bray [Prue@Bray.Telinco.Co.UK]
Sent: 22 August 2000 19:01
To: Tom Callaghan
Cc: heather.morgan@wokingham.gov.uk
Subject: Highways Update on various planning applications

I would really appreciate a quick update on where you have got to with **1623** (6 flats and 2 shops on Reading Road), as Mr Amin has heard nothing from the Council and his acknowledgement letter suggests he should have heard something on 21st July.

Also, I need some info on **2013** (redevelopment of Ruralcrafts site for retail and 8 houses next door to Sainsburys). The access for the houses is from Melbourne Avenue, but it is my understanding that Melbourne Avenue is a private road. Would you be so kind as to excuse my ignorance and explain any rules there are about rights of access over private roads? I would interested in your general comments about this application in any case.

Finally, **2181** (170 houses off Chatsworth Avenue). I would be interested in any comments you have on the accesses and the implications for Reading Road and Chatsworth Avenue, plus any feeder roads. What sort of studies get done on this kind of application? Until recently a Winnersh by-pass was a precondition for building on this scale on this site - is it your opinion that this really has gone out the window now?

Cheers, hope to hear from you soon,
Prue Bray

Heather Morgan

From: Prue Bray [Prue@Bray.Telinco.Co.UK]
Sent: 23 August 2000 16:32
To: Heather Morgan
Subject: The ownership of the gardens at 35-39 Chatsworth

Thanks for your prompt reply. The application came up at the Parish Planning committee last night. One of the relevant residents was present so I was able to find out about the gardens. Apparently they are rented from WDC on a peppercorn rent of I think he said £1 a year. The ditch goes between the "real" garden boundary and the extra bit. Residents also said that WDC has tried to clear the ditch in the past but hasn't because of access hiccups. But the area along that side regularly floods. Flood plain did not appear to have been taken into account in the plans - unless the idea was that the public open space occupies the flood plain!
Hope this information is helpful.
Prue Bray

If lease of more than 7 years then land registered.

x6200 35, 37, 39 Chatsworth Avenue.

No record of any lease or licence to occupy.
We don't own the land.
Not owned by WDC. possibly the Parish Council.
WDC have never owned the land.
Old OS maps don't show this.

Sally Lyons.

Heather Morgan

From: Heather Morgan
Sent: 24 August 2000 11:27
To: 'Prue Bray'
Subject: RE: The ownership of the gardens at 35-39 Chatsworth

Thanks for letting me know the position on the gardens. I have spoken to Sally Lyons in property who advises that WDC have never owned the land. There is no record of any lease or licence having been granted for the owners to occupy the land. In any event we could not do this on land we do not own. I have since spoken to John Barber at Bovis Homes who advises that as far as he is aware all the land is owned by Hatch Farm Dairies Ltd. The gardens of nos. 35 to 39 are encroachments onto this land. These areas of land are held by a licence agreement whereby they pay a £1 a year to lease the land. The agreement incorporates a termination agreement once development commences. There is therefore no unexpired lease which has more than 7 years to run. As a consequence, there is no requirement under planning law to serve notice on these properties. I hope this provides the clarification you required.
Whilst on the phone I also asked about the disabled provision. There are no specific units set aside in the houses for sale. However, Part M of the Building Regulations requires a level access to all properties and a downstairs cloakroom. John Barber advised that there may be some scope for some of the affordable units to be built to lifetime standards. I consider that if this scheme gets to the stage of an approval this could be dealt with by condition/legal agreement.
Let me know if there is any other information you require.

Regards

Heather Morgan
Senior Planning Officer

-----Original Message-----
From: Prue Bray [SMTP:Prue@Bray.Telinco.Co.UK]
Sent: 23 August 2000 16:32
To: Heather Morgan
Subject: The ownership of the gardens at 35-39 Chatsworth

Thanks for your prompt reply. The application came up at the Parish Planning committee last night. One of the relevant residents was present so I was able to find out about the gardens. Apparently they are rented from WDC on a peppercorn rent of I think he said £1 a year. The ditch goes between the "real" garden boundary and the extra bit. Residents also said that WDC has tried to clear the ditch in the past but hasn't because of access hiccups. But the area along that side regularly floods. Flood plain did not appear to have been taken into account in the plans - unless the idea was that the public open space occupies the flood plain!
Hope this information is helpful.
Prue Bray

Heather Morgan

From: Prue Bray [Prue@Bray.Telinco.Co.UK]
Sent: 24 August 2000 17:12
To: Heather Morgan
Subject: Re: 2181

Thanks for the note about the gardens and the disabled stuff. I think I know what you mean about lifetime use. I would have thought there was room to accommodate a couple of bungalows with wide doorways etc in a scheme this large.
Prue Bray

Heather Morgan

From: Joanne Ellis
Sent: 12 September 2000 10:19
To: Heather Morgan
Cc: Suzanne McLaughlin
Subject: RE: Chatworth Avenue application

Env. Health

Heather

For this size of development the impact on air quality would be insignificant and the proposed development does not fall within one of the proposed air quality management areas. Therefore air quality is not an issue in relation to our statutory reponsibilities and hence i have not mentioned it in my comments. However the implementation of the local transportation plan will include alternative methods of transportation to help minimise the impact from cars.

Suzanne has had a lot of discussions with John Mitchell regarding air quality it may be beneficial to discuss the matter with him.

Let me know if any queries

Jo

-----Original Message-----
From: *Heather Morgan*
Sent: 11 September 2000 15:14
To: Joanne Ellis
Subject: Chatworth Avenue application

Jo,

Anna Cronin had a meeting with Cllr Siggery at the end of last week re this application. Amongst other things she raised the issue of air pollution which may be caused by the development. Please could you ensure you address this issue when giving your comments on the application.
Many thanks

Heather Morgan

Res Mon. Hth

Charsworth Ave.

In 17/8. 8 wks 12/80

170 houses. L- Plan site - no obj in principle.
7½ hectares.

Haveil started negs yet. Nethy did pre apps. PDS has to be where it is.

40 aff hses – 10 x 1 bed flats
10 x 2 " "
8 x 2 hses
8 x 3 "
4 x 4 "

} likely to be RSL.

No calcs on density of this areas.

Private all 3/4/5 beds. No 1/2 beds

LS

- WDC no £ to put into Social hsg. So Is there demand locally in Wivenhoe? Get fewer units paid for entirely?
  Shortage of 1/2 bed "nice" flats
  ~~St Osyths play area = kids~~
  2 social hsg areas too close to each other.

* Wd like a plan showing where ex soc hsg is compared with this.
* What's the PPR from 30 d per h on accepted mix? Rural Rules.

✓ Check EHO will be consulted – pollution
Car generation?

COMMITTEE : ENVIRONMENTAL SERVICES

DETAILED BUDGET BOOK

CODE		2000/2001 BUDGET
	22. MANAGEMENT UNITS	
	J992P POLICY & TRANSPORTATION M'GMT UNIT	
P059	ADMIN & CLERICAL - GENERAL	505,680
0505	RELOCATION EXPENSES	860
0510	EMPLOYEE ADVERTISING	7,590
0520	INTERVIEW EXPENSES	590
0565	LIFE ASSURANCE PREMIUMS	480
0570	STAFF TRAINING & DEVELOPMENT	8,860
3150	LUMP SUM ALLOWANCE	7,680
3151	MILEAGE ALLOWANCE	5,880
3550	EQUIP PURCHASE GENERAL	3,330
3554	EQUIPMENT RENEWALS	1,010
3560	GENERAL EQUIP. MAINTENANCE	2,010
3850	PROTECTIVE CLOTHING	550
3900	INTERNAL PRINTING	3,770
3920	STATIONERY	1,330
3939	LIBRARY RECHARGE	560
4050	POSTAGE	3,960
4090	MOBILE PHONES	1,550
4335	TRAVELLING ALLOWANCE	290
4360	SUBSISTENCE EXPENSES	210
4375	MEETING REFRESHMENTS	400
4500	MISCELLANEOUS INSURANCES	1,960
6249	SERVICE LEVEL AGREEMENTS	421,360
	EXPENDITURE	979,910
7980	RECHARGES TO OTHER SEREVICES	(979,910)
	INCOME	(979,910)
	NET EXPENDITURE	**0**

COMMITTEE : ENVIRONMENTAL SERVICES

DETAILED BUDGET BOOK

CODE		2000/2001 BUDGET £
SECTION: PUBLIC PROTECTION		
	17. CORPORATE HEALTH & SAFETY	
	J140E CORPORATE HEALTH & SAFETY	
0572	TRAINING EXTERNAL	72,640
4940	CONSULTANTS FEES	47,050
6249	SERVICE LEVEL AGREEMENTS	123,460
	TOTAL EXPENDITURE	243,150
7990	INCOME FROM SCHOOLS	(29,160)
7988	RECHARGE TO HRA	(2,230)
7980	RECHARGES TO OTHER SERVICES	(214,450)
	TOTAL INCOME	(245,840)
	NET EXPENDITURE	**(2,690)**
	18. DISABILITY TRANSPORT	
	J160P DISABILITY TRANSPORT AND ACCESS	
4786	TRANSPORT FOR THE DISABLED	79,000
6249	SERVICE LEVEL AGREEMENTS	55,880
		134,880
	19. TRADING STANDARDS	
	J200P TRADING STANDARDS	
4000	ADVERTISING (NON STAFF)	1,510
4033	CARCASS DISPOSAL	590
4970	ANALYST FEES	8,860
4972	SAFETY SCREENING & SAMPLING	8,050
4973	FAIR TRADING SCREENING & SAMP.	5,540
4974	WEIGHBRIDGE TESTING	760
4976	CALIBRATION	500
6249	SERVICE LEVEL AGREEMENTS	253,390
	EXPENDITURE	279,200
7445	VERIFICATION FEES	(5,230)
7938	MISC.INCOME VATABLE	(3,590)
	INCOME	(8,820)
	NET EXPENDITURE	**270,380**
	J505P TAXI LICENCES	
P059	ADMIN & CLERICAL - GENERAL	19,790
3150	LUMP SUM ALLOWANCE	820
3151	MILEAGE ALLOWANCE	1,800
3600	CONSUMABLE MATERIALS	2,160
4500	MISCELLANEOUS INSURANCES	70
6249	SERVICE LEVEL AGREEMENTS	33,760
	EXPENDITURE	58,400

170 units - refer to GOSE. Greenfield land.
Allocated sites.

Keep LS informed.

Where are we with Rural crafts + W117?

Need to ~~ope~~ to housing to need in Winnersh.
house?
WDC - not enough £ for putting into afford.
housing. Is this correct?
If so, fewer homes but full funding
Make 1 & 2 beds.

Heather Morgan

From: Prue Bray [Prue@Bray.Telinco.Co.UK]
Sent: 21 September 2000 10:36
To: Heather Morgan
Subject: Bovis application for land behind Chatsworth Avenue, Winnersh

Heather,
I just wanted to make sure you were aware of the latest research on the link between cancer and power lines that has just become available today. It shows there is an increased risk of certain types of cancer for people living within 400m downwind of power lines. Because of the Newport judgement with regard to mobile phone masts, when there was a ruling that residents' fears could be taken into account even where health dangers are not completely proven, this new research on cancer risks may be a material consideration this time - either affecting the decision on the whole site or on the positioning of the houses and playground.
Prue Bray

Meeting 31/8

HM, LB - WDC. JB, ? Stuart Michael - Agent.

① P.O.S - Common Land.

NGb Sure & true o'ship

HM - need to [redacted] serve formal notice in paper

Certificate C or D. ⊛⊛

Applicant to check on o'ship and do the necessary works.

② Site is part of a [redacted] larger scheme which has been put forward as part of the local plan process. 400 odd homes in addition to the 190 proposed here.

This is the reason for the road to the edge of the site. for potential bus route through to the site beyond Apparently Hways have suggested this.

Another cul de sac has been shown as a potential [redacted] route through.

③ Principle of layout.

[redacted] Development allows the public footpath to cross the site without deviation. Concept allows for a Green Route thru the site.

● Plots - to be included in the affordable housing element.

Dunsten Close access - max. no. of houses allowed off this size of road.

Mix of 3,4,5 beds on private sale. section of site. A no. have rooms in the roof. Some 5 beds could in fact be 4 beds (one is an office).

[redacted]

Heather Morgan

From: Jim Dunning
Sent: 31 August 2000 13:31
To: Heather Morgan
Subject: planning application 2181 Chatsworth Avenue, Winnersh

This site has a long and complicated history.

In the loddon area local plan it forms part of policy pw1 housing site.

This policy was reviewed as part of the preparation of the District Plan and the application site alone is now included in policy WH2 as site WI13.

It has been resolved that these sites should be made available for development immediately.

Broadly therefore there is no 'in principle' objection to the development of the site.

In view of the current situation on land supply identified in the local plan post the part one inspector's report we should be looking to negotiate a consent. There are obviously a number of matters which we need to consider. These include;

a) traffic; the winnersh by-pass line has been rescinded and the by-pass is omitted from schemes in the District plan

b) affordable housing

c)development brief. i am aware there has been extensive pre-application discussion but no development brief has been produced (policies WH2 and WBE 19). Are you sure that the quality of development meets policies WBE 1 to 3

d) landscape; Catherine gave extensive evidence on the impact of the PW1site as a whole at the local plan inquiry. We need to check what the impact of this development is on the loddon valley, particularly when viewed from the Moat House.

I have extensive knowlege of this site going back over a number of years. Rather than writing more now perhaps the best way forward would be to arrange meetings as and when you consider it useful so i can give you relevant material.

Jim Dunning

Tel: (0118) 974 6446

Date:

My ref: F/2000/2181

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

CONFIDENTIAL

Councillor Bray
45 Bluebell Meadow
Winnersh
Wokingham
RG41 5UW

Dear Councillor

Application Number: F/2000/2181
Land At , Chatsworth Avenue, Winnersh, Wokingham.
Proposed erection of 170 dwellings with associated infrastructure.

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 **Heather Morgan** on **(0118) 974 6446**. 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: **Heather Morgan** Application Number: **F/2000/2181**
Land At , Chatsworth Avenue, Winnersh, Wokingham.
Proposed erection of 170 dwellings with associated infrastructure.

Transfer: Yes ☐ No ☐
Reason for Transfer:

_____
_____

Signed: _____ Date: _____

Councillor Bray

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 6446

Date:

My ref: F/2000/2181

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

CONFIDENTIAL

Councillor R Turner
Rosedale
Beech Hill Road
Spencers Wood
Reading
RG7 1HL

Dear Councillor

Application Number: F/2000/2181
Land At , Chatsworth Avenue, Winnersh, Wokingham.
Proposed erection of 170 dwellings with associated infrastructure.

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 **Heather Morgan** on **(0118) 974 6446**. 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: **Heather Morgan** Application Number: **F/2000/2181**
Land At , Chatsworth Avenue, Winnersh, Wokingham.
Proposed erection of 170 dwellings with associated infrastructure.

Transfer: Yes ☐ No ☐
Reason for Transfer:

_____

_____

Signed: _____ Date: _____

Councillor R Turner

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 6446

Date:

My ref: F/2000/2181

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

CONFIDENTIAL

Councillor E Siggery
Willow
375 Reading Road
Winnersh
RG41 5LT

Dear Councillor

Application Number: F/2000/2181
Land At , Chatsworth Avenue, Winnersh, Wokingham.
Proposed erection of 170 dwellings with associated infrastructure.

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 **Heather Morgan** on **(0118) 974 6446**. 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: **Heather Morgan** Application Number: **F/2000/2181**
Land At , Chatsworth Avenue, Winnersh, Wokingham.
Proposed erection of 170 dwellings with associated infrastructure.

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

Signed: _____ Date: _____

Councillor E Siggery

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

WORK SHEET FOR : Heather Morgan

Application Number : F/2000/2181

Applicant : Bovis Homes Ltd .

Location : Land At , Chatsworth Avenue, Winnersh, Wokingham.

Proposal : Proposed erection of 170 dwellings with associated infrastructure.

Site Notice Displayed ? : YES [ ] NO [ ] DATE [ ]

Date of Neighbour Notifications : .....

Date of Site Visit : .....

Date Registered : 17/08/2000

Earliest Date for Decision : 10/09/2000

Latest Consultation Date/Site Notice Expiry Date : 10/09/2000

This application will have expired on: 12/10/2000. You need to make a decision 1 day prior to this date for this application to count as determined in less than 8 weeks.

Consultation Responses :

Planning Issues :

Application Number: F/2000/2181

Appraisal :

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

Application Number F/2000/2181
Conditions/Reasons for Refusal

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

RECORD OF SITE VISIT

SITE ADDRESS: Land At Chatsworth Avenue Winnersh Wokingham.

APPLICATION NUMBER: F/2000/2181

OFFICER: Heather Morgan

DATE OF SITE VISIT: 31/8/00

1 SITE/STATUTORY NOTICE DISPLAYED ? 1 on lamppost opposite 61 Chatsworth Avenue. 1 at footpath entrance off Beechwood Road down by Dunston Drive. Both. 1 at other end of footpath.

2. DESCRIPTION OF SURROUNDINGS Residential to N & W. fields to other sides.

3. DESCRIPTION OF SITE/BUILDING field (agricultural). No bldgs.

4. RELATIONSHIP TO ADJOINING PROPERTIES Rear gardens backing onto the site.

5. SITE CONSTRAINTS

TREES On ~~perimeter~~ perimeter of the site. None which act as a constraint.

ACCESS/PARKING none at present.

LEVELS level site.

BOUNDARY TREATMENT Trees & Hedgerows. Well defined

OTHERS Public footpath runs across the centre of the site.

Heather Morgan

From: Heather Morgan
Sent: 06 October 2000 10:18
To: Hilary Wardale
Subject: Education contributions - Chatsworth Avenue, Winnersh

Hilary,
Thanks for the info on a higher density development of 225 dwellings. I have a meeting scheduled for next Thursday to discuss the site. Please could advise me of the level of contributions for 170 dwellings with the following mix (as it stands at present).
10 x 1 bed flats, 18 x 2 bed flats, 68 x 3 bed houses, 57 x 4 bed houses 17 x 5 bed houses.
Hopefully it won't take too long as you have the magic formula.

Thanks a million.

Heather Morgan

Prev. Schemes

? TIA needed.
✓ 1.8 Ha open space needed.
✓ Play areas for older children needed.
✓ Need 20m buffer zones.
· £47k for LEAP, £17k maintn + open space £
· Library £26,250. → for stable blt library.
X Need to break up plng (afford. hsing).
Settlement edge - buffer. (sm. units)
X Apartments to Ndlng Rd.
X Sm. units need to be mixed across the site
X Apartments round edge of site.
X Homes close to boundary
Need for more signif. structure planting. Need to re-inforce links to exist. boundary hedgerows
Possible contribs. to common. Facil. ~~[illegible]~~ gained by Worcester PC.
Landscape buffers → LPA. will need maint. costings.
? Phasing ?
✓ Need better buffer to WHS.
Smaller units - not more than 25 together in one location (aff. hsing)

House Types

H.T.A - 3 beds.
A435 - 5 beds.
2 storey - 3 beds.
HT414 - 4 beds
Health - garage - 4 beds
HT415 - 4 beds.
HT A443 - 4 beds + office
3 storey - 5 beds + office + shower rm
A435 - 5 beds

HH4.3 - 4 beds shortfall public rent
HH3.2 - 3 beds.
B333 - 3 beds + play area
~~[illegible]~~ corner.
HH2.3 ~~no~~ 2 beds ~~return~~ etc del. ↑
B442 - 5 beds.
B443 - 4 beds.
B332 - 3 beds
B334 - 3 beds (3 st)

T Howe blocks

[redacted] – 3 beds.

Need to break up bulk, set forward gable elements.

Reduced central roof portion to below gable peaks. BVO reduces obs

290 DG – 4 beds.

1 + 2 bed flats.

(1) POS

170 dwelling 2.7 people.

$170 \times 2.7 \rightarrow 459.$

$\frac{4.3 \times 459}{1,000} \Rightarrow 1.97$ Ha

$200 \times 2.7 \rightarrow 540.$

$\Rightarrow 2.3$ Ha

plus ~~floor~~ road ~~area~~ areas by ~~exception~~ ~~to~~ equates to 1.94 Ha.

POS.
1.1 Ha in 3 main areas. Silo. 1' scrape strips need ~~fight~~ path etc to be useable as POS.

(2) Mix

Max. 40% 1 & 2 beds.
25% 3 beds.
35% 4+ beds.

CDSE cited (4) in. Will look into density / mix.

Proposed mix. 1 & 2 beds 16%.
3 beds 40%
4 & beds 34%.

Imbalance in provision of 1/2/3 beds. Although 56% 1-3 beds, this is an ideal site for achieving and pushing for the appropriate mix.

Needs to be amended to provide more 1 and 2 beds. (will also assist in increasing the density).

approp. mix. 68 1 & 2 beds. 28 units
43 3 beds 68 units
59 4+ beds. 74 units

Need mix of 1, 2, 3 beds in both afford & priv-sector housing. (A) (K)

③ Remarks
PPG 3
POS for wider area — Could include 1-1 Ha.
Substantial landscape strips on edges — 0.83 Ha
If main road is maj. diversion rd — 0.25 Ha.

With main road — 5.32 Ha net developable.
W/out main road — 5.57 Ha net developable

5.32 - 30 ⇒ 160	35 - 186	50 - 266.
5.57 - 30 ⇒ 167	35 - 195.	50 - 278.

↓ Acceptable at this no in terms of meeting the lower densities.

More appropriate mix is likely to increase densities more in line with 35 dwellings per Ha.

④ POS
0.7 Ha defined by area which can be developed
LEAP - not the most appropriate location.
concerns re the impact of electricity pylons.
- not well located for the development as a whole
↓ Needs to be relocated. ↑ Centre of the site
LEAP - good ° of surveillance.
Lack opportunity for footpath round edge of site.

⑤ Landscape Strips
No objection in principle.
Need for greater degree of separation between the houses and the Wildlife Heritage Site beyond.

Units 8 & 9 need to be moved further into the site. 15m + deemed to be reasonable. Need to ensure this is well planted with native species to allow for better transfer from one space to another.

Units 27 → 49 provide back gates directly onto the open fields beyond. → Unacceptable. Need to provide l'scape strip 8–10m deep, similar to the remainder of the boundaries of the site.

↳ likely to result in loss of Nos. 31 & 36, 41 & 46. or similar.

Need for more significant structure planting throughout the site.

(6) Ecology

Need an ecological assessment of the site. Possible good redbud newts.

(7) Security / Design

Crime Prevention Design Officer raising an objection due to lack of surveillance.

Plans r/o 68 & 69, 53 & 54, units 76–81.

- No overlooking → nic. nbc & crime.

* Needs to be straight. Unacceptable as it stands.

Can contact D. Staddon for advice.

l'scape strip to rear — can be l'scaped to provide green route and maintain safety.

Enhance l'scape strips on boundaries & their status.

↳ Needed. from plann. pol 0.

→ POS 0.2 Ha not especially well overlooked (only units 86–89). Near gate in the main.

Opportunity to provide near onto this space.

→ fences will provide hard edge. will need better l'scaping as an absolute minimum.

(8) Parking
Affordable Housing → plans to have front flats results in a sea of tarmac and massive lorry & dropped kerbs.
Must be a better way of breaking this up.
Better landscaping needed.

(9) Aff. Housing
25 on 170 → 43 units
40 units provided on site. Deemed to be acceptable in terms of mix.
Problem in terms of their clustering in one area.
No more than 25 in one block to allow for better integration on larger sites. (Slough BC has appeal recently).
Concern ab Aff. Housing purely in one location.
Housing – Aff. Hous. to be done in 2 phases for funding purposes.
Could be in one location if phased
Needs to be ± across the site.
PPG3

(10) Housing design
(*) B 33? – delete dormer in roof, ensure 3 beds & loft room.
No velux windows on.
No velux in any roofs.
3 storey 3 bed houses in block – need to break up massing. Gables set forward, brick boundary etc to break up. Reduce roof ridge.
Remainder not a problem visually.

(11) Relats & dwellings
64 & 70 – 7m setback & shadowing & ogds.
overdominance.

58 & 56 - gdns & 56 possibly over-looked 9m.
57 - 9m deep gdn. (minimal)
94 & 95 - 11m rear to side gdns.
82-85 & 92 - 3 storeys.
beds at 1st & 2nd floor - overlooking & gdn.
(location/site plan & elev. does help).
32 & 33 - 9m rear to side elevation.
100 & 103 - 9m rear to side / rear elevation.

↓ Should this be 15m?

(12) Recreation
47k LEAP
17k Maintenance of LEAP
? maintenance of POS & Escape Strip
? University PC halls.
26k Library ? £18,300

(13) Education
Need to give history worked ~~correct~~ numbers.
£515,252 (OK)

(OK) Spk HW, LJ, PD, CB., JM.

Always a separate matter.

Feasible to provide more i.e. 2 beds, Escape buffer and better structure planting within the constraints of the site.

(14) Need for accessability from the site with computer links.

(5) Need breakdown of cp standards across the site and how worked out.

Looking for PPG3 standards.

eg 1, 2, 3 beds 1.5 spaces.

4 and 5 beds 2 spaces (parking)

Don't know what these figures are at present.

More dwellings → fresh applic^{n}.

Refusal as it stands at present

Heather Morgan

From: Hilary Wardale
Sent: 18 September 2000 17:30
To: Heather Morgan
Subject: RE: education contributions - Chatsworth Avenue, Winnersh

Heather,
The Chatsworth development is in the catchment area of:
Primary - Bearwood
Secondary - Forest/ Holt

From the latest capacity data (May 2000 for Primary schools; Jan 2000 for Secondary schools) all these schools are full, and we can even claim previous successful S106 requests for Holt and Forest.
As I understand, the mix of the proposed development of 225 new dwellings is:
- 51 x 1 bedroom (this assumes an equal divide of the 102 1 & 2 bed properties)
- 51 x 2 bedrooms
- 68 x 3 bedrooms
- 55 x 4+ bedrooms

It is assumed that there are no children generated from the 51 one-bedroomed dwellings. From the 174 other properties it is calculated that the number of pupils generated will be:

Nursery age:	174 x 0.044	= 7.7
Primary age:	174 x 0.3	= 52.2
Secondary*:	174 x 0.2	= 34.8
Sixth Form*:	Calculated on historic transfer rate per individual secondary school	= 10.4

Developer contributions are calculated using a formula based on the DfEE cost multiplier which estimates the cost of providing additional school places on a per pupil level across the country:

Formula: No of pupils * cost multiplier figure * regional factor

For the 2000/01 financial year the cost multiplier figures set by the DfEE for Wokingham are:

Primary Sector	£4,720 per place
Secondary Sector	£6,280 per place
VI Form Sector	£8,267 per place

The Regional factor for Wokingham is 1.06.
Hence the calculations for the Chatsworth Avenue development are:

Nursery age:	7.7 x 4720 x 1.06	= £ 38,525
Primary age:	52.2 x 4720 x 1.06	= £261,167
Secondary*:	34.8 x 6280 x 1.06	= £231,656
Sixth Form*:	10.4 x 8267 x 1.06	= £ 91,135
TOTAL CONTRIBUTIONS :		**= £622,483**

* PLEASE NOTE: It may sometimes be assumed that there are no Secondary/Sixth Form pupils from 2-bedroomed dwellings, to reduce the amount of Developer's contributions to a more acceptable level. In this case, the number of pupils generated from 123 dwellings will be:

Secondary :	123 x 0.3	= 24.6	instead of 34.8
Sixth Form:		= 7.1	instead of 10.4

Hence the calculations would be:

Secondary:	24.6 x 6280 x 1.06	= £163,757
Sixth Form:	7.1 x 8267 x 1.06	= £ 62,217

Thus the total Education contributions requested from the developer = **£525,666**

I hope this answers your query.

Regards
Hilary

-----Original Message-----
From: Heather Morgan

Heather Morgan

From: Hilary Wardale
Sent: 09 October 2000 15:04
To: Heather Morgan
Cc: Helen Rowlay
Subject: RE: Education contributions - Chatsworth Avenue, Winnersh

Hi Heather
Re housing development at Chatsworth Avenue, Winnersh, consisting of 170 new dwellings (170 net gain) of mix: 10 x 1 bedroom flats
18 x 2 bedroom flats
68 x 3 bedrooms
57 x 4 bedrooms
17 x 5 bedrooms
It is assumed that there are no children generated from the 10x1 bedroom flats, and that there are no Secondary sector pupils generated from the 18 x 2 bedroom flats (only nursery & Primary sector).
Contributions are as follows:

Nursery sector:	160 x 0.044 x 4,720 x 1.06	= £ 35,222
Primary sector:	160 x 0.3 x 4,720 x 1.06	= £240,153
Secondarysector:	142 x 0.2 x 6,280 x 1.06	= £189,053
6th Form sector:	(historic transfer rate for school)	= £ 50,824
	TOTAL	**= £515,252**

The money would be used for additional classrooms for Bearwood Primary and Forest/Holt Secondary schools.

Regards
Hilary

-----Original Message-----
From: Heather Morgan
Sent: 06 October 2000 10:18
To: Hilary Wardale
Subject: Education contributions - Chatsworth Avenue, Winnersh

Hilary,
Thanks for the info on a higher density development of 225 dwellings. I have a meeting scheduled for next Thursday to discuss the site. Please could advise me of the level of contributions for 170 dwellings with the following mix (as it stands at present).
10 x 1 bed flats, 18 x 2 bed flats, 68 x 3 bed houses, 57 x 4 bed houses 17 x 5 bed houses.
Hopefully it won't take too long as you have the magic formula.

Thanks a million.

Heather Morgan

CONFIDENTIAL

SAI PANEL BRIEFING NOTE

Application No: F/2000/2181

Address: Land at Chatsworth Avenue, Winnersh

Planning Officer : Heather Morgan

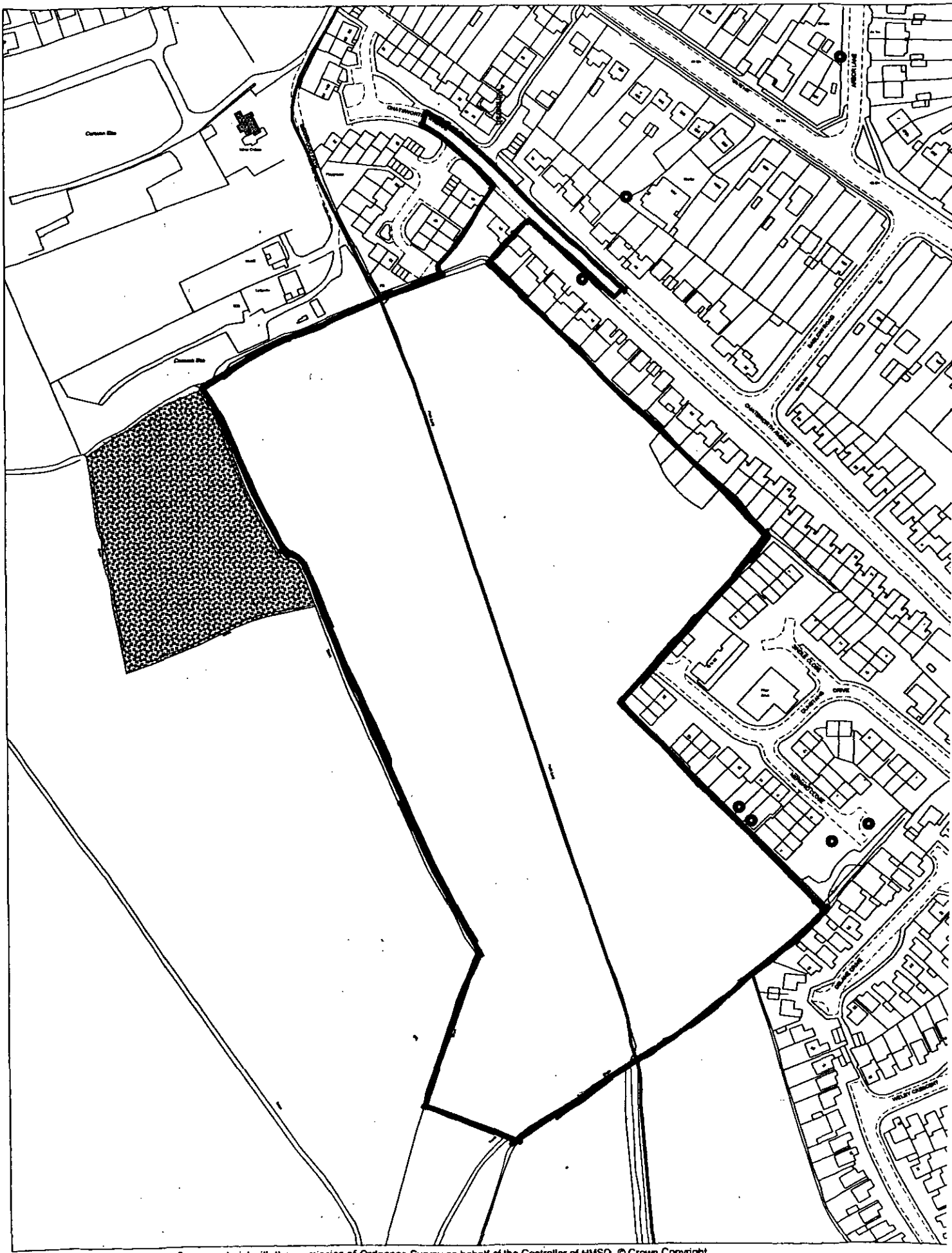
The site is allocated as a housing site in the WDLP (DD) and has been carried forward from the LALP. The site currently comprises an open field with a public footpath running through the centre of the site. This is to remain unchanged as part of the current proposal. There is a wildlife heritage site immediately adjacent to the site, in the south west corner. The site extends to 7.5 Ha.

The proposal will provide 10 x 1 bed flats, 18 x 2 bed flats and houses, 68 x 3 bed houses, 57 x 4 bed houses and 17 x 5 bed houses. 40 affordable units are to be provided on site. These will comprise the 1 & 2 bed flats plus 8 x 2 bed houses, 8 x 3 bed houses and 4 x 4 bed houses. These will all be accessed off Dunstan Drive. The remainder of the development will be accessed off Chatsworth Avenue, with the demolition of No. 61.

The scheme provides a landscape buffer round the site with the exception of a small section on the southern boundary. POS is to be provided on site. 0.7 Ha on the northern boundary (apparently common land which has a covenant to prevent building), 0.3 Ha in the south east corner with a childrens play area, and smaller areas round the periphery of the site.

Main Issues

- The level of contribution towards education facilities at primary and secondary school level in the vicinity of the site. Whether there are any specific upgrade works etc.
- Whether adequate amenity space had been provided on site. If not, what level of off site contribution should be sought. Monies which may be required for the provision of a LEAP and commuted maintenance sums.
- Whether there is a justification for requiring the full 25% of affordable housing on site, backed up by evidence. Whether these should be located in one section of the site. It is understood that the aplplicanht is in discussions with a Housing Association.
- Whether there is a need for contributions towards library facilities in the area.
- The impact of the traffic generated by the development upon the local road network and infrastructure. Monies for road safety measures etc. Monies for local transport initiatives eg phase 2 of the traffic calming on Chatsworth Avenue, crossing facilities at the nearby school.
- Monies towards community facilities etc.
- Mix of housing provided on site, including the for sale element.



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Development Control Section, Environmental Services, Wokingham District Council.
6 July 2000

Scale: 1 : 2500

N
W
S

Heather Morgan

From: Chris Hamilton
Sent: 06 October 2000 10:47
To: Heather Morgan
Subject: RE: SAI contributions - Chatsworth Avenue, Winnersh

Heather:

There is no quick or easy answer on this one. The issue is that the Local Plan identified a need for a new library in Winnersh and the Liberal Democrats have signalled their intention that we deliver this in the coming year.

In parts of the District where we already have adequately sized libraries, we usually seek contributions only to increase the stock by the required number of items to serve the additional residents.

Where library facilities are non-existent or inadequate to meet the new demand, we should seek contributions at a level that will help to establish the required capital fund. As a very rough guide, the smallest library we might build (200 sq.m.) would cost approximately £280,000 (excluding site) and would serve 7,000 people. This argues for a cash contribution of £40 per resident if the developer is able to provide an appropriate site, and more if we need to cover the cost of acquiring land. 2

Given the level of member and public interest in Winnersh, we need to ensure that we maximise the gain from any s.106 opportunity. In this particular case, I think the developer might also wish to consider the spin-off value of having a public library built in the vicinity.

Not a definitive answer, but hopefully enough to get you started.

Chris 170 × 2.7 → 459 × 40 £18,360 with land handed over (Part of the site?)

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

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

D. Swindells – Forest School .·. Have other plan for the site negotiations with developer.

-----Original Message-----
From: Heather Morgan
Sent: Friday, October 06, 2000 10:22 AM
To: Chris Hamilton
Subject: SAI contributions - Chatsworth Avenue, Winnersh

Chris,
You may recall we spoke the other day re library contributions for the above. The development is for 170 dwellings at present. I assume there is a standard formula for working out monies. Please could you provide a figure for contributions plus the formula and a justification. Lynette Baker undertook pre apps on this site, including monies. I have a figure of £26,250 for a static library. Would this still be correct ?

I have a meeting scheduled for next Thursday and would like to be able to give them all the info by that date. Ring if you have any queries.

Regards

heather Morgan x6446

Heather Morgan

From: Heather Morgan
Sent: 06 October 2000 10:22
To: Chris Hamilton
Subject: SAI contributions - Chatsworth Avenue, Winnersh

Chris,
You may recall we spoke the other day re library contributions for the above. The development is for 170 dwellings at present. I assume there is a standard formula for working out monies. Please could you provide a figure for contributions plus the formula and a justification. Lynette Baker undertook pre apps on this site, including monies. I have a figure of £26,250 for a static library. Would this still be correct ?

I have a meeting scheduled for next Thursday and would like to be able to give them all the info by that date. Ring if you have any queries.

Regards

heather Morgan x6446

Heather Morgan

From: Heather Morgan
Sent: 06 October 2000 10:29
To: Lisa Jarvis
Subject: Chatsworth Avenue, Winnersh and Mole Road, Sindlesham

Lisa,
The first application which you have been consulted on relates to the provision of 170 dwellings. I hope that you have a copy of the site plan, ring me if you haven't so I can get one done for you. They are providing a LEAP with a 20m buffer zone, plus other areas of POS, including one large area of 0.7 Ha. It would seem to equate to approx. 2 Ha if all the landscape buffers are included in the POS calculations.

Lynette Baker undertook pre apps and was given a figure of 47k for the LEAP and approx. 17k for maintenance. Please could you provide me with figures and a breakdown for maintenance of the wider areas. I have a meeting scheduled for next Thursday and would like to be able to give them figures then.

The second application is for Mole Road, Sindlesham and I think I've E Mailed you before. I'd appreciate a reply as the applicants are starting to hassle me.

Many thanks

Heather Morgan x6446

Heather Morgan

From: Heather Morgan
Sent: 13 September 2000 09:01
To: Hilary Wardale
Subject: education contributions - Chatsworth Avenue, Winnersh

Hilary,
I understand that you are dealing with education contributions while Helen is on holiday. I'd appreciate details of contributions etc ASAP. I've been asked by Cllr Siggery to give her some info on Parent Pupil Ratios and the likely contributions. This is on the basis that the scheme meets the Councils density and housing mix standards. For this site it would mean that the number of houses would be increased to a minimum of 225. The mix of these houses would need to be 102 1&2 beds, 68 3 beds and 55 4+ beds.
Please could you let me know the PPR and what the level of contributions would need to be. If you could get back to me ASAP on this member request, I'd appreciate it.

Regards

Heather Morgan x6446

Heather Morgan

From: Sharon Whittaker
Sent: 15 September 2000 13:23
To: Heather Morgan
Cc: Howard Squires
Subject: Chatworth Ave Housing

Heather
Thanks for your message, I am pulling together the information you require so will not be able to give a formal response until next week. However, I can confirm the following at this stage:

- **Funding**
  With regard to Cllr Siggery's concern about funding the units, Thames Valley HA will be bidding to the Housing Corporation for funding for the affordable housing units. The deadline for bids is 16th Oct and it is not until the year end that we will know whether they have been successful in achieving funding for the scheme through this route. This funding option would secure funding for the 40 units over a 2 year period, so the HA could achieve 20 units a year over the next 2 years. This is why we need the units to be spread across 2 phases of the site and not all clustered together in 1 phase.

  If Thames Valley are unsuccessful in this bid we will need to look at other funding options (which would include increasing the number of shared ownership units on site, or other such options).

  I am concerned that if we seek a reduced number of affordable units here, even if they are at a greater discount, then we will be setting a precedent for other developers on other sites, compromising our future ability to achieve affordable housing elsewhere. Do you have a view on this?

  Currently the waiting list figures show a significant demand for affordable housing in the Winnersh area:

  Shared Ownership

1 or 2 Bed (couples & singles)	273
2 or 3 Bed (families with 1 child)	108
3 Bed (families with 2 children)	72
4 Bed (families with 3+ children)	17

  Rented

Property Type	Transfer	Housing Register	Total
1 Bed Flat	8	320	328
2 Bed Flat	13	157	170
2 Bed House	13	157	170
3 Bed House	41	73	114
4 Bed House	16	8	24

- **Other**
  I do not have a plan indicating other Housing Association stock in the vicinity, however, I will try and get hold of a location plan from Andrew Spicer and indicate any HA units for your information.

Hope this is helpful? I'd appreciate your views concerning precedents.

Thanks
Sharon
x6817

Heather Morgan

From: Sharon Whittaker
Sent: 29 August 2000 15:33
To: Heather Morgan
Cc: Howard Squires
Subject: Land at Chatsworth Avenue, Winnersh - F/2000/2181 Housing

Heather
Thanks for your memo of 17th August 2000, which Howard Squires has asked me to reply to.

We have discussed the plans with Thames Valley Housing who would be the Housing Association partner delivering the affordable housing units on this site and would make the following comments:

The schedule of house types only indicates 20 units as affordable (Plots 159-162, 165-168, 151-158, 163, 164, 169, 170), however, as this is below the level of affordable housing generally sought, we have assumed that the 20 flats (Plots 131-134, 139-144, 135-138, 145-150) are also proposed as affordable. Please can you confirm if this assumption is correct?

Other concerns are that the units are clustered in one corner of the development, and would be constructed in 1 phase. It would be preferable for the units to be located in say 2 different parts of the site, so they could be phased over the 2 year construction programme. This would facilitate funding of the units and would also have the beneficial effect of breaking them up from their current location adjacent to an existing social housing scheme, creating a more directly mixed tenure, sustainable development.

The current proposal segregates the affordable units from the other housing by giving separate access routes. I understand that the council has a land interest in the Dunstan Drive access which the current proposals would not appear to serve to maximum benefit.

Please can you give me a call so that we can have a chat about this.

Thanks
Sharon
Housing Strategy Officer
x6817

Aff. housing in one location on Paperwhite. One phase closer to childrens play area & POS. Better integrated

14/9/00
Left message for Sharon re SSE. housing plan for Winnersh. and issue of £ for 7 TA affordable housing units.

Heather Morgan

From: Heather Morgan
Sent: 26 September 2000 09:53
To: Lisa Jarvis
Subject: SAI contributions - Chatsworth Ave, Winnersh Rec

Lisa,
Hopefully you should have been consulted on the above application. I am aiming to have a meeting with the developer in a fortnights time and would like to have all the details to hand. I would greatly appreciate your comments in respect of LEAP's, play areas, the location of the play area, any off site contributions and whether there is scope for a contribution towards library provision.
I look forward to your comments.

regards

Heather Morgan (Planning)

Heather Morgan

From: Heather Morgan
Sent: 26 September 2000 09:59
To: Tom Callaghan
Subject: Chatsworth Avenue, Winnersh

Hi,
Bovis Homes want to have a meeting in the near future to discuss the above application. I am hoping to set it up in the next fortnight. I'd really really really appreciate if I could have your comments in time for the meeting. When I spoke to the applicant and I mentioned that I'd need to look at density he said that 170 dwellings was the maximum number of dwellings that could be accommodated by the two access points. I assume from his tone that this limit had been given by us. I'd appreciate your comments on this particular point ASAP.

Thanks a million

heather Morgan (Planning)

Basia Polnik

To: Prue Bray
Subject: RE: Bovis application behind Chatsworth Avenue (F/2000/2181)

Dear Cllr Bray

Yes, I am currently waiting for a revised proposal amending layout etc. With regard to highway issues Tom Callaghan has been involved in negotiations. It is likely that the number of houses will be increased to approx.200 which would mean that the existing application would need to be withdrawn and a new application resubmitted. When this happens you will of course be notified.

Regards
Basia Polnik

-----Original Message-----
From: Prue Bray [SMTP:Prue@Bray.Telinco.Co.UK]
Sent: 25 April 2001 10:19
To: Basia Polnik
Cc: Tom Callaghan
Subject: Bovis application behind Chatsworth Avenue (F/2000/2181)

Basia,
There appears to have been no movement on this application since December. One of my concerns is that the transport considerations are holding up the possibility of doing something with traffic calming in Arbor Lane, that we agreed to progress at last July's Highways sub. Also, any further tweaks to the cross-roads and/or Churchill Drive and Chatsworth Avenue are ruled out while this application hangs over us.
I assume you are still waiting for revised plans. Do you yet know when these are likely to materialise?
Prue Bray

Chatsworth Avenue 29/10 version

Pois sub end Nov / ka ; DCC

HA: TIA to be submitted. in progress

dump applicn

Recreation: require 1.8ha of open space (2 provided)

where ? play facilities - older children.

Current area shown — no 20m buffer zones.

425 x 1000 / 1000 Move evenly distributed given St Dunstan's play area.

LEB → { £47000 for LEAP; commuted sum £17,000
+ commuted sum for open space:

Community facilities: £?

Library: £~~28,250~~ 26250

Edt: Dec

Layout submitted 29/10.

Principles not detail

~~AATK~~ ?

≠ pkg areas taken up

≠ settlement edge (smaller units?) buffer

≠ Access to 69-56 block re distance from cps.

≠ good walks of OS

≠ relationship with common areas

≠ footpath → R. Aves

≠ greens (go back re/p to hs).

≠ fencing along rd

≠ footpath links → Reading Rd

≠ loc'n of ctt hg of St Dunstan's

— TC re: David Antill re comments a principles of access.

→ footpath over POS Consult Cllr Cromwell. Service strip w/ footpath on rd.

Chatsworth Avenue.

Smaller units: not all flog & ur St Dunstans.

Access – could be agreed on 10/99 proposal.

Statistics wasn't support Affra.

Send Mrs Siggery any further proposals for site

Date: 4 November, 1999

To: Case Officer

We have received a CONFIDENTIAL PRE-APP

Application Number :

Location : Chatsworth Avenue, Winnersh

Proposal : 170 UNITS

Applicant : Bovis Homes

Case Officer : Mrs L Baker

The new plans show:

Comments are required by 10th November 1999.

If a copy of these plans are not attached to this letter you may view them in the Planning Section at the Council Offices, Shute End, Wokingham (Opening hours 9am - 5pm Mon - Thursday & 9am - 4.00pm Friday) or at Woodley Library, Headley Road, Woodley (Opening hours 9.30am - 7pm Mon, Thurs & Friday, 9.30am - 5.00pm Tues, 9.30am - 1.00pm Sat and closed all day Wednesday).

Should you have any queries regarding this application please contact the case officer Mrs L Baker on extension 6447.

CONFIDENTIAL PRE-APP

(RING ONE)

1970

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

App No. (Planaps) / (Ludhouse) Date Rec. 29:10:99

Location: Chatsworth Avenue

Parish Wingerworth

Applicant: Bovis Homes

Description of attached plans 170 Units - site layout

Drawing No's: WNSP/1

CONSULTEES

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

Please tick which of the following you wish consulted.

OTHERS: Env. Health
Leisure
POW

		Drawing No's
1.	NK (Landscape & Trees)	✓
2.	NK (Env. Design)	
3.	XA (Highways)	✓
4.	NF (Building Control)	
5.	BC/DC Liaison	

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

NEIGHBOURS:

Date for Responses 7 DAYS by 10/11 latest.

FURTHER ACTION

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

Redate Application Y / N From

New Site Notice Y / N

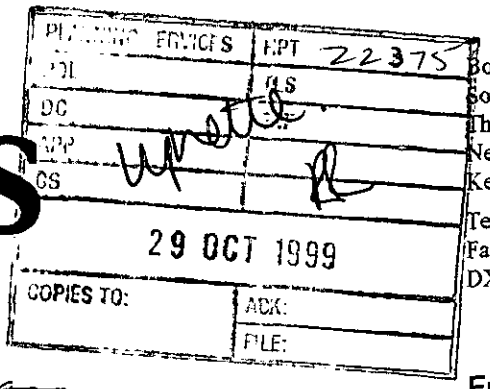
New Description

CASE OFFICER

Consultations Sent by Admin. on 10/11/99

Yellow - Part One Copy
Green - Officer's Copy

DX 33506 - WOKINGHAM.



BOVIS HOMES

Bovis Homes Limited
South East Region
The Manor House, North Ash Road,
New Ash Green, Longfield,
Kent DA3 8HQ
Telephone: 01474 872427
Facsimile: 01474 873849
DX: 41950 New Ash Green 2

To LYNETTE BAKER
WOKINGHAM DISTRICT COUNCIL
cc. J. BARBER
M. SHARPE

From K.R.PYE

Date 29/10/99

CHATSWORTH AVENUE, WINNERSH

PLEASE FIND ATTACHED COPIES OF SITE LAYOUT DRAWING NOS WNSP/1 AND 2 FOR YOUR INFORMATION PURPOSES.

COULD I PLEASE REQUEST THAT YOU TELEPHONE JOHN BARBER OR MYSELF TO ARRANGE AN EARLY MEETING TO DISCUSS OUR PROPOSALS.

Keith Pye

BOVIS HOMES

Bovis Homes Limited
South East Region
The Manor House, North Ash Road
New Ash Green, Longfield
Kent DA3 8JE
Telephone: 01474 872427
Facsimile: 01474 873849
DX: 41950 New Ash Green 2

Registered Office: Bovis House, Lansdown Road
Cheltenham, Gloucestershire GL50 2JA
Registration Number: 397634 Registered in England

Planning Department
Wokingham District Council
Wellington Road South
Wokingham
Berks. RG11 1BN

Attention : Lynette Baker : Case Officer

PLANNING SERVICES
POL | TLS
DC | ENF 13466
APP | UB
CS
21 JAN 1999
COPIES TO: | ACK:
FILE:

19
~~20~~ January 1999
Our ref: PF/CC

Dear Sirs,

RE: LAND OFF CHATSWORTH AVENUE, WINNERSH

Following our telephone conversation today, please find attached duplicate copies of our 1:1250 scale Master Plan (preliminary draft) to be discussed at our meeting on Thursday 28th January 1999 at your offices at 10 am.

We look forward to your comments.

Yours faithfully,

P.Fulgoney R.I.B.A.
Senior Architect

Encl.

Copy - GEOFF BLAKE - BOVIS HOMES (HEDGE END) OFFICE

Chatsworth Avenue. 27/1.
Meeting: Peter Rooney, Geoff Blake, ND, LEB

+ footpath

+ bunker - maintenance - transferred to WDC → LA
WHS -

+ power lines.

+ cul de sacs - footpaths.

+ orientation & units
ownership of land.

+ affordable housing. R8Z 301.
split into gps of <25.

+ TC re LA?

+ hs designs.

+ layout - sts & cul de sacs U
back edns / security.

+ TPOs / using nat features - on site.

- stream - wildlife habitat.

- March 1st week: subdiv applic'n.
- LA to be drafted dump pg applic'n

TC re Westbury's work on LA: shared bill?
may hold up LA + dep on Westb.

- Phasing? restrictions.
  - dep on off-site highwk offsite } TC
  - dep on TIA + identify.

AFFORDABLE HOUSING BRIEF: CHATSWORTH AVE.,WINNERSH
(These heads of terms are subject to the agreement of RSL's)

Requirement: Transfer at nil cost to the Council or its chosen Registered Social Landord up to 30% of all new dwellings as affordable homes

Housing Need in District:
The Housing Needs Survey 1997 identified that Wokingham District has an overall need of 4,415 affordable homes by 2006 (This includes 2808 concealed households with incomes of less than £17,500, adjusted by dmographic growth; 707 families on the District Housing Register and a projected increase of 900 homeless families over the period. The consultants have assessed that up to 2006: RSL's will need to build/ acquire 950 affordable homes (assured rented and shared ownership) Additionally the Council needs to secure through development briefs the delivery of 2000 low cost market smaller homes and up to 800 private rented homes

Housing Need in Winnersh
The Housing Needs Survey 1997 identified in the parish of Winnersh that there are currently 240 concealed households, 202 of which were seeking 1/2 bedroom homes; 30% of whom were seeking rented accomodation and 42% of whom had incomes less than £15,000

1.1 On the basis of a total development of..... dwellings,..... plots of fully serviced land shall be made available to Registered Social Landlords (RSL's) approved by Wokingham District Council (the Council/

1.2 The..... plots will not be provided in a single parcel of land but will be broken up into smaller parcels of no more than 25 dwellings in locations to be agreed between the developer and the Registered Social Landlords.

2.1 Definition of Affordable Housing
" Housing of different tenures provided with subsidy support dveloped and managed by approved RSL's for people who are unable to resolve their needs in the private housing market because of the relationship between local housing cost and incomes"

2.2 These tenures are to include..... homes for rent through assured tenancies managed by Registered Social Landlords registered with the Housing Corporation and supported by the Council.

OPENSPACE.

Houses 180 x 2.7 (average house size) = 486

$$4.3 \times \frac{486}{1,000} = 2.08 \text{ ha}$$

POS $145 \times 45 = 6525 \text{ m}^2$
$= 0.65 \text{ ha}$.

1 hectare $= 10,000 \text{ m}^2$

WHS $115 \times 75 + 65 \times 15 = 9600$
$= 0.96 \text{ ha}$ + incidential landscaping which is usable to the public due to track through linear openspace. calculation approx. ok

Issues.

- Road leading through rural area in bottom left corner.
- Electricity pylon.
- Move POS, as not much of a buffer to Heritage site.
- footpath through to social housing
- Existing footpath positioned along arterial road.
- Incidential landscaping around all of site

WOKINGHAM DISTRICT COUNCIL

To _____

Date _____ Time _____

WHILE YOU WERE OUT

Name _____

Of _____

Phone No. _____ Ext. _____

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

MESSAGE _____

_____

_____

_____

_____

_____

Signed _____

Bovis Homes - Chatsworth Avenue.
~~Peter Fulgoney~~, Jeff Baker 9/11

- see Tom Re. his comments on access options. sent memo 9/11 *
- Pg app by end Nov?
- footpath - attempt to keep it as it is.
- fencing alt of WHS/copse.
- 18 acre - poss loc'n adj to St Dunstans ~~for~~ instead of soc hg.
- culverting ditch - EA.
- kickabout/play area -- see leisure.
- Commonland adj to St Dunstans - ? when sold to WDC by Church. see Prop'y.
- Pg. history.
- Copse - WHS?
- 180 hs poss - provided.
- noise attenuation.
- affhg: in sep blocks?
- sketch layout to be submitted for Dec's SA!

Chatsworth Ave.

Mrs. Siggery:- does <10 shared ownership.
- No soc hq.
- high quality 2/3 small units → commuting.

- spk TC re Traffic survey £ contrib.

- full requirement O.S. - Kickaboard area.
- Keep atting away from St Dunstans
- no more children's play equipment.
  ↳ better to have nat. woodland.

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(These heads of terms are subject to the agreement of RSL's)

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" Housing of different tenures provided with subsidy support dveloped and managed by approved RSL's for people who are unable to resolve their needs in the private housing market because of the relationship between local housing cost and incomes"

2.2 These tenures are to include..... homes for rent through assured tenancies managed by Registered Social Landlords registered with the Housing Corporation and supported by the Council.

2.3 These tenures will also include.... homes for through equity share and shared ownership managed by Registered Social Landlords registered with the Housing Corporation and supported by the Council. The Registered Social Landlords and the developers will need to demonstrate to the Council that these homes are not only affordable to the initial occupiers but will *remain affordable in perpetuity*.

3.1 Nomination Rights
The Registered Social Landlords have the intention of providing the housing accommodation detailed in 2.2; and 2.3 to persons nominated to the Registered Social Landlords by the Council and to make the completed dwellings avilable to the Council for nomination

3.2 The Council will be granted by the Registered Social Landlords 100% nomination rights in respect of initial tenancies and thereafter nomination rights for 75% of all subsequent tenancies of all affordable dwellings provided through the scheme during the Nomination period of 80 years

4.1 The Council and the Housing Corporation will endeavour to make available adequate Social Housing Grant or its equivalent to deliver all the affordable homes

4.2 If within 12 months of the announcement date of both the Council and the Housing Corporation annual funding programmes there is no alternative funding arrangement agreed then the Registered Social Landlords will be able to privately let the homes at cost rents for an agreed period with the Council until adequate funds are available

5.1....The developer will transfer the fully serviced plots for the affordable housing to the Council or the Council's chosen Registered Social Landlord at nil cost within three months of the developer signing the s106 Agreement.

Wokingham District Social Housing Criteria for Partnership Housing Associations

Eligibility for Partnership status

- RSL's working in the South East Region with a local management base, or prepared to **agree** to set up a local base after 100 homes have been established
- RSL's that regularly attend the Community Services Forum, the HA Group and the associated working groups
- RSL's that provide to the Council Annual reports and accounts and all the required performance monitoring information to an agreed timetable
- Other RSL's subject to the criteria detailed above it has been agreed could persue privately funded initiatives until a local track record of meeting needs have been established. This is with sole exception of major competitions where these RSL's will be given the opportunity to compete through Consortium structures.

Schemes to meet housing needs

- RSL schemes need to meet priorities identified in the current Communnity Services Plan (includes Housing Strategy). The Housing Strategy Officer and the Housing Strategy Assistant will provide Housing Briefs for each site or housing opportunity and therefore it is important to discuss each new scheme with them at the earliest possible opportunity. They can also advise on how to proceed with larger sites (over 20 plots) or politically /planning sensitive sites.
- RSL schemes should be in sustainable locations, wherever possible on urban brownfield/ contaminated sites, and have good access to local facilities, schools and public transport.
- RSL schemes to meet Care Needs identified in the Community Services Plan need to have the support of the Wokingham District Local Joint Planning Group before proceeding to a bid submission.

Affordability of Schemes

- All Social Rented Housing schemes should have rents set below the Housing Corporation benchmark rents for TCI area B
- The occupation costs for all Shared Ownership schemes should be agreed with the Council prior to bid submission to ensure that they meet the needs of new households identified in the Housing Needs Survey 1997
- In all private rented schemes secured through Planning Agreements the Council would expect to see the rents at cost-rent or less; in schemes acquired on the open market the Council would expect that market rents would be required by RSL's.

Housing Plus

- RSL's should demonstrate how their schemes provide opportunities to meet Training, Education, Health and Community Care needs in District

Housing Management of Schemes

- RSL's are encouraged to join the common District Housing Register or ensure that their Equal Opportunities, Tenant Participation and other Managemnt policies accord with the best practice.
- Each RSL working in the District will need to provide the Council with 100% nominations on initial lettings and 75% thereafter; regardless of how the site is secured

Quality of Development Standards

- RSL's need to comply with the following space standards:-

4 Bed	6 person	Semi/end terrace house	97m2
3 Bed	5 person	Semi/end terrace house	87m2
2 Bed	4 person	Semi/end terrace house	77m2
2 Bed	4 person	Semi bungalow	70m2
3 Bed	5 person	Wheelchair bungalow	101m2

- RSL's need to comply with the Housing Corporation Scheme Development standards and ensure **accessibility to all dwellings** for people with physical disabilties at ground floor level and that all bungalows are built to be fully wheelchair accessible.
- RSL's are requested to ensure that their new housing briefs provide **Flexible homes** that will not only meet the the present occupants current housing and care needs but will also be capable of meeting their changing needs over their lifetimes and meet the needs of future occupants. The Council is not seeking that homes strictly conform to all sixteen detailed specifications for 'Lifetime Homes' but the adoption of a new way of thinking about house design. This would include the need for all family sized homes to be provided with an enlarged ground floor WC with shower trap provision so that if required this can be used by a person w9ith physical disabilities as a ground floor shower room

Local Agenda 21 and Energy Efficiency Standards

- The Council has an adopted Environmental Strategy which makes a corporate commitment to consider the environmental implications of all the Council and its Partners actions; seeking to implement a Local Agenda 21
- RSL's need to consider schemes that can demonstrate global sustainability ie: Development briefs that incorporate the WDC Planning Guidelines A4 & A5 (including the greater use of terraced housing,orientation of houses to exploit solar gain and the use of tree/vegetation shelterbelts); avoiding use of non renewable resources and adopting best practice in waste management systems
- RSL's need to consider schemes that can demonstrate local sustainability ie: conversion of offices or large dwellings; and Purchase and Repair.
- RSL's need to comply with the following energy standards for both social rented and shared ownership homes:-

Family homes (worst case scenario)	>NHER 9	SAP 90
Bungalows (worst case scenario)	>NHER 8	SAP 75
Refurbished houses	>NHER 8	SAP 75

PLANNING SERVICES | HPT
POL | TLS
DC | CHF
CS
14 SEP 1998
COPIES TO: | ACK: | FILE:

18 ACRE RESERVE ALLOCATION SITE, CHATSWORTH AVENUE, WINNERSH

NOTES OF MEETING ON 4/9/98

Present :	Mr.T.Callaghan	-	Wokingham D.C.Highways
	Mr.A.Lee	-	Bovis Homes - Engineer
	Mr.G.Humphrey	-	Bovis Homes - Town Planner
Circulation :	Those present +		
	Mr.S.Auton	-	Wokingham D.C.Highways
	Ms.L.Baker	-	Wokingham D.C. Planning
	Mr.R.Ford	-	Wokingham D.C. Planning

1. **Development Proposals**

1.1 Some 170 to 180 houses are proposed for the site.

2. **Site Access**

2.1 The staggered junction option is preferred over the mini-roundabout option for safety reasons.

2.2 The use of a tee junction within the site close to the site entrance branching to serve a maximum of 100 units off each arm was thought to be satisfactory, subject to further consideration by Mr. Auton.

2.3 To justify 60m 'Y' distance for sight lines, a speed survey of Chatsworth Avenue at the proposed junction location will need to show 85 percentile wet weather speed is at or below 27 mph. If this cannot be shown, then either a scheme of traffic calming, or the use of 90m 'Y' distance will be required.

2.4 Build outs on Chatsworth Avenue to reduce speed were preferred to vertical deflections, especially as the road is presently wider than 5.5m.

2.5 The requirement for a secondary access is to be checked with Mr.Auton and will depend on the internal road hierarchy.

2.6 The present status and the extent of the adoption agreement of the adjacent housing association road, which appears to abut the boundary, is to be checked with Mr. Auton.

2.7 The location of the highway boundary along Chatsworth Avenue and Baslow Road is to be checked with Mr. Auton.

3. Traffic Impact Assessment

3.1 An assessment will be required to consider the impact of the site. Early agreement on traffic distribution away from the site, and trip generation will be required to enable the figures to be used to consider :-

i) Congestion along Reading Road and the Sainsbury traffic lights.

ii) The limited right turn stacking distance for traffic waiting to turn into Baslow Road, together with the close proximity of the Arbor Lane junction opposite.

iii) Impact on Churchill Drive / Baslow Road.

iv) The location of employment centres for new residents.

v) Sustainability issues and the levels of public transport close to the site.

vi) Safe routes to schools (especially as 1 in 6 peak hour journeys are school runs).

vii) The possible use of the public footpath which crosses the site.

viii) Whether a reduction in parking standards can be supported by the integration of public transport and cycleway / footways.

4. Babtie Report

4.1 This 1997 report considered sustainability issues including a Fast Track bus route between Wokingham and Reading, and cycleway / footway issues.

5. Westbury Development off Chatsworth Avenue

5.1 Approval for 36 units has been given subject to agreeing financial contributions towards off site improvements.

6. Possible T I A Consultants

6.1 Mr. Callagham put forward the names of four consultants who regularly worked within the area. These were :-

i) Babtie
ii) TPK of Newbury
iii) Stuart Michael Associates of Newbury
iv) Robert Ballamy & Partners of Fleet

7. Timing of Planning Applications

7.1 Wokingham D.C. planners are keen to promote the development of reserve housing allocation to be able to substantiate appeals on other sites.

7.2 A Planning Application will be submitted as soon as the proposed access arrangements are agreed.

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2.3 These tenures will also include.... homes for through equity share and shared ownership managed by Registered Social Landlords registered with the Housing Corporation and supported by the Council. The Registered Social Landlords and the developers will need to demonstrate to the Council that these homes are not only affordable to the initial occupiers but will remain affordable in perpetuity.

3.1 Nomination Rights
The Registered Social Landlords have the intention of providing the housing accommodation detailed in 2.2; and 2.3 to persons nominated to the Registered Social Landlords by the Council and to make the completed dwellings avilable to the Council for nomination

3.2 The Council will be granted by the Registered Social Landlords 100% nomination rights in respect of initial tenancies and thereafter nomination rights for 75% of all subsequent tenancies of all affordable dwellings provided through the scheme during the Nomination period of 80 years

4.1 The Council and the Housing Corporation will endeavour to make available adequate Social Housing Grant or its equivalent to deliver all the affordable homes

4.2 If within 12 months of the announcement date of both the Council and the Housing Corporation annual funding programmes there is no alternative funding arrangement agreed then the Registered Social Landlords will be able to privately let the homes at cost rents for an agreed period with the Council until adequate funds are available

5.1....The developer will transfer the fully serviced plots for the affordable housing to the Council or the Council's chosen Registered Social Landlord at nil cost within three months of the developer signing the s106 Agreement.

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Full Planning Application F 2000/2181

Proposed Residential Development
at
Chatsworth Avenue, Winnersh

Bovis Homes Limited

October 2000

SUMMARY REPORT ON TRANSPORTATION CONSIDERATIONS

SMA Ref: 772/SMA/JGP/sb

WP File: Rep.772

LPA Ref: F 2000/2181

Circulation: Wokingham District Council
Bovis Homes Limited

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(Computer Printouts & Discs have been sent to the Council previously)

1.0 INTRODUCTION

1.1 **Stuart Michael Associates (SMA)** was appointed by Bovis Homes Limited (the Applicant) in November 1998 to assist with the preparation of a planning application for circa 170 dwellings at Chatsworth Avenue, Winnersh. SMA is providing specific advice with regard to access and the broader transportation issues.

1.2 Following preliminary discussions with the Council's Highways Development Control Officer, Mr Tom Callaghan, a **comprehensive submission** was made to the Council under cover of SMA's letter dated **16 December 1998** (most relevant extracts provided at **Appendix 1** to this report).

1.3 A **meeting** was subsequently held with Messrs Coe/Callaghan on **20 January 1999** to review SMA's research and traffic impact assessments, to discuss the Council's emerging transport strategy for the A329 and to consider a package of integrated transportation measures (potential Section 106 Planning Obligations). A **record of the meeting** was sent to the Council on 25 January 1999 (copy attached at **Appendix 2** of this report).

1.4 **Further meetings** were subsequently held with Officers to establish agreement in principle over the **proposed access details** (Section 2.0 of this report refers) and to examine various **options for improving the Baslow Road** junction with Reading Road (letter and relevant enclosures dated 14 September and 2 October 2000 – attached as **Appendix 3**).

1.5 The position reached to date regarding all of the research and discussions that have taken place with the Council over the past 22 months can, in the opinion of SMA, be succinctly summarised as follows:

a) there is common agreement that the proposed development site is well related to shops, schools, employment opportunities, public transport and local facilities;

b) there is scope to provide additional cyclist facilities and links to the Reading Road

c) it is technically feasible to achieve a suitable access onto Chatsworth Avenue and to extend Dunstans Drive

d) several options for improving the junction of Reading Road with Baslow Road and Arbor Lane have been examined and tested (operational capacity); SMA is of the view that on-balance the preferred option could be to introduce traffic signals in preference to a roundabout

Continued....

1.5 Cont'd

e) the Council may wish to await the outcome of the proposed A329 multi-modal studies before a decision is made with regard to the A329 junction; a financial contribution mat be sought by the Council towards the A329 corridor strategy in lieu of specific works (subject to the guidelines of Circular 1/97);

f) there is common agreement that the provision of the Council's proposals to implement Phase II traffic calming measures on Chatsworth Avenue and Churchill Drive would be beneficial to existing and future residents and would help deter, or control speeds of, non-access-through-traffic;

g) SMA has, on behalf of the Applicant, confirmed the willingness of the Applicant to come to agreement with the Council upon a package of integrated transport measures (including possible safer routes to school initiatives);

h) as a consequence of the detailed submissions and discussions held with the Council, over a substantial period of time, there is unlikely to be an objection raised on highways grounds provided certain undertakings are made by the developer (Section 106/278 Legal Agreement).

2.0 ACCESS STRATEGY

2.1 **Drawing No. 99.772.004 Rev B** illustrates the access details proposed at No. 61 Chatsworth Avenue. This is intended to provide vehicular access to approximately 130 dwellings with the balance of the development accessed via an extension of Dunstans Drive. Secondary emergency access and cyclist/pedestrian links would be provided between the development site and with Dunstans Drive.

2.2 It is proposed to reduce the width of Chatsworth Avenue in the vicinity of the site's access from 6.0 metres to 5.5 metres to accord with the similar works carried out on Chatsworth Avenue in connection with the Westbury Homes' proposal, to enhance access visibility, to widen the existing footway and to complement the Council's Phase II traffic calming measures proposed for Chatsworth Avenue.

2.3 Bearwood footpath, a public right of way, will be retained along its existing route albeit upgraded (surfacing made up) within the development site.

2.4 The development site lies within reasonable walking and cycling distances of the local schools, shops, employment areas and to the two railway stations. School buses and the Shopabus run along Chatsworth Avenue and there are regular bus services on Reading Road. Adequate existing pedestrian links are available to and from the site via Chatsworth Avenue, Dunstans Drive, Churchill Drive, Bearwood footpath and Baslow Road.

2.5 Provisions are to be made within the site's road layout to facilitate the possibility of future bus access.

3.0 BROADER TRANSPORTATION ISSUES

3.1 The A329 Reading Road is a heavily trafficked district distributor road and congestion occurs at peak times. Surveys carried out by SMA and previously by the former County Council had indicated that non-access-through-traffic had been using Churchill Drive and Baslow Road presumably at peak times to avoid the Winnersh crossroads.

3.2 The Council has implemented speed control/traffic calming measures (Phase I scheme) along Churchill Drive and to a lesser degree at Chatsworth Avenue and Baslow Road. These measures have reduced speeds and may have deterred a proportion of the "rat-running" traffic. Queues are still observed at the Baslow Road junction during the morning peak period.

3.3 The Council had identified the Application Site as a suitable site for new housing in the Loddon Area Local Plan (May 1995). It was reaffirmed in the deposit Draft District Local Plan 1997 (Policy WH2 – Reserve Site WI 13) and subsequently designated a "priority site" in June 1998. In selecting the site the Council's assessment had acknowledged the site's good accessibility to local facilities, to regular public transport services and envisaged that an improvement could be required at the Baslow Road/A329 junction.

3.4 It is commonly agreed that the proposals for the site sit comfortably with the key objectives of PPG3 (Housing) and PPG13 (Transport) in respect of location and accessibility to a range of facilities by modes other than the car. Notwithstanding there are wide transport choices and that many local trip ends are within cycling and walking distance, junction capacity modelling has been carried out using the "worst case" scenario of unrestrained traffic growth and higher than average trip generation rates. The models have further assumed peaks within the peak hour using a synthesised demand profile.

3..5 The **initial assessments** examined the existing situation and the cumulative effects of the Westbury development, traffic growth on the A329 and the Bovis development (**Appendix 1 refers**). The objective modelling confirmed what one generally observes at the junction. The morning commuter period is more congested than the evening peak period. The Reading Road is particularly busy with slow moving queues and queues form on Baslow Road and Arbor Lane.

3.6 The existing staggered junction arrangement is effectively operating above its theoretical capacity in the morning peak but well within capacity at other times of the day (Tables 1 & 2 refer).

3.7 To broadly maintain the status quo (no junction improvement) and to accommodate further development traffic from both the Westbury development and the Application Site it would be advisable to implement Phase II of the Council's traffic calming proposals and further reduce "rat-running" and equally target a modal shift of 30 trips from car to other modes during the morning peak. 30 vehicular trips as a percentage of the peak hour total for the new developments (Westbury/Bovis) would be circa 18%. This would not be an unreasonable target.

3.8 The numerical modelling of the Churchill Drive/King Street Lane junction (Table 3) indicated that the junction would continue to operate satisfactorily.

3.9 The potential contribution of development traffic to the throughput of traffic at Winnersh crossroads would be low (Figures SMA 8 & 9 refer).

3.10 Options for converting the Baslow Road junction to a roundabout with associated improvements at Arbor Lane have been considered (Figures 12 to 14) and have been modelled. The operational effect of introducing a roundabout would be to significantly improve conditions on Baslow Road to the detriment of users of Reading Road (Table 4). It should be noted that in terms of the ARCADY3 model, once the RFC value of 1.0 is exceeded the computed queues spiral. This would not necessarily reflect the situation on the ground though the overall effect would be to add to existing delays and journey time on Reading Road during the AM peak period.

3.11 A junction improvement at Baslow Road in the form of a roundabout (outline details as per Figures SMA 12 and 14) could be considered. However such an investment in junction capacity enhancement could run contrary to national and local transport policy objectives of encouraging modal shift and traffic reduction.

3.12 Further discussions with the Council's officers indicated a preference more towards road safety measures and enhanced pedestrian crossing facilities rather than a roundabout solution. Other material considerations such as the A329 corridor strategy (possible reallocation of roadspace for buses, cyclists and HOV lanes) and the desire to reduce "rat running" along local roads suggested that some form of traffic signals may be more appropriate.

3.13 At the request of the Council, Bovis Homes procured a topographical survey of the Baslow Road/Arbor Lane junctions and instructed SMA to look at the options for signalising the junction (**Appendix 3 refers**).

3.14 The assessments indicate that whilst the signals would generally exceed capacity during the critical part of the morning peak hour there would be an improvement upon Baslow Road. The comparison of signals with the roundabout option (Tables 4 & 7) clearly demonstrates that the least disruptive mode of operation with regard to the Reading Road traffic streams would be traffic signal controls. For a greater part of the day the signals would run on a simple 2 stage cycle with vehicular actuation for the minor roads on-demand.

3.15 The **traffic signals layout could be phased (Drawings 2000.772.005 & 6)** such that the Stage 1 works incorporate controlled pedestrian crossing facilities though generally operate as a priority junction ahead of full signalisation later(Stage 2).

Travel Demand Management Strategy

3.16 **The Council's policy** towards travel demand management is one of a "carrot and stick" approach. The "carrots" centre on practical alternatives to the private car such as improved public transport, Park & Ride, cycle route provision, walking routes and better integration. The "sticks" are centred upon the reallocation of roadspace in urban areas for more sustainable modes and the development of a district wide parking strategy.

3.17 **The Road Traffic Reduction Act 1997** requires that local authorities set targets for reducing absolute levels of traffic or reducing the rate of growth. The Council recognises that it will no longer be possible, feasible or environmentally acceptable to continue to plan and provide for unrestrained traffic growth. The Council's overall demand management strategy is therefore based upon the integration of all modes of travel with district wide objectives, transport corridor studies and partnership arrangements with neighbouring local authorities to widen travel choice.

3.18 **National planning policy guidance (PPG13 and PPG3)** advises that local authorities should aim to reduce the need to travel, especially by car, by influencing the location of different types of development relative to transport provision (and vice versa); and fostering forms of development which encourage more walking, cycling and public transport use.

3.19 The Application Site and development proposals sit comfortably with the advice and policy objectives contained in the national planning guidance notes and wit the Structure Plan and deposit draft Local Plan policy proposals.

3.20 The Site is accessible by foot, cycle and car and is within reasonable walking and cycling distance of public transport (bus/rail), local shops, schools and core employment areas (Figures SMA 10 & 11 refer). Relatively near is the Loddon Bridge Park & Ride site with a fast track service to Reading; there are two railway stations at Winnersh and regular bus services run along Reading Road. School buses and a "Shopabus" run along Chatsworth Avenue.

3.21 The operational junction capacity tests carried out by SMA using "worst case" trip generation rates (without any discounting for target modal shifts) confirm that the existing junctions of Baslow Road and Arbor Lane are operating at capacity during the morning peak period.

3.22 Improvements to the junctions could be considered but this may run contrary to the Council's and to central government's policy objectives for restraint on car use particularly as there are other transport choices available at Winnersh. Increasing capacity could encourage more car use.

3.23 Various options for improving the A329 junctions have been examined in great detail and it is now a matter for the Council to decide upon what it wishes to see implemented.

3.24 Notwithstanding the above, the Applicant has indicated, that it is willing to come to agreement upon **a suitable package of integrated transport measures** (subject to the guidelines contained in Circular 1/97). This could include some or all of the following:

a) an improvement to the Baslow Road junction or financial contribution towards the A329 corridor strategy

b) a financial contribution towards the Council's Phase 2 traffic calming scheme for Churchill Drive, Chatsworth Avenue and Baslow Road

c) a financial contribution towards local scheme related to "Safer Routes to School" initiatives

d) a possible cycleway link to Reading Road via Chatsworth Avenue and Baslow Road.

Appendices

1. Correspondence dated 16 December 1998

2. Correspondence dated 25 January 1999

3. Correspondence dated 14 September and 2 October 2000

APPENDICES

APPENDIX 1

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Our Ref: 772/SMA/sw

16 December 1998

COPY

Mr T Callaghan
Team Leader – Highway Dev.Control
Wokingham District Council
P O Box 157
Shute End
WOKINGHAM
Berkshire RG40 1WR

Dear Mr Callaghan

Re: Wokingham District Deposit Draft Local Plan –Policy WH2
Identified Housing Site WI 13
Land at Chatsworth Avenue, Winnersh

1.0 We are writing further to our cursory discussions regarding the above and subsequent to the completion of our initial assessment of the travel demand generated by a proposed development for 170 dwellings.

2.0 As you know we have been engaged by Bovis Homes Limited to provide advice upon access and the broader transportation issues. We are aware that you met with our client's representatives in September and that you requested a traffic impact assessment.

3.0 We have arranged to meet with you in the new year (20 January) and as a precursor to our discussions we enclose herewith:

- Figures SMA1 – 14 inclusive
- Tables 1 – 4 inclusive
- Disk Copy of PICADY/ARCADY3 operational assessments
- Traffic Survey Data (Count on Us Report)

4.0 The following commentary summarises our research and principal findings to date. Subject to our further discussions and joint review in January, we will complete the assessment and provide an agreed statement for planning determination purposes.

Cont....

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4.1 **Site Location and Accessibility**

Figures SMA1,10 & 11 identify the site and its relationship to the surrounding area and its proximity to employment, schools and public transport. There is also the Park & Ride at Loddon Bridge (not specifically shown on the plans).

The Council's assessment of the reserve allocation site was that it was considered well related to the shops, schools, employment opportunities and local facilities at Winnersh. It was considered to have ready access to regular public transport, both bus and rail. Concern was expressed over the existing traffic problems on the A329. An improvement to the junction of Baslow Road/Reading Road in the form of a roundabout was proposed.

4.2 ***Minor Mode Facilities***

Footways adjacent to public highways would link the site to nearby facilities. The combined footway/cycleway on the A324 Reading Road is part of the Council's designated cycleway network. There is a public footpath that crosses the site and connects to Bearwood Path. Bovis Homes intend to give careful consideration to the treatment of this in terms of its relationship to a housing layout. There is scope to provide cycleways on-site and along Baslow Road.

4.3 **Public Transport**

Reading Buses and Beeline operate a number of scheduled services (190, 191, 192, 193, 201, 202, 203) along the Reading Road. These in combination provide a peak hour service of between 15 and 30 minutes frequency. Reading Buses runs a limited service along Chatsworth Avenue/Churchill Drive.

South West Trains is the local train operator with scheduled services running at Winnersh and Winnersh Triangle. These interconnect with services at Reading. There are two stations within reasonable walking distance of the site.

4.4 **Traffic Survey Data**

Manually classified traffic counts have been undertaken at the junctions of Baslow Road with Reading Road and at Churchill Drive with King Street Lane. In addition a Registration Plate Survey was carried out during the AM peak period (0800-0900 Hrs) to establish and quantify the amount of non-access through traffic using Churchill Drive, Chatsworth Avenue and Baslow Road. The surveys were carried out on Thursday 12 November 1998. It was found that during the AM peak hour there were some 145 vehicles "rat running" along these roads.

Cont...

Figures SMA3 & 4 provide convenient summaries of the MCC data.

SMA previously carried out surveys of a similar kind in November 1995; a sample comparison with the more recent surveys is as follows:

	Reading Road AM Peak Hour	**Non-Access Through Traffic (Peak Hour)**
Nov.1995 (2 way Hourly Flow)	1881	209
Nov.1998 (2 way Hourly Flow)	1671	145

4.5 **Personal Injury Accidents**

Details of the number of incidents reported to Police during the three year period ending 30 September 1998 are shown on **Figure SMA5**.

4.6 **Development Traffic Generation Potential**

Factors that have a bearing upon trip generation (volume and timing) and choice of transport mode are:

- ***site location*** (urban, sub urban, rural)
- **proximity to facilities** (employment, shops, schools etc)
- **accessibility to public transport** (number of services and route destinations, frequency, distance to bus stops and railway stations, facilities at the stations: cycle and car parking)
- **purpose of trip** (work, school, leisure, shopping, private etc)
- **socio-economic factors** (age, actively employed or not, household income, car ownership, household tenure)
- **mix of house types** (private, non-private, mixed private, mixed private/non-private, sheltered accommodation)
- **prevailing conditions on the transportation network** (road, rail – roadworks, congestion, spare capacity etc – drivers may choose to leave earlier or delay trip to avoid congestion)

Cont...

Typical Rates

It is SMA's experience, having carried out many TIA's nationwide and having assessed those by others, that robust rates for assessing private housing in the south east are as follows:

AM/PM Peak Hours (0800-0900 & 1700-1800)	0.8 trips per dwelling (2 way)
Typically 75% out 25% in	AM Peak/reverse for PM
Daily (12 hour)	7-9 trips per dwelling (2 way)

These rates can be regarded as conservative, in the context of Winnersh, where there are excellent public transport facilities (rail, bus, park & ride). The rates also do not allow for any social/affordable housing even though this is likely to be provided.

4.7 **Distribution and Assignment**

Assumed trip ends for work trips have been based upon OPCS 'travel-to-workplace' statistics as summarised on **Figure SMA2**. It is reasonable to assume that circa 80% of peak hour trips are work related. Of the remaining 20%, due account has been taken of the statistical evidence given in the National Travel Survey, wherein it states (page 17):

> *"Cars taking children to school form an increasing share of road traffic in the morning peak period..... Over the whole peak hour from 8 to 9 am, the purpose of about one in ten car trips was 'escort education', or taking children to school. Only one child in nine aged 10 or less travels to school unaccompanied, compared to one in five ten years ago."*

Accordingly 10% of the peak hour vehicular trips are assumed to be school/education based. The other 10% have been assumed to be private, shopping, leisure or other.

The total number of trips generated by the development for the purposes of the operational assessments has been derived using the aforementioned trip rates. Distribution and assignment has been based on selection of logical routes with regard to direct access to the broader highway network, location of nearby schools and local facilities.

Cont...

Figures SMA6 & 7 represent the peak hour trip assignments. These would seem reasonable given the pattern of existing trips (Figures SMA4 and 5) and the very clear and strong attraction towards local employment opportunities both within the District, Winnersh Triangle and at Reading.

4.8 **Contribution to Network Traffic**

Figures SMA8 and 9 examine the 'worst case' potential effect of unrestrained traffic growth on the network up to an assumed year of site completion (2002) with both the Westbury development and the subject site fully occupied. No account has been taken of any possible measures (discussed later) to encourage modal shift in commuter and school trips or delayed/advanced trip making (peak spreading).

Under such unrestrained growth conditions the potential could exist for the proposed development to contribute towards further morning peak hour traffic increases of:

16.6% Baslow Road
13.2% Churchill Drive
3.22% Reading Road (West)
0.41% Reading Road (East – towards Sainsburys)
1.52% King Street Lane (South)
1.26% King Street Lane (North – towards Sainsburys)

The PM peak hour contributions are broadly similar with the exception of Baslow Road. The percentage figure for Baslow Road is higher though evening peak hour spreading is likely.

4.9 **Junction Capacity Assessments**

Tables 1 – 3 inclusive illustrate the "without prejudice" tests on the existing junctions (without modification) with sensitivity tests on traffic growth and reassignment of non-access through traffic from Churchill Drive, Chatsworth Avenue and Baslow Road.

Baslow Road/Reading Road/Arbor Lane

The objective PICADY3 analysis generally confirms what one observes on the ground. The morning commuter peak period is more congested than the evening period. The Reading Road is particularly busy with slow moving traffic. Queues form on Arbor Lane and Baslow Road. The staggered junction is effectively operating above its theoretical capacity at present (during the morning peak). The junction operates well within its operational capacity during the evening period.

Cont...

If the Council wishes to improve upon morning peak hour conditions for the Baslow Road junction then the removal and reassignment of non-access through traffic by deterrent measures (traffic orders and traffic calming) could be beneficial.

To broadly maintain the status quo (no junction improvement) and accommodate further development traffic from the Westbury development and the subject site one would need to introduce measures to deter "rat running" and target a modal shift of 30 trips from car to other modes during the morning peak. 30 vehicular trips as a percentage of the peak hour total for Westbury and the subject site would be circa 18%. This would not be an unreasonable target.

Churchill Drive/King Street Lane

The objective PICADY3 analysis indicates that the junction would continue to operate satisfactorily.

Site observations show that slow moving queues on King Street Lane occur during the peak quarter within the AM peak hour and tail back from the signalised crossroads at Sainsburys. One suspects that this, to a degree, contributes towards the "rat running" along Churchill Drive.

A329 Winnersh Crossroads (Sainsbury)

The junction has been substantially upgraded to accommodate the Sainsbury development. It is unlikely that any further capacity enhancements could be made to the junction.

The potential contribution of development traffic to the throughput of traffic at this junction would be low (reference Figures SMA8 & 9).

5.0 *Discussion Points*

5.1 It is understood that the Council is concerned about the sub-standard nature (junction spacing versus length of right turn lane provision) of the staggered junction of Arbor Lane and Baslow Road with Reading Road. It should be noted that PIA statistics do not indicate that this junction is an accident problem area. However, the Council's assessment of the reserve allocation site identified a requirement for a new roundabout at the junction of Baslow Road. There are operational and road safety benefits in pursuing such a solution.

Cont...

5.2 **Figure SMA12** illustrates how a roundabout could be provided within the apparent highway boundary. This would eliminate a requirement for a segregated right turn lane from the Reading Road to Baslow Road and, in turn, would enable the equivalent facility for Arbor Lane to be improved. The operational effect of introducing a roundabout would be to significantly improve conditions on Baslow Road to the detriment of users of Reading Road; **Table 4** refers. It should be noted that in terms of the ARCADY3 model once the RFC value of 1.0 is exceeded, queues spiral. This would not necessarily reflect the situation on the ground though the overall effect would be to add to existing delays and journey times on Reading Road during the AM peak period.

5.3 **Figure SMA13** demonstrates that one could similarly introduce a mini-roundabout at the junction of Arbor Lane.

5.4 **Figure SMA14** illustrates a mini-roundabout for the Baslow Road junction with restrictions on right turns at Arbor Lane. Figures SMA3 & 4 indicate that the existing number of right turns at this junction are relatively low in number.

5.5 **Traffic signals** were not considered in great detail due to the difficulties these would present to existing residents in terms of manoeuvres into and out of private drives and road safety consequences.

6.0 Sustainability and Travel Demand Management

6.1 It is considered that the subject site can be regarded as being sustainable in terms of location and proximity to a range of transport choices and local facilities (schools, employment and shops). The Council's own assessment concurs with this view.

6.2 Combined cycleway/footway facilities could be considered for Baslow Road to link with the existing facilities on the Reading Road.

6.3 Traffic calming and other deterrent measures could be considered along Churchill Drive to deter non-access through traffic and improve the operational capacity of the Baslow Road junction.

6.4 A junction improvement at Baslow Road with Reading Road in the form of the outline details shown on Figures SMA12 and 14 could be considered. Such investment in capacity enhancements would need to be reconciled with national and local transport policy objectives of encouraging modal shift. Figures SMA12, 13 & 14 offer road safety benefits which would overcome the concerns over the existing substandard stagger and deceleration lane deficiencies.

Cont...

6.5 Subject to further discussions with the Council regarding the above (para 6.4), alternative investment could be targeted at public transport enhancements and minor mode facilities (cycleway network and safe routes to schools initiatives).

7.0 Summary

7.1 We consider we have taken the preliminary research as far as it can be taken and we now seek the views of the Council on the above assessments and discussion points.

7.2 We look forward to the meeting on 20 January 1999 to review the above.

Yours sincerely

Stuart M Atkinson
STUART MICHAEL ASSOCIATES

Encl Figures SMA1-14
Tables 1-4
Traffic Survey Data
Disk (PICADY/ARCADY outputs)

c.c. Mr A Lee – Bovis Homes

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Our Ref: 772/SMA/fhr

25 January 1999

Mr T Callaghan
Team Leader - Highways Dev Control
Wokingham District Council
P O Box 157
Shute End
WOKINGHAM
Berkshire RG40 1WR

COPY

(BY FAX: 0118 974 6313 AND POST)
5 Pages

Dear Mr Callaghan

Re: Land at Chatsworth Avenue, Winnersh
Access and the broader Transportation Issues
Notes of Meeting (20 January 1999)

1.0 I am writing to confirm the main points discussed with Bob Coe and yourself on 20 January when we jointly reviewed the earlier technical submissions and transport policy objectives generally.

2.0 SMA Research and Assessments

2.1 Our surveys for both the St Dunstans scheme (built out) and the Bovis site included registration plate surveys to identify and quantify the extent to which "rat-running" takes place on Churchill Drive, Chatsworth Avenue and Baslow Road. We reported that in November 1995 some 209 trips were non-access through traffic and more recently in November 1998 there were 145 trips. These surveys were carried out on single days during the respective years and months for the AM peak hour only. One suspects that the figures vary on a day to day base and those recorded may not represent the maxima-minima.

2.2 The removal of non-access through traffic would be beneficial in terms of the operational capacity of the Baslow Road/Reading Road junction and local road safety generally.

Continued .....

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2.3 It would be possible, in any event, to improve peak hour conditions (queues and delays) for minor arm traffic at the Baslow Road junction by introducing a mini-roundabout.

2.4 It would be possible to provide a cycleway link from the Bovis site to Reading Road via Chatsworth Avenue and Baslow Road.

2.5 It is considered that the site can be regarded as sustainable in terms of location and proximity to a range of transport choices and local facilities (schools, employment and shops).

2.6 There is scope to introduce traffic calming on Churchill Drive, Chatsworth Avenue and Baslow Road to reduce speeds to circa 20mph and possibly, in conjunction with an appropriate traffic regulation order (access only except buses), deter non-access through traffic.

2.7 There is scope to introduce formal and secure pedestrian crossing facilities on King Street Lane as part of the Council's "Safe Routes to School" programme of initiatives.

3.0 Transport Strategy and Proposals

3.1 Chapter 4 of the TPP outlines the main themes and measures associated with demand management. Whilst both the overall strategy and objectives are clear, matters of detail and site specific proposals are still emerging whilst the Local Transport Plan is under concurrent preparation.

3.2 Bob Coe advised that the Council would be examining the A329 corridor in more detail. Consideration is to be given to the reallocation of corridor space with an emphasis on improving cyclist facilities and public transport (priority lanes, bus shelters and travel information). *This is consistent with paragraph 4.4 of the TPP.*

3.3 You advised that the Council has identified and has approved a scheme for modifications to the Sainsbury/Winnersh Crossroads; costing in the region of £40k. Its implementation will be subject to the availability of funding.

3.4 Similarly, you advised us that the Council is progressing a scheme for traffic calming along Churchill Drive/Chatsworth Avenue. Draft conceptual details and broad costings will be reported to the Highways Sub-Committee (most likely at the Committee hearing of 14 April).

Continued .....

4.0 The Bovis Site - Access and Travel Demand Management

4.1 SMA confirmed that it is Bovis' intention to submit a planning application shortly and this is likely to show access being taken from Chatsworth Avenue along the lines previously discussed and tabled (SMA's letter and enclosures dated 22 December).

4.2 You had discussed this arrangement with Steve Auton and you were, in principle, prepared to accept a 25m radius curve and associated widening provided it could be demonstrated that speeds could be contained to circa 20mph. It was agreed that complementary speed controls either side of the proposed 25m radius bend should be considered as part of a wider traffic calming proposal.

4.3 The above access proposals and speed control measures would seem to be in harmony with the Council's approach and draft plans for these local roads.

4.4 As regards the broader transportation issues and the management of the travel demand likely to be generated by the Bovis site, the following areas for further focus and discussion were agreed:

Modal Shift
- the provision of a shared footway/cycleway link to Reading Road from the Application Site is desirable
- the provision of crossing facilities on King Street Lane in relation to the route to/from Bearwood School could be appropriate and beneficial
- future enhancements to public transport and cyclist facilities on the A329 Reading Road would be beneficial to the Application Site and encourage more work trips to be made by bus and cycle.

Traffic Management
- To neutralise the impact of development related traffic, the Council's identified schemes for traffic calming and modifications to the Winnersh Crossroads could have a direct and beneficial effect.

Continued .....

- An improvement to the Baslow Road junction with Reading Road was previously identified as a pre-requisite for housing development at Winnersh; SMA's analysis confirms that an improvement would mitigate against the impact of traffic from both the Bovis and Westbury Home sites; however improving capacity may run counter to the overall objectives of reducing car travel; a roundabout scheme may compromise, or conflict with the emerging A329 corridor proposals for bus lanes and cyclist facilities.

5.0 Planning Obligations - Integrated Transportation Measures

5.1 It is considered that SMA has submitted sufficient information to provide the basis for further deliberations and discussions on Section 106/Section 278 requirements following the formal submission of a planning application.

5.2 The Council's Officers will need to take a view on whether they would wish the developer to carry out an improvement to the Baslow Road junction or contribute towards other travel demand measures along the A329 corridor; a contribution could, for example, be set at the equivalent cost of improving the junction.

5.3 It would seem reasonable to expect the Developer to contribute towards the costs of implementing traffic calming on Churchill Drive, Chatsworth Avenue and Baslow Road.

5.4 It would seem reasonable to expect the Developer to contribute towards the costs of the approved scheme for the Winnersh Crossroads.

5.5 It would seem reasonable to expect the Developer to contribute towards the costs of enhancing safety along routes to and from local schools that are likely to attract school children from the development; SMA has identified the possibility and scope for introducing crossing facilities on King Street Lane.

5.6 It would be reasonable to require the Developer to make appropriate provision on-site for cyclists and undertake to provide a cycleway link to Reading Road via Baslow Road; there appears to be sufficient space on Chatsworth Avenue and Baslow Road (footway, road and verges) to accommodate a shared footway/cycleway.

Continued .....

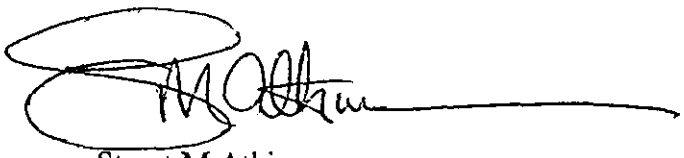
5.7 The level of the financial contributions offered by the Developer towards potential off-site highway improvements should take account of any contributions/funding from other sources (e.g. Westbury, other developers and TPP) and be reconciled with the guidance given in Circular 1/97.

6.0 I trust the above accurately reflects the spirit of our discussions and the broad principles against which the development proposals should be assessed in terms of travel demand management and consequential planning obligations.

Please let me know how matters are progressing with the traffic calming scheme including the estimated costs.

Thank you for your assistance to date.

Yours sincerely



Stuart M Atkinson
STUART MICHAEL ASSOCIATES

cc: Mr Anthony Lee - Bovis Homes

APPENDIX 3

Stuart Michael Associates
CONSULTING CIVIL ENGINEERS
PLANNING • DESIGN • PROJECT CO-ORDINATION

29 Kingfisher Court, Hambridge Road
Newbury, Berkshire RG14 5SJ
Newbury Tel: 01635 551511
Fax: 01635 550405
Egham Tel: 01784 471923
Fax: 01784 432319
e-mail: stuartmichael@btinternet.com

Our Ref: 772/SMA/sb

2 October 2000

Mr T Callaghan
Team Leader – Development Control
Wokingham District Council
PO Box 153
Shute End
WOKINGHAM
Berkshire RG40 1WL

COPY

Dear Mr Callaghan

Re: Land at Chatsworth Avenue, Winnersh
Broader Transportation Issues

1.0 Following on from our meeting on 13 September and my letter/enclosures of 14 September, we have undertaken the further research noted under paragraphs 2.2, 2.4 and 2.5 of our letter of 14 September.

2.0 Please find enclosed copies of the following:

- Drawings 2000.772.005
  2000.772.006
- Tables 4,7 and 8
- LINSIG Printouts

3.0 <u>Baslow Road/Reading Road Junction</u>

3.1 We have previously reported to you our findings with regard to the various options assessed and have listed the pro's and cons of each option (our letter of 1 December 1999 provided a succinct summary).

3.2 Since meeting with you on 13 September, we have considered additional/alternative pedestrian crossing facilities at Reading Road and a phased approach to improving the junction.

Cont.,

Partners: S. M. Atkinson B.Sc (Hons), C. Eng., M.I.C.E., M.I.H.T., M.A.P.M.
R. M. E. Hewitt B.Sc (Hons), C. Eng., M.I.C.E., M.I.H.T.
Associates: S. W. Andrews M.I.H.T.
J. S. Muscroft B. Eng (Hons), C. Eng., M.I.C.E., M.C.I.W.E.M., M.I.H.T.

Drawing No: 2000.772.005 – PHASE 1

3.3 In advance of, and without prejudice to, any Council led schemes for the A329, controlled pedestrian crossing facilities could be introduced on the A329 whilst continuing with a priority junction regime.

3.4 Our traffic surveys have indicated that there are very few right turners into and out of Arbor Lane and out of Baslow Road. Therefore restrictions could be introduced as shown. This would simplify the operation of the junction.

3.5 Arbor Lane would become a left turn-in/left turn out junction and a greater length of right turning lane could then be provided for movements into Baslow Road.

3.6 The Phase 1 works lend themselves to be easily upgraded later to full signalisation control.

Drawing No: 2000.772.006 – PHASE 2

3.7 The signals could operate, for the most part, as a simple and efficient vehicular activated 2 stage sequence with pedestrian facilities operated on-demand.

3.8 For both Phases of construction, the physical works and alterations to kerblines and carriageway would be quite minor.

Operational Capacity

3.9 Enclosed **Tables 8 & 9** provide a comparison between Phase 1 (priority junction operation) and Phase 2 (signal controls). Table 4 (previously submitted to you) reviews the option of a small roundabout.

Priority Junction with Pedestrian Crossing Facilities – Phase 1
(Drawing No. 2000.772.005 & Table 8)

3.10 The AM peak period is the critical period. The proposed improvements would however reduce the queuing on Baslow Road under existing conditions and with the Westbury development added. The addition of the Bovis Homes development would however result in a potential worsening of conditions (RFC values of 1.128 existing versus 1.214 with Bovis).

3.11 However, as previously reported to you on 16 December 1998, one would be able to maintain the status quo (nil detriment) by targeting a model shift of 30 trips from car to other modes. This would not be an unreasonable target.

Cont.,

Full Signalisation – PHASE 2
(Drawing No. 2000.772.006 & Table 7)

3.12 Allowing for a 100 second cycle time and modelling the junction on the basis of 200 dwellings being eventually developed on the Bovis Site (note 170 applied for), Table 7 illustrates the LINSIG test results.

3.13 Reading Road is already congested during peak periods and therefore the computed queues are to be expected. The signals would effectively operate in excess of capacity during the AM peak period but would have residual capacity in the PM peak period.

3.14 Overall traffic signals would provide the opportunity for safer movements into and out of the minor roads and introduce controlled crossings for pedestrians (on-demand).

3.15 As shown on Table 4, the roundabout option would be more disruptive to traffic streams on Reading Road.

4.0 SUMMARY VIEW

4.1 We consider that all of the options have been thoroughly investigated and that on balance, if a junction improvement is to be implemented, our assessments point to traffic signals as being the preferred option. These could be phased as described earlier. Alterations to the carriageway and kerblines would not be significant. Restrictions on movements into and out of Arbor Lane would complement any other measures the Council may wish to install to deter rat-runners. Subject to detailed design, agreement upon specification and allowing for traffic management, we would anticipate the costs of Phase 1 to be circa £70,000 and Phase 2 to be approximately £20,000. Included in the Phase 1 works would be the ducting, drawpits and controllers for use in Phase 2. Observations on site would seem to indicate that there would be little impact upon statutory undertakers equipment. This would be confirmed in due course.

4.2 Your Council may of course choose to introduce only the controlled pedestrian crossing facilities at this stage and await the outcome of the A329 multi-modal studies.

Cont.,

4.3 You are aware that our Clients are seeking a determination by Committee during October. Please could you refer back to our letter dated 14 September and, in conjunction with your consideration of the foregoing, let us have your comments as soon as possible.

Yours sincerely

Stuart M Atkinson
STUART MICHAEL ASSOCIATES

Encl.

c.c. Mr D Antill – Bovis Homes +Drgs

Stuart Michael Associates
CONSULTING CIVIL ENGINEERS
PLANNING • DESIGN • PROJECT CO-ORDINATION

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Our Ref: 772/SMA/sb

14 September 2000

Mr T Callaghan
Team Leader – Development Control
Wokingham District Council
PO Box 153
Shute End
WOKINGHAM
Berkshire RG40 1WL

COPY

Dear Mr Callaghan

Re: Land at Chatsworth Avenue, Winnersh
Broader Transportation Issues

1.0 Thank you for meeting with me yesterday. In terms of the principal matters arising I believe these are as follows.

2.0 <u>Baslow Road/Reading Road Junction</u>

2.1 Having reviewed our submissions and drawings (under cover of our letter dated 1.12.99) it was agreed that Drawing No. 99.772.003 should form the basis of our further deliberations.

2.2 You have requested that we should examine the option for a controlled pedestrian crossing facility over the A329 at a position close to Arbor Lane (school route). We will certainly look at this though we are, in any event, proposing crossing facilities as part of the draft details.

2.3 We enclose copies of the LINSIG printouts which correspond to Tables 5 & 6 of the submissions to you on 1 December 1999. It is understood that you will seek an overview from your term consultant, Parkman on this.

2.4 We also discussed the possibility of a stage approach to the introduction of improvements on the Reading Road. For example, the junction could be formatted under Phase 1 to allow signal controls to be introduced later. Phase 1 could however incorporate on-demand pelican crossing facilities.

Cont.,

Partners: S. M. Atkinson B.Sc (Hons), C. Eng., M.I.C.E., M.I.H.T., M.A.P.M.
R. M. E. Hewitt B.Sc (Hons), C. Eng., M.I.C.E., M.I.H.T.
Associates: S. W. Andrews M.I.H.T.
J. S. Muscroft B. Eng. (Hons), C. Eng., M.I.C.E., M.C.I.W.E.M., M.I.H.T.

2.5 You have also requested that we re-run the computations, on a *without prejudice* basis, to test the effects of a 200 dwelling scheme. Now we are clearer as to the content of affordable housing (Accessed via St Dunstans) I believe it would be reasonable to assume a lower trip rate for this element of the scheme (0.6 versus 0.8). This is borne out by the surveys we recently carried out for the local Borough Council in Popley, Basingstoke where two way trip rates per dwelling of 0.48 and 0.56 for the AM and PM peak hours were recorded respectively.

3.0 Potential Section 106 Obligations

3.1 I understand that you will write to us outlining your suggested package taking into account our earlier agreements in principle vis-à-vis traffic calming, safe routes to school and the A329 corridor strategy.

3.2 Our Client, Bovis Homes, would prefer that off-site measures are covered by financial contributions and thereby facilitate an early commencement of the development.

3.3 To bottom out the costs of the traffic calming phase 2 proposals it would be helpful if you could confirm the actual costs involved (based presumably on the phase 1 scheme contract prices).

4.0 Timescales

4.1 Our Client seeks an early determination/resolution to grant and requests that every effort is made to put the proposals to Committee in October. We would be grateful for your earliest attention to the above and assistance in meeting this programme.

Yours sincerely

Stuart M Atkinson
STUART MICHAEL ASSOCIATES

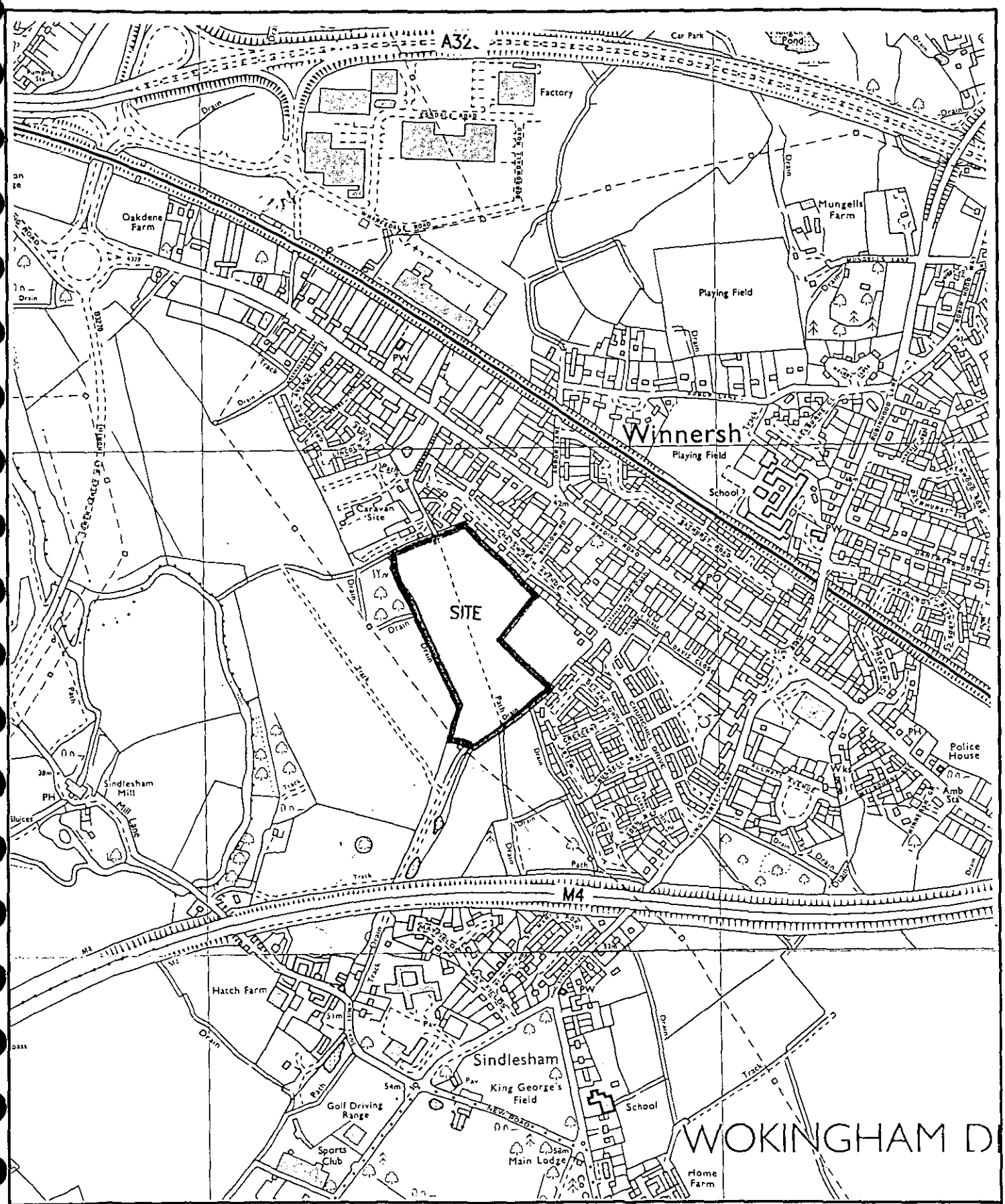
Encl. LINSIG Printouts

c.c. Mr D Antill – Bovis Homes

Figures
(As referred to in Appendices 1, 2 & 3)

Ref	Content
SMA 1	Site Location
SMA 2	OPCS Statistics
SMA 3	Traffic Data
SMA 4	Traffic Data
SMA 5	Accident Data
SMA 6	Trip Generation (AM)
SMA 7	Trip Generation (PM)
SMA 8	Changes to Network Flows (AM)
SMA 9	Changes to Network Flows (PM)
SMA 10	Accessibility
SMA 11	Cycling Trip Ranges
SMA 12	Mini Roundabout Option
SMA 13	Double Roundabout Option
SMA 14	Combination Option

FIGURES



SITE LOCATION PLAN	SCALE 1:10000	FIGURE SMA1

OPCS (1991) DATA
TRAVEL TO WORK SPECIAL WORKPLACE STATISTICS

OUTBOUND TRIPS

ORIGINS FROM WINNERSH	No. TRIPS	%
Reading Town Centre (Abbey Ward)	42	14.8
Reading Borough	18	6.4
Whitley Ward	4	1.4
Wokingham Town Centre	32	11.3
Wokingham District	87	30.7
Bracknell Forest Borough	25	8.8
Borough of Windsor & Maidenhead	9	3.2
Basingstoke	4	1.4
Sandhurst	1	0.4
Newbury District	7	2.5
High Wycombe	5	1.8
Slough	12	4.2
Oxfordshire	1	0.4
Greater London	32	11.3
Central London	4	1.4
TOTAL	283	100.0

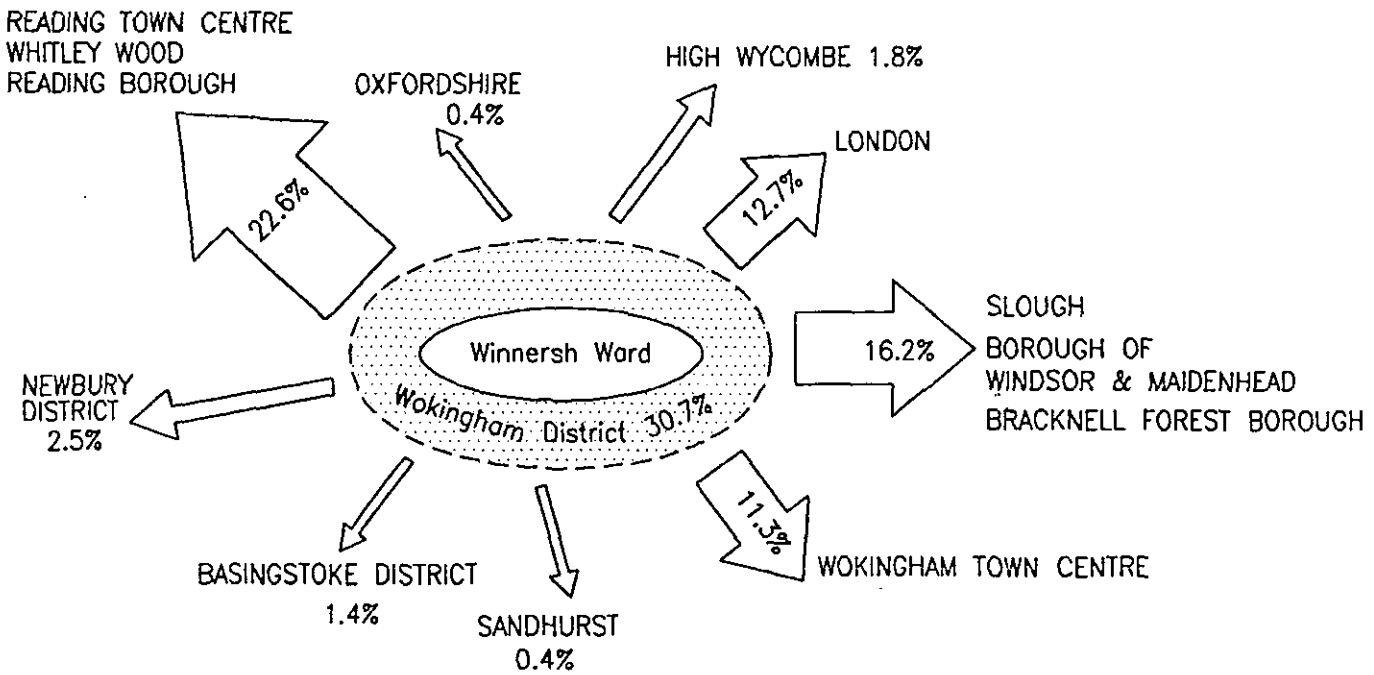


FIGURE SMA2

PROPOSED HIGHWAY IMPROVEMENTS AT THE READING ROAD JUNCTION WITH BASLOW ROAD

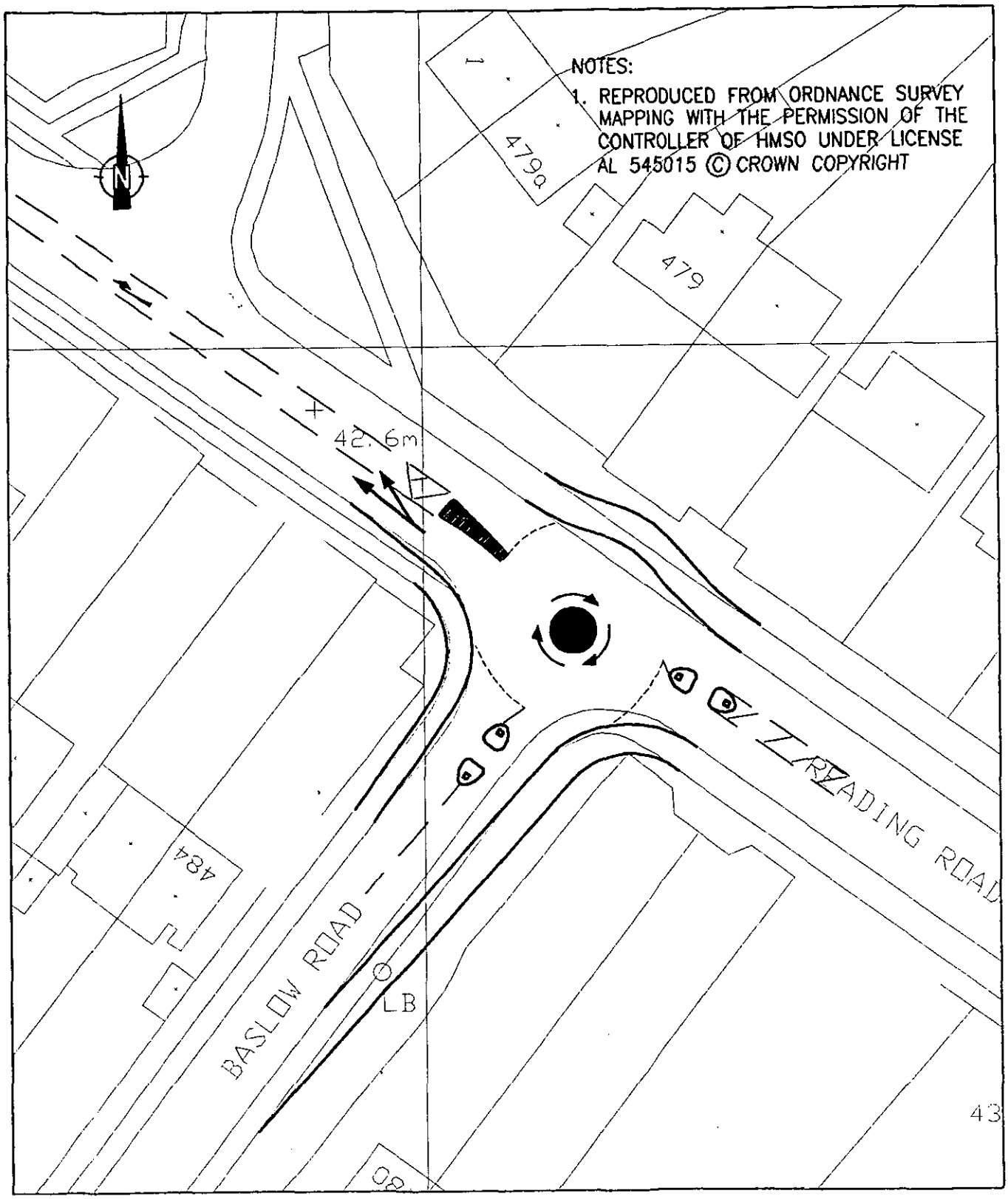


FIGURE SMA12

PROPOSED HIGHWAY IMPROVEMENTS AT THE READING ROAD JUNCTION WITH BASLOW ROAD AND ARBOR LANE

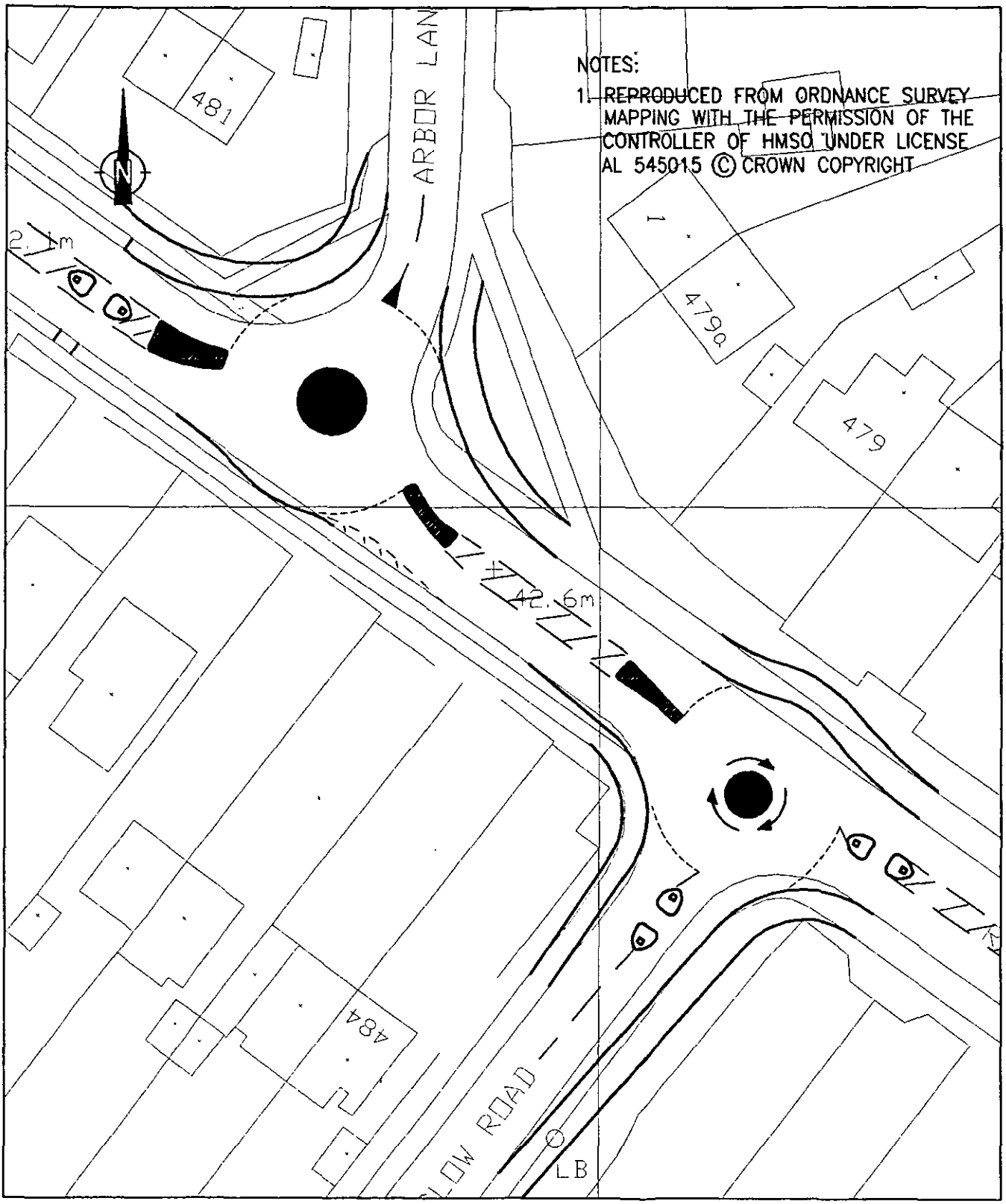


FIGURE SMA13

PROPOSED HIGHWAY IMPROVEMENTS AT THE READING ROAD JUNCTION WITH BASLOW ROAD AND ARBOR LANE

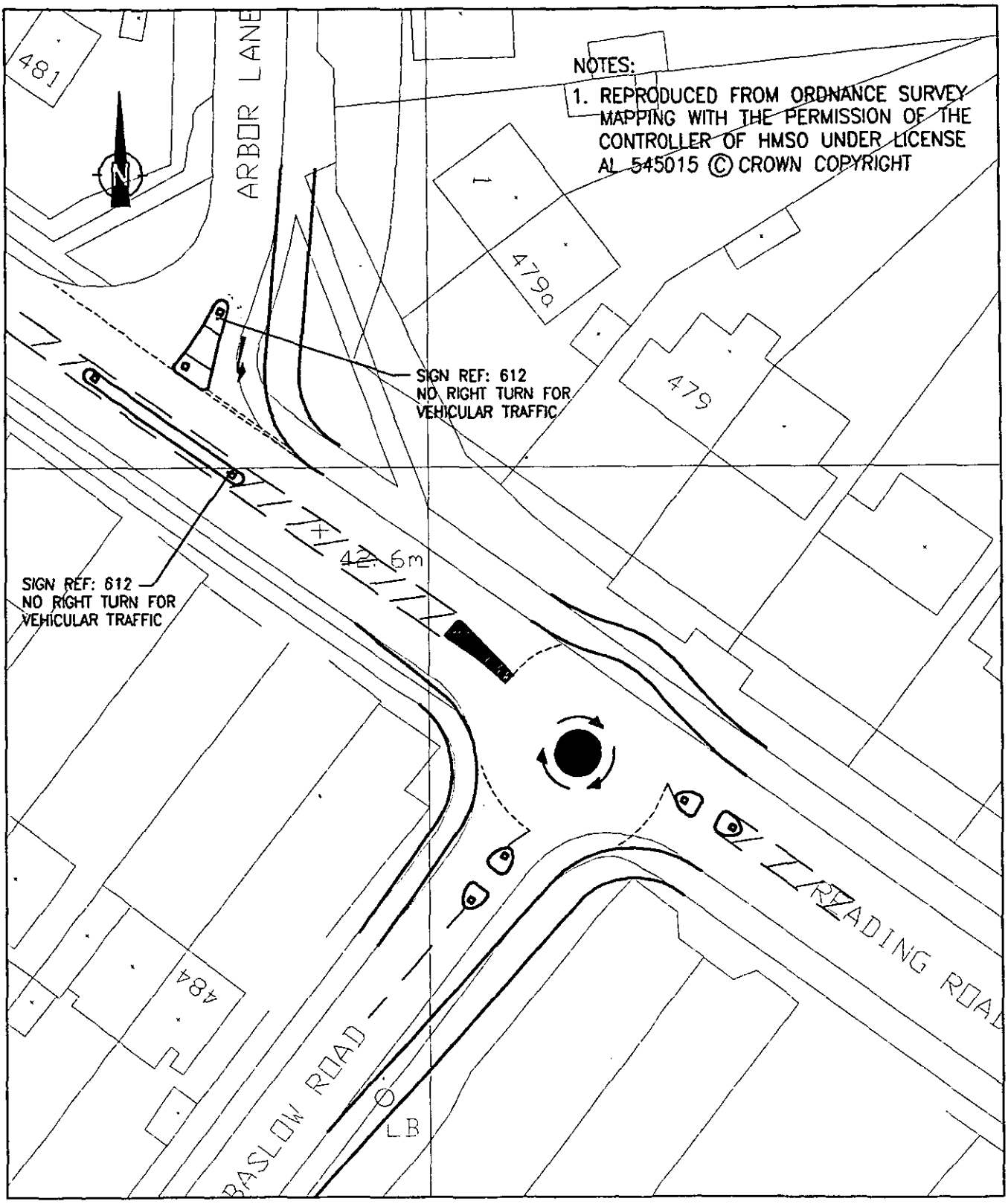


FIGURE SMA14

Tables

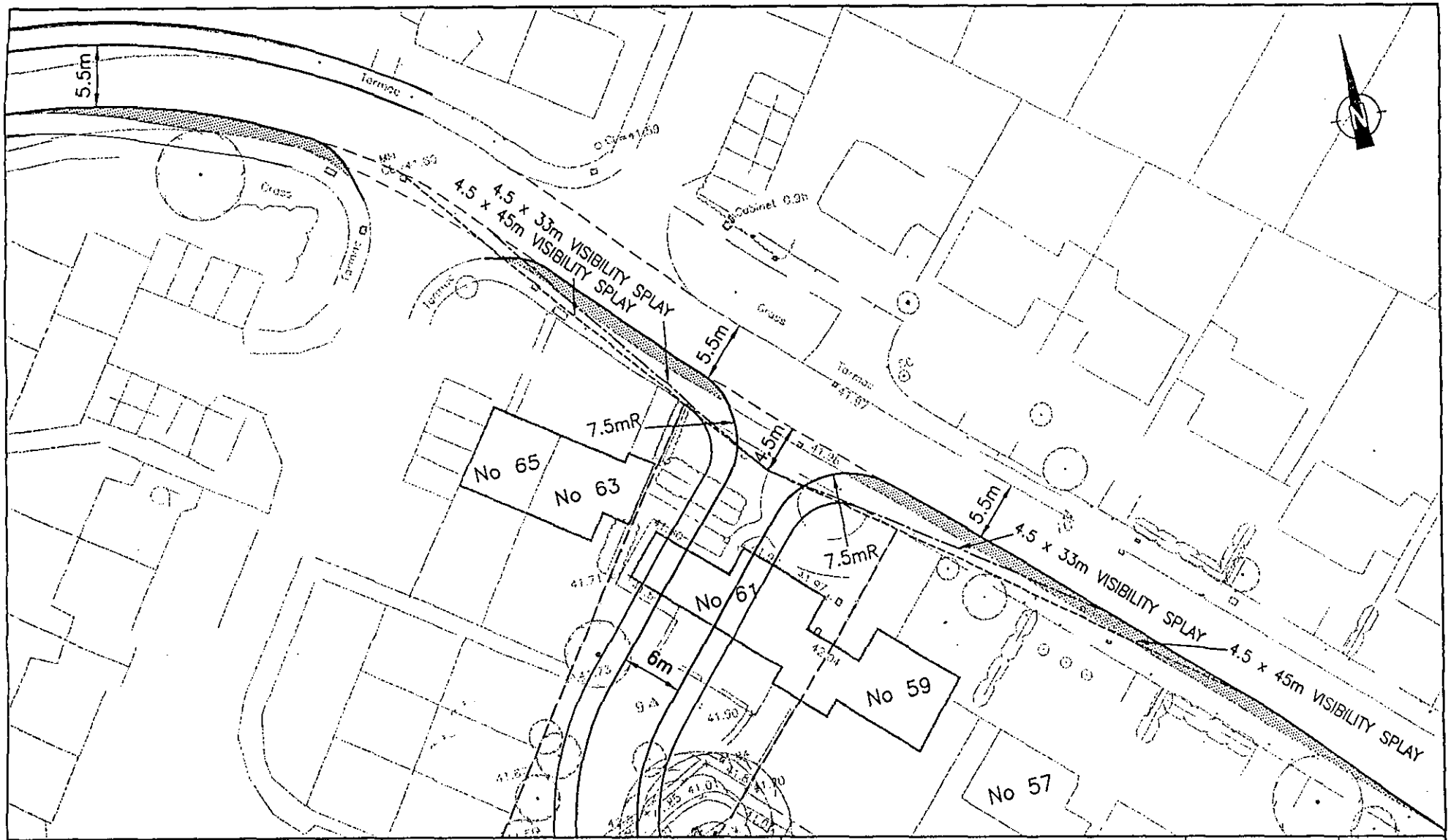
Table Ref	Contents
1	PICADY3 Program Results (AM)
2	PICADY3 Program Results (PM)
3	PICADY3 Program Results (AM/PM)
4	ARCADY3 Program Results (AM)
5/6	Superseded by 7/8
7	LINSIG Results corresponding to Drg. 2000.772.006
8	LINSIG Results corresponding to Drg. 2000.772.005

TABLES

Drawings

Drawing Ref	Title (Abbreviated)
99.772.004	Proposed Access Arrangements
2000.772.005	Proposed Improvements to Baslow Road Junction (Stage 1)
2000.772.006	Proposed Improvements to Baslow Road Junction (Stage 2)

DRAWINGS



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PLANNING • DESIGN • PROJECT CO-ORDINATION
29 Kingfisher Court, Hambridge Road
Newbury, Berkshire RG14 5SJ
Tel: (01635) 551511, Fax: (01635) 550405

Job Title:
LAND AT CHATSWORTH AVENUE
WINNERSH

Client:
BOVIS HOMES
SOUTH EAST REGION

Drawing Title:
PROPOSED ACCESS ARRANGEMENTS
OPTION 1B

Scale:	Drawn:
1:500	DJLM
Date: JUNE 99	Checked:
Drawing No: 99.772.004	Rev: A

PHOTOGRAPHIC RECORD OF CONDITION

CHATSWORTH AVENUE, WINNERSH, BERKSHIRE

SITE W113

PHOTOS TAKEN TUESDAY, 7TH NOVEMBER 2000

Chatsworth Avenue, Winnersh, Berkshire
Site W113
Photos taken Tuesday, 7th November 2000



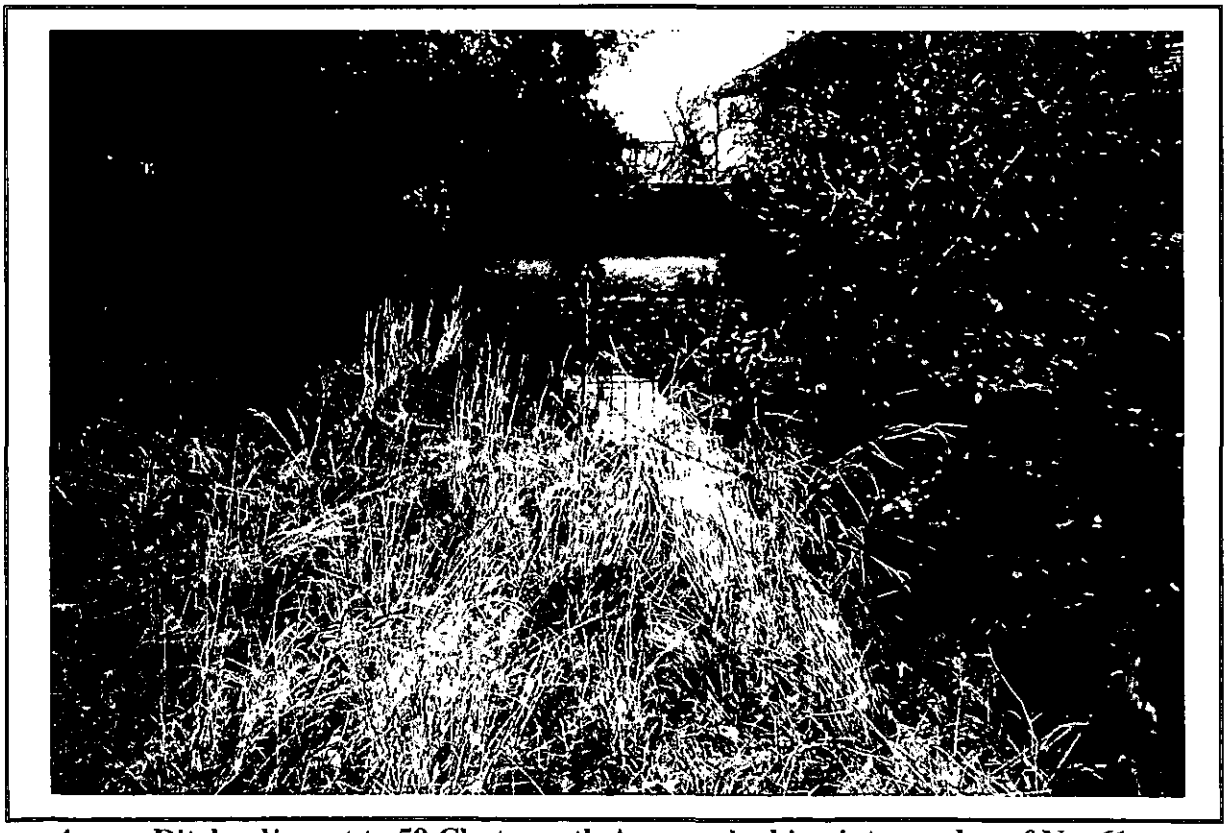
1. Looking north along footpath



2. Looking northeast towards St. Dunstans



3. Looking south along footpath



4. Ditch adjacent to 59 Chatsworth Avenue, looking into garden of No. 61



5. Wooden bridge over ditch between site W113 and Bearwood Path



6. Looking east along ditch from wooden bridge

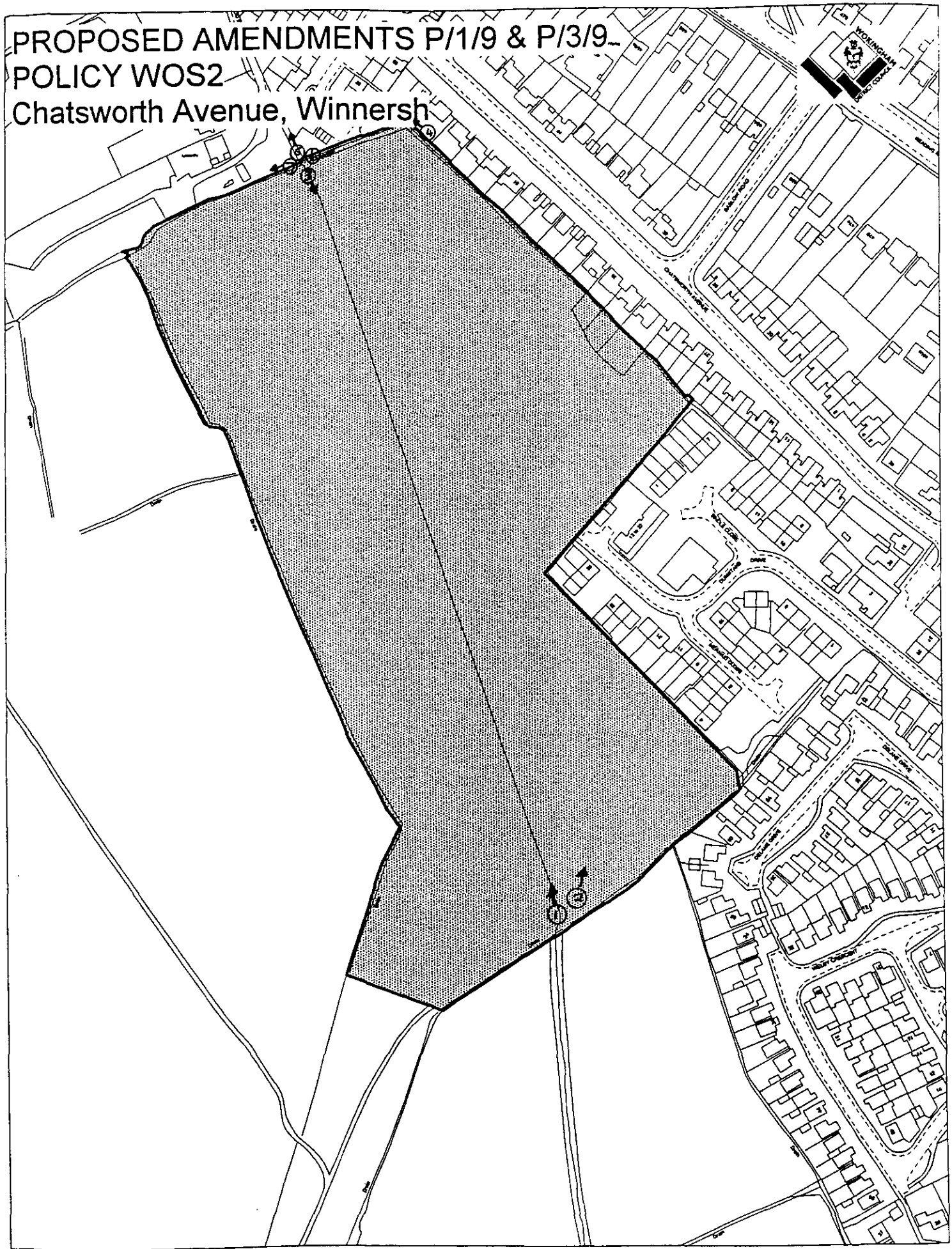


7. Looking west along ditch from wooden bridge



8. Water meadows to east looking towards Sindlesham Mill

PROPOSED AMENDMENTS P/1/9 & P/3/9
POLICY WOS2
Chatsworth Avenue, Winnersh



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Environmental Services, Wokingham District Council.
April 1999

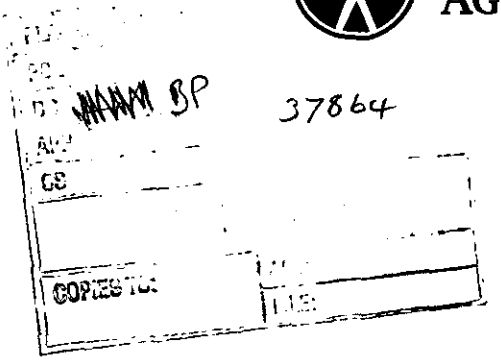
Scale: 1 : 2500

N
W E
S

Our ref: SU77SE/3/7
Your ref: HPM/F/2000/2181

Date: 6 December 2000

ENVIRONMENT AGENCY



Heather Morgan
Wokingham District Council
Environmental Services Dept
Planning Services
PO Box 157
Shute End, Wokingham
Berks RG40 1WR

Dear Ms Morgan

PROPOSED DEVELOPMENT OF 170 DWELLINGS AT CHATSWORTH AVENUE, WINNERSH

I refer to your letter dated 16 November 2000 concerning the above proposal.

It would appear that parts of the application site and adjacent areas, in particular the rear gardens of the properties along Chatsworth Avenue, are subject to flooding during periods of heavy rainfall. While the Chatsworth Avenue properties appear to flood from the ditch which runs through their rear gardens, low parts of the application site itself appear to flood as the result of ponding on poorly drained land, exacerbated by the ditches on the boundaries of the site being at full capacity or overflowing, and therefore unable to accept further run-off from the surrounding area.

The Environment Agency is only able to object on flooding grounds to development within the floodplain of watercourses, where there is recorded evidence of flooding. We do not have specific records of flooding occurring at this site in the past, nor whether any flooding has been due to overflowing watercourses. The supplied photographs also do not indicate the extent, or source of flooding that has occurred on the application site during the most recent events. The Agency is therefore unable to object to the proposal on flooding grounds.

The Environment Agency would strongly suggest, however, that the developer undertakes a hydrological assessment of the site, to ascertain the susceptibility of the site to flood, and to identify drainage problems. Such an assessment should show whether any measures could be taken to significantly improve drainage conditions at the site, such as works to the existing ditches to increase capacity. In particular, the ditch along the Chatsworth Avenue boundary varies considerably in capacity along its length, being severely constricted in parts, and the ditch along the western boundary is largely overgrown and in a very poor condition, and was in fact dry along approximately half its length when we visited the site on 6 November (all other ditches were running at near full capacity). The Environment Agency would wish to be consulted on the results of such an assessment, and advise as necessary.

Cont/d..

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

It is the Agency's view, therefore, that the opportunity exists at the site to improve the arrangements for surface water drainage, thereby also benefiting adjacent properties.

With regard to the control of surface water run-off from this, or any other development involving a large increase in impermeable area, the Environment Agency strongly encourages the use of Sustainable Drainage Systems (SuDS). The need for sustainable drainage systems is addressed in the draft PPG25 'Development and Flood Risk' which states that developers should be persuaded to adopt such systems wherever practicable, through the use of planning conditions or agreements where necessary.

'Surface water source control' is a form of SuDS, and is designed to counter increased discharge from developed sites, and to minimise the quantity of water discharged directly to a watercourse. The Environment Agency routinely requests that the following condition be imposed on any planning permission granted for such development:

CONDITION: Surface water source control measures shall be carried out in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority before development commences.
REASON: To prevent the increased risk of flooding and to improve water quality.

This condition has been included in the Agency's response to the consultation for the application at Chatsworth Avenue (see EA letter dated 23 October 2000), and we would ask to be consulted on any details submitted in compliance with this condition.

Our general criteria for source control is that the discharge from the developed site should mimic that from the existing greenfield site as far as practical. Thus in a 1 year event the discharge should be the same as for the existing site, and in a 10 year event, and similarly in a 100 year event, so across the range of return periods the existing runoff is simulated. Storage should be provided to protect from a 1 in 100 year storm.

I trust the above information has answered your questions with regard to the development of this site, but if you require anything further, please contact me on 01276 45 4323 or Amanda Reed on 01276 45 4331.

Yours faithfully

Sarah Paxman
Development Planning Officer

Tel. 0118 974 6446 (Direct Line)
E-mail: Heather.Morgan@wokingham.gov.uk
Date. 16 November, 2000
My ref. HPM/F/2000/2181
Your ref.

Environmental Services Department
Planning Services
P.O. Box 157
Shute End, Wokingham
Berkshire RG40 1WR
Tel: (0118) 974 6000
Fax: (0118) 974 6484
Minicom No: (0118) 977 8909
DX: 33506 – Wokingham

Ms. S. Paxman,
Development Planning Officer,
Environment Agency,
Swift House,
Frimley Business Park,
Camberley,
Surrey.
GU16 7SQ.

Dear Ms. Paxman,

PROPOSED ERECTION OF 170 DWELLINGS WITH ASSOCIATED INFRASTRUCTURE
LAND AT CHATSWORTH AVENUE, WINNERSH

I refer to my letter dated 2 November 2000 regarding the above application. Winnersh Parish Council convened a meeting on 13 November 2000 to discuss the scheme which is currently under consideration by the Local Planning Authority. Residents were invited to attend and air their views on a number of issues.

Unsurprisingly the major issue centred on the flooding which has recently taken place and the direct impact this has had upon the site and the residents of Chatsworth Avenue. I attach for your information colour photocopies of photographs submitted by residents which clearly indicate the level of flooding which took place. A number of residents who have lived locally for many years made it clear that recently built developments, including Dunstan Drive which abuts the eastern end of the site have increased surface water run off. The ditches which run round the edge of the site historically used to be dry during the summer but are now wet throughout the year. Having spoken to residents during the flooding it was brought to my attention that the drainage ditches bounding the site had not actually overflown but had been extremely full. They also made reference to the fact that for the past 20 – 30 years the field has periodically been inundated with water.

The Proposals Map for the District clearly shows that this site is well outside the floodplain of the River Loddon. However, residents remain concerned at the cumulative impact of developments and increased runoff. Local councillors gave a commitment to residents that the LPA would go back to the Environment Agency to get and detailed and definitive response. Hence this letter.

It would be greatly appreciated if the Environment Agency could revisit their comments on this proposal. If you are still satisfied that there is no objection I would appreciate a detailed response, which covers the concerns of residents and the issue of surface water runoff and cumulative impact. I would also appreciate a comment on how strongly the Environment Agency would be pushing for sustainable drainage systems. Certainly I am of the opinion that this should certainly be pursued on a site of this size.

Should you require any further information please either speak to myself or to John Mitchell, the Development Control Manager.

Yours sincerely,

H P. Morgan.

HEATHER MORGAN

Senior Planning Officer

Enclosure: photographs

Cc: Bovis Homes Ltd

Our ref: SU77NE/8/7
Your ref: HPM/F/2078 & 2079

Date: 13 November 2000

ENVIRONMENT AGENCY

PLANNING SERVICES	HPT
POL	TLS
DC	ENF
APP	
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16 NOV 2000	
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Heather Morgan
Wokingham District Council
Environmental Services Dept
Planning Services
PO Box 157
Shute End, Wokingham
Berks RG40 1WR

Dear Heather

LAND AT CHATSWORTH AVENUE, WINNERSH AND LAND AT 102 OLD BATH ROAD

I refer to your later dated 2 November 2000 concerning the above sites and would comment as follows:

Chatsworth Avenue, Winnersh (F/2000/2181)

I am assuming that your reference to Chatsworth Avenue is in relation to the planning application for 170 dwellings which the Environment Agency recently commented on (our letter dated 23 October 2000). According to Environment Agency flood maps, this site is not within the flood plain of the river Loddon, and therefore we did not object on flood plain grounds.

Myself and my colleague, Amanda Reed (land drainage engineer) visited the site on 6 November 2000. While there was some water on parts of the site, it would appear that this was not as a result of flooding from the Loddon, but due largely to poor drainage. Some of the perimeter ditches appeared to be badly in need of maintenance, which would have contributed to the situation. I would therefore confirm that the Environment Agency's comments in regard to this application have not changed.

102 Old Bath Road, Charvil (F/2000/2078 & 2079)

This site is partially within the flood plain of the Loddon, and I believe that part of the site did in fact flood during the recent flooding of the last two weeks. However I would confirm that in light of these events, the Environment Agency's policies, both regional and national, on development in the flood plain have not changed. The Environment Agency's comments concerning this planning application were made according to the policy as it currently stands. As you are aware, the Environment Agency has objected, and continues to object to many applications for new development within the flood plain. In this case, however, the position of the site on the edge of the flood plain allows for a scheme of flood plain compensation to be implemented such that there is no net loss of flood water storage. Such a scheme has been

Cont/d..

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

submitted, and approved by the Environment Agency. The Environment Agency also requires that a safe, dry access can be provided from the building to an area outside the flood plain, such that residents can leave safely in the event of a flood. Such a dry access route can be achieved at this site. We do not therefore now consider that the Environment Agency has any grounds for objecting to this application.

We visited this site on the 3rd and 6th of November, and it appeared that at least part of the site had flooded, although it did not appear to have reached the threshold level of the existing building, as there was no sign of water having entered. We do not yet know how the severity of these most recent floods compares with those already on record, and therefore we can only base our comments on known flood plain information, which indicates that part of this site is within the 1968 flood plain of the Loddon. The Environment Agency would however be interested in any photographic records of recent flooding at this site that you may have.

I would therefore confirm that the Environment Agency's comments concerning this application still stand, and that we have no objection to the proposal, subject to condition.

I hope the above information clarifies our position in regard to these sites, but if you have any further queries, please contact myself or Amanda Reed on 01276 45 4323.

Yours faithfully

Sarah Paxman
Development Planning Officer

Tel. 0118 974 6446 (Direct Line)
E-mail: Heather.Morgan@wokingham.gov.uk
Date. 2 November, 2000
My ref. HPM/F/2000/2181, /2078 & /2079
Your ref.

Environmental Services Department
Planning Services
P.O. Box 157
Shute End, Wokingham
Berkshire RG40 1WR
Tel: (0118) 974 6000
Fax: (0118) 974 6484
Minicom No: (0118) 977 8909
DX: 33506 – Wokingham

Ms. S. Paxman,
Development Planning Officer,
Environment Agency,
Swift House,
Frimley Business Park,
Camberley,
Surrey.
GU16 7SQ.

Dear Sarah,

LAND AT CHATSWORTH AVENUE, WINNERSH AND LAND AT 102 OLD BATH ROAD, CHARVIL

I refer to the above applications upon which the Environment Agency has commented. In both instances no objection has been raised subject to the imposition of conditions.

As you no doubt aware, in light of the flooding in recent days, a number of residents have contacted me to establish the LPA's position in light of flooding. A number have also cited comments from the Environment Agency and Government Ministers about not building in the floodplain where possible. In the light of the above, I would appreciate confirmation of whether your comments on these applications still stands. It will inevitably be raised as an issue when these items are considered at committee and I would like to have a definitive response.

Residents have informed me that at least the rear half of 102 Old Bath Road is underwater plus most of Old Acres Lane adjacent. Chatsworth Avenue is totally underwater and the watercourses on the perimeters are close to bursting. A large number of rear gardens in Chatsworth Avenue itself have also been flooded.

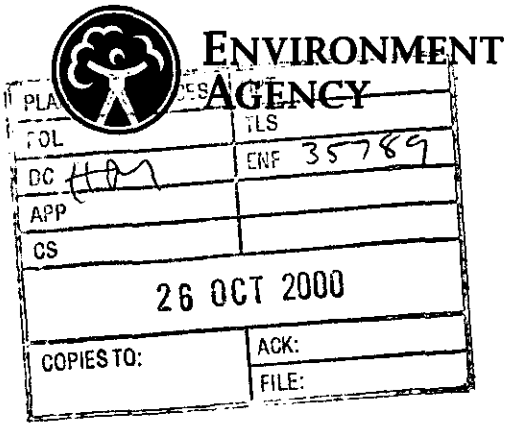
I appreciate that you are probably inundated with requests such as these but would greatly appreciate a response in due course.

Yours sincerely,

HEATHER MORGAN
Senior Planning Officer

Our ref: SP\2000\002292
Your ref: F/2000/2181

Date: 23rd October 2000



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

Attention: Heather Morgan

Dear Madam,

PROPOSED ERECTION OF 170 DWELLINGS WITH ASSOCIATED INFRA-STRUCTURE AT CHATSWORTH AVENUE, WINNERSH, WOKINGHAM

Thank you for your letter dated 25th August 2000 which was received on 28th August 2000. You are asked to quote the following reference in any correspondence: SU77SE/3/7.The Environment Agency has the following comments:

The Environment Agency has no objection, in principle, to the proposed development provided that the following conditions are imposed on any planning permission granted:

PLANNING CONDITIONS

CONDITION: Surface water source control measures shall be carried out in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority before development commences.
REASON: To prevent the increased risk of flooding and to improve water quality.

CONDITION: A Buffer Zone 4 metres wide alongside the watercourse shall be established in accordance with details which shall be submitted to and approved in writing by the Local Planning Authority before the development commences.
REASON: To maintain the character of the watercourse and provide undisturbed refuges for wildlife using the river corridor.
(Note: The Environment Agency asks to be consulted on any details submitted in compliance with this condition).

CONDITION: A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, other than small, privately owned, domestic gardens shall be submitted to and approved in writing by the Local Planning Authority before the development commences. The landscape management plan shall be carried out as approved.
REASON: To protect/conserve the natural features and character of the area.
(Note: The Environment Agency asks to be consulted on any details submitted in compliance with this condition).

Cont/d..

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

CONDITION: The developer must not store materials within a 4m buffer zone to the top of the bank of the watercourse and should avoid gaining access in this zone. There must be no fires, dumping or tracking of machinery within the buffer zone which should be suitably marked and protected during development.
REASON: To reduce the impact of the proposed structure on wildlife habitats upstream and downstream, including bankside habitats.

CONDITION: Any new bridges across any watercourse whether temporary or permanent should be constructed so as to span both banks with the abutments set back from the watercourse on the bank tops and shall allow for a margin of bank underneath.
REASON: TO maintain a continuous buffer strip and corridor which is available for wildlife passage and habitat and to reduce the risk of pollution from run-off.
(Note: The Environment Agency asks to be consulted on any details submitted in compliance with this condition).

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

CONDITION: No soakaways shall be constructed in contaminated ground.
REASON: To prevent pollution of groundwater.

PLANNING INFORMATIVES

Culverting of a watercourse requires the prior written approval of the Local Authority under the Public Health Act 1936, and the prior written consent of the Environment Agency under the terms of the Land Drainage Act 1991/ Water Resources Act 1991. The Environment Agency seeks to avoid culverting, and its consent for such works will normally be withheld.
Contact Amanda Reed on 01276 454331 for further details.

Under the terms of the Water Resources Act 1991, the prior written consent of the Environment Agency is required for any discharge of sewage or trade effluent into controlled waters (e.g. watercourses and underground waters), and may be required for any discharge of surface water to such controlled waters or for any discharge of sewage or trade effluent from buildings or fixed plant into or onto ground or into waters which are not controlled waters. Such consent may be withheld.
Contact Andrea Szabados on 01276 454 373 for further details.

ADVICE TO PLANNING AUTHORITY

DEVELOPMENT CONTROL: CONTACT AMANDA REED ON 01276 454 331

There are a number of watercourses crossing the site. We advise that:
- They should not be culverted;
- A buffer zone should be left on either side of the watercourse; and
- Culverted watercourses should not be built over, but ideally should be opened up and made a feature of the site.

CONSERVATION CONTACT LIZ BALDWIN ON 01276 454 430

Conservation require further information about the proposed crossing of the watercourse. The Environment Agency seeks wherever practicable to ensure that watercourses are crossed by bridges rather than culverts.

Cont/d..

Buffer zones to watercourses are required for the following purposes:
(i) to allow the watercourse to undergo natural processes of erosion and deposition, and associated changes in alignment and bank profile, without the need for artificial bank protection works and the associated destruction of natural bank habitat;
(ii) to provide for the terrestrial life stages of aquatic insects, for nesting of water-related bird species, and for bank dwelling small mammals;
(iii) to provide a "wildlife corridor" bringing more general benefits by linking a number of habitats and affording species a wider and therefore more robust and sustainable range of linked habitats;
(iv) to allow for the maintenance of a zone of natural character with vegetation that gives rise to a range of conditions of light and shade in the watercourse itself. This mix of conditions encourages proliferation of a wide range of aquatic species, including fish;
(v) to allow, where appropriate, for the regrading of banks to a lower and safer profile, in areas where there is public access;
(vi) to prevent overshadowing of watercourses by buildings; and
(vii) to reduce the risk of accidental pollution from run-off.

Domestic gardens should not be incorporated into the buffer zone to the watercourse, in order to avoid problems such as fragmentation of the buffer by fencing; the placing of garden rubbish near the bank; the introduction of non-native species into the buffer; and pressure for inappropriate bank retention works.

The buffer zones should be undisturbed and maintained for wildlife. They should not include any built development including hardstanding or formal/ornamental garden.

With the open space provided within the site, a wildlife pond or balancing feature could be provided.

Balancing features should be designed so as to maximise their nature conservation benefits. As an example, ponds or lakes should have shallow, gently graded margins with an appropriate mix of locally native marginal and emergent vegetation present. The Agency can advise on suitable species if necessary. New ponds or waterbodies should also be surrounded by varied terrestrial habitat which might include features such as: log or stone piles for amphibians; grass cutting piles in damp, undisturbed locations for harmless grass snakes (such areas should not drain into ponds or lakes however); areas of scrub and long grasses for invertebrates and so on. The Agency would ask to be consulted on the detailed plans for any such features.

Any landscaping within the buffer zone should comprise solely of native species. Use of locally native species in landscaping plans is essential in order to benefit local wildlife and to help maintain the region's natural balance of flora. It will also help to prevent the spread of invasive, alien species within the region. Conservation would ask to be consulted on any planting details.

The development should not impact on the nature conservation interest of the adjacent Wildlife Heritage Site (WHS). A buffer zone, minimum of 4 metres should therefore be provided/established between the development and the WHS to protect the nature conservation interest of the woodland. The buffer zone should not include any domestic gardens.

The plans indicate that the main access off Chatsworth Avenue will cross a ditch that bounds the site, however no details have been provided to show how the ditch will be crossed. The Agency would prefer to see the crossing be by means of a clear span bridge rather than culverting. At this stage it is unlikely that the Agency would grant consent for culverted crossing at this point.

* Need to Condition for details to be provided

Cont/d..

ENVIRONMENT CONTACT: NICK WEDDEL ON 01276 454 666

In order to manage the disposal of surface water in a more sustainable manner, taking into account flood risk and other environmental factors, the Environment Agency is likely to recommend that restrictions are imposed on the discharge of surface water from the site. Particular care must be exercised where there is an increase in the impermeable area. The developer will be required to accommodate excess water and control its release into local watercourses, whether directly or by means of the local surface water sewerage system.

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

ADVICE TO APPLICANT

ENVIRONMENT: CONTACT NICK WEDDELL ON 01276 454 666

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

No soakaways shall be constructed to a depth exceeding 3 metres below existing ground level, and under no circumstances shall the water table be intersected.

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

DECISION NOTICE

Would you please forward a copy of the decision notice to this office quoting our reference.

A copy of this letter has been sent to the applicant.

If you have any further queries please do not hesitate to contact Sarah Paxman on 01276 454 323, quoting the reference cited at the beginning of this letter.

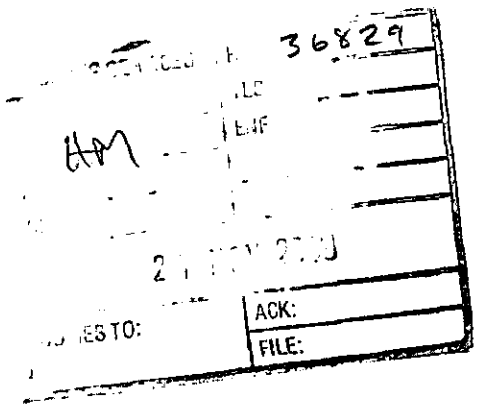
Yours faithfully

Sarah Sheaham

pp.

Sarah Paxman
Development Planning Officer

Cc. Bovis Homes Ltd., The Manor House, North Ash Road, New Ash Green, Longfield, Kent, DA3 8HQ



Winnersh Parish Council

Winnersh Community Centre
New Road, Sindlesham, Wokingham
Berkshire RG41 5DU
Phone/Fax 0118 978 0244
e-mail winnersh.parish@dial.pipex.com

Ms H Morgan
Senior Planning Officer
Wokingham District Council
Shute End
Wokingham
Berks, RG40 1WL

17th November 2000

Dear Ms Morgan

I write on behalf of Winnersh Parish Council to thank you for attending the public consultation meeting on Monday 13th November. I hope you found the meeting informative and useful.

Obviously, I would be grateful for any further information regarding the proposed development that may be issued and would advise that should there be any information that you would like to pass to the residents that attended the meeting, I would be glad to issue you with a list of attendees.

I look forward to hearing from you and should you have any queries please do not hesitate to contact me.

Yours sincerely

Janet Harlin
Clerk to the Council

Details of crossing the drain into the site.

Needs to be investigated.

- Advise the resident of no 59 Church

Chatsworth Ave Rec

Department of the Environment, Transport and the Regions

Land-Use Planning and Electromagnetic Fields

Consultation exercise

Consultation exercise

This is the draft of a circular, for issue jointly by the Department of the Environment, Transport and the Regions and the Department of Health, giving advice to local planning authorities on land-use planning and development (such as overhead power lines and telecommunications base stations) giving rise to electromagnetic fields (EMFs).

Please send three copies of any comments to:

Iain Clark
Development Control Policy Division
Department of the Environment, Transport and the Regions (DETR),
Floor 4/J3,
Eland House,
Bressenden Place,
LONDON SW1E 5DU
Tel: 0171-890 3947
Fax: 0171-890 3949

by Friday **19 February 1999.**

We may make responses to this consultation paper available to Parliament and to public inspection in the DETR library. Unless you specify that your response is confidential we shall assume that you have no objection to its being treated in this way. We shall, nevertheless, include confidential responses in any numerical analysis.

Paper copies of this consultation package (including draft World Health Organisation document) are available from DETR free literature, PO Box 236, Wetherby, West Yorkshire LS23 7NB. Tel: 0870.1226.236; Fax: 0870.1226.237.

Introduction

1. This circular gives guidance to local planning authorities in drawing up development plan policies or deciding planning applications [1] for development giving rise to EMFs or for development proposed in the vicinity of existing sources of EMFs. Examples of development emitting EMFs are overhead power lines and telecommunications base stations.

2. The Government recognises that there is some public concern about the possible health effects of exposure to EMFs and it is upon this aspect that the guidance focuses.

What are EMFs?

3. In simple terms, EMFs are a form of non-ionising radiation - that is, radiation which does not "ionise" or change matter in the way that x-rays or gamma rays, for example, do. EMFs are not the only form of non-ionising radiation. They share the non-ionising spectrum with optical radiation, of which the sun is the best known source. Other examples of sources of optical radiation are lasers and arcs used for welding.

4. EMFs are all around us. They occur naturally. They also arise from a wide range of man-made sources, including domestic wiring and appliances (such as lamps, hairdryers and television sets), visual display units, mobile phones, electricity power lines, broadcasting transmitters, telecommunications base stations, electric trains and security systems used in shops. So people are exposed to EMFs as a regular part of their daily lives.

Health effects of exposure to EMFs

5. The Government's statutory advisers on radiological protection matters are the National Radiological Protection Board (NRPB). They provide expert advice on the health implications of EMFs, drawing upon the most up-to-date research worldwide. The NRPB have published guidelines on limiting exposure to EMFs.[2] These apply equally to people who may be exposed to EMFs in their work and to members of the public. The guidelines are related to established health effects of exposure to EMFs, such as effects on perception, central nervous system effects and the heating of tissues.

6. The operators of any installation or equipment which emits EMFs must abide by the Health and Safety at Work Act 1974. They have a responsibility under this Act, and the Management of Health and Safety at Work Regulations 1992, to assess any risk to health and safety which may arise, including an assessment of likely exposure levels, and to take any appropriate measures. This will include the provision of advice for the protection of the public. As part of this responsibility, the operator of a mobile telephone system or power line, for example, would be expected to be able to demonstrate that exposures of employees and the public complied with the NRPB guidelines. In addition, licensed Public Electricity Suppliers who provide electricity to consumers via the transmission and distribution networks must comply with the Electricity Supply Regulations 1988 as amended, which prescribe requirements for safeguarding the general public from any danger from their installations.

7. Under the 1992 Regulations operators have to carry out a risk assessment, which is then used to ensure compliance with the general duties of the 1974 Act. If the assessment showed that there was an area around an EMF source where people may be exposed to fields which were in excess of the NRPB guidelines, operators would be expected to take measures to restrict access to that area. Such measures could include suitable locked and signed anti-personnel barriers to prevent unauthorised access to areas where people may be at risk.

8. Public exposure to EMFs, therefore, should normally be well below guideline levels.

9. A draft EU Recommendation on limitation of public exposure to EMFs is currently under negotiation. The Recommendation is based on guidelines of the International Commission on Non-Ionising Radiation Protection (ICNIRP) and relates to established health effects of exposure (paragraph 5 above). The final version of this circular will take account of the position reached in the negotiations.

10. A particular point of public concern is whether long-term exposure to low-level EMFs might cause cancer. This issue has been examined by the NRPB's Advisory Group on Non-ionising Radiation. Their advice, taking account of work in this area in a number of countries, is that there is no convincing evidence of a causal link between exposure to EMFs and cancer. NRPB's view is that published human health studies do not provide a basis

for advice on setting exposure standards. This is also the view of international bodies.

11. NRPB's Advisory Group recommended a study of the incidence of cancer in children and their exposure to EMFs and other suspected aetiological (ie causative) agents in the environment. The United Kingdom Childhood Cancer Study is currently in progress and is due to report during 1999. Other international work on the possible health effects of EMFs is also in progress. The Government is keeping a close watch on the results of work in this area.

12. The World Health Organisation (WHO) is currently finalising a briefing document on EMFs. Copies will be sent to local authorities when it is published. Authorities may find the WHO document, and this circular, helpful in advising members of the public who may be concerned about EMFs. The NRPB are also ready to offer advice and have themselves produced a number of leaflets and other publications in this field. Their address is at the end of this circular.

Land use planning

Development plans

13. The town and country planning system aims to secure the most effective use of land in the public interest, and to ensure that facilities are built where they are needed. Development plans set out a local planning authority's policies and proposals for the development and use of land in its area.

14. Local planning authorities must have regard to social, economic and environmental considerations in formulating their general policies in part I of unitary development plans and in structure plans (regulation 9(1) of the Town & Country Planning Development Plan Regulations 1991). These considerations will include the provision of utilities. Authorities should ensure that interactions between policies are fully considered and that all the policies form an integrated whole. Consequently, local planning authorities should consider such matters as general amenity, access, good design and noise in their development plans in addressing development in proximity to electricity generation, transmission and distribution sources. Any environmental damage or loss of amenity caused by development should be minimised. Planning Policy Guidance note 12 (PPG12), 'Development Plans and Regional Planning Guidance', advises local planning authorities to consult utilities when preparing development plans.

15. Specific guidance on telecommunications planning policy, including guidance on development plans and development control, is set out in Planning Policy Guidance note 8 (PPG8), supplemented by Appendix E to DOE Circular 9/95 (General Permitted Development Order Consolidation 1995) and by the Parliamentary answer given by the Minister of State for the Regions, Regeneration and Planning (Mr Caborn) about telecommunications masts on 4 November 1997. Local planning authorities were advised of the answer in the Department's letter of the same date.

16. PPG 8 indicates that authorities' local plans (and Part 2 of unitary development plans) should set out policies and proposals for the location of telecommunications developments (including allocation of particular sites in certain circumstances). Plans may also include general policies on the siting and appearance of telecommunications apparatus.

17. If local authorities are considering adopting policies which would have the effect of introducing any cordon sanitaire around telecommunications or electricity supply equipment (such as masts or overhead power lines), or

which otherwise seek to restrict such development, they should have regard to operators' responsibilities under health and safety legislation (paragraph 6 above) and the lack of convincing evidence of a causal link between exposure to EMFs and cancer (paragraph 10 above). As noted above, national and international guidelines on limiting exposure to EMFs are related to established health effects only. This advice on cordons sanitaires is distinct from operational safe clearances, discussed below, which are designed to avoid contact with or close proximity to overhead lines.

18. Most overhead transmission lines, at 400,000 and 275,000 volts, are owned by The National Grid Company plc (NGC). Like other companies operating transmission and distribution lines NGC does not usually own land below its power lines and cannot control development which takes place there. It and other electricity companies, however, are ready to advise local planning authorities and developers on operational safe clearances for such proposals either in general terms in relation to development plan policies or in relation to a specific development proposal. Details of NGC's approach to safe distancing and contact addresses are to be found in the booklet "Planning and Amenity Aspects of High Voltage Transmission Lines and Substations", sent to all local authorities in England and Wales by the NGC in April 1997.

19. The operators of overhead power lines are required to maintain safe conditions in compliance with the Electricity Supply Regulations 1988 (S.I. 1988 No.1057, as subsequently amended in 1990, 1992 and 1994), which are administered by the Department of Trade and Industry. The Electricity Association, the electricity supply industry's trade association, provides details of how the Regulations are met with respect to avoiding accidental contact by structures, trees and members of the public, with overhead conductors. Details are given in ESI Standard 43-8, "Overhead Line Clearances". The necessary clearance at a specific location will be dependent on several factors, including the location the line is passing over and the line's construction, design and operating voltage. The electricity companies should be consulted on all individual development proposals on land crossed by existing overhead powerlines so they can advise on the particular clearances prevailing. Proposed developments adjacent to overhead lines should be designed to facilitate their construction without infringing such safety clearances. They apply to all fixed or temporary structures (scaffolding, etc.) and to trees and some other special circumstances.

Development control

20. The general principles for deciding planning applications and appeals are set out in Planning Policy Guidance note 1 (PPG1). In summary, where the development plan is material to the development proposal, and must therefore be taken into account, section 54A of the Town and Country Planning Act 1990 requires the application or appeal to be determined in accordance with the plan unless material considerations indicate otherwise. Conversely, applications which are not in accordance with relevant policies in the plan should not be allowed unless material considerations justify granting a planning permission. Those deciding such planning applications or appeals should always take into account whether the proposed development would cause demonstrable harm to interests of acknowledged importance. In all cases where the development plan is relevant, it will be necessary to decide whether the proposal is in accordance with the plan and then to take into account other material considerations.

21. PPG 1 advises local planning authorities that any consideration which relates to the use and development of land is, in principle, capable of being a planning consideration. The issue of whether, in any individual case, a particular matter is a material consideration will depend on the prevailing facts and circumstances. It is for the body determining the application (usually the local planning authority) to decide which are the material considerations applicable in the first instance. The Courts have held that any genuine public perception of danger is a valid planning consideration, although the weight to be given to this will be a matter for the body determining the application taking into account the particular facts of the case .[3]

22. PPG 1 also notes that it is not for the planning system to protect the private interests of one person against the activities of another. Although in a particular case considerations of public interest may serve to protect private interests, the material question is not whether a particular development would cause financial or other loss to owners and occupiers of the neighbouring property, but whether the proposal would have a detrimental effect on the locality generally, and on amenities that ought, in the public interest, to be protected.

23. As regards telecommunications developments, local planning authorities have the opportunity to exercise control over the siting of individual mast developments, whether through consideration of a full planning application or determination of a "prior approval" application under the Town and Country Planning (General Permitted Development) Order (GPDO) 1995. The Department has recently consulted on proposals (set out in "Telecommunications Development Control") to change some of the procedures under the GPDO to give sufficient time for proper consultation by local planning authorities over the siting and appearance of ground-based telecommunications masts permitted under the Order. The outcome was announced by Mr Caborn by way of a Parliamentary answer on 16 November 1998.

24. Local authorities do not deal with applications for electricity lines over 20,000 volts. These are dealt with by the Secretary of State for Trade and Industry under section 37 of the Electricity Act 1989. Consequently, there is no need for local planning authorities to include policies in their development plans covering new overhead power lines or underground cabling. Local authorities in whose area the proposed line runs, however, are consulted over any such proposals. If local authorities object to such a proposal, a public inquiry has to be held. Both the operator and the Secretary of State for Trade and Industry are required to take environmental factors into account. Department of the Environment Circular 14/90, `Electricity Generating Stations and Overhead Lines', sets out the procedures by which the Secretary of State for Trade and Industry seeks the views of local planning authorities and provides some advice on environmental assessments.

25. Similarly, local authorities will not deal with applications for power station developments of over 50 megawatts generating capacity. Again, these are dealt with by the Secretary of State for Trade and Industry under section 36 of the Electricity Act 1989 and need not be covered in development plan policies. Local planning authorities will, however, deal with planning applications for power station developments of 50 megawatts and under in the normal way.

Further information

26. If you require clarification of anything in this Circular contact:
Andrew Kean
Development Control Policy Division
Department of the Environment, Transport and the Regions
4/J2
Eland House
Bressenden Place
London SW1E 5DU
Tel: 0171 890 3942 or
George Hooker
Environmental Radiation Section
Department of Health
Room 679D
Skipton House
80 London Road
London SE1 6LW
Tel: 0171 972 5126 or
Nigel Bayliss
Development Control Policy Division
Department of the Environment, Transport and the Regions
4/J1
Eland House
Bressenden Place
London SW1E 5DU (for questions relating to the Electricity Act 1989)
Tel: 0171 890 3935

27. For further advice and material about radiological protection and health issues contact:
Information Services
National Radiological Protection Board
Chilton
Didcot
Oxon OX11 ORQ
Tel: (01235) 831600
Fax: (01235) 833891

28. For further advice about overhead line clearances contact:
Engineering & Safety Division
The Electricity Association
30 Millbank
London SW1P 4RD

[1] including applications for prior approval for certain telecommunications development under Part 24 of The Town and Country Planning (General Permitted Development) Order 1995.

[2] Restrictions on exposure to time-varying electromagnetic fields and readiation. Documents of the NRPB, 4 No 5, 7-63 (1993).

[3] Newport BC, v SS for Wales and Browning Ferris Environmental Service Ltd [1998] Env. LR at 174 and [1998] JPL 377.

The full consultation package contains apre-publication copy of a briefing document on EMFs prepared by the World Health Organisation (WHO). It is proposed to send all local authorities a copy of the document when it is published (see paragraph 12). In the meantime, WHO have kindly agreed to our sending an advance copy to assist consultees in their consideration of the draft circular. Circulation of the document should not be taken to imply

our formal endorsement of its contents.

Published 8 January 1999

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How might power lines cause cancer?

For a long time scientists have suspected that living near overhead power lines might increase one's chances of developing certain forms of cancer, particularly leukaemia.

Though the case is not proven, several countries have already decided to stop building houses under power lines. The UK is not among them. One reason why we've taken no action so far is that it's not clear how these cables, which carry electricity to our homes, could cause cancer. But now a scientist at Bristol University may have come up with the missing link.

In 1996, Professor Dennis Henshaw showed that electric fields, like those produced around the power lines, attract radioactive substances in the air. These substances are formed when radon, a radiactive gas in the air, decays. This might mean that people living underneath the electric cables would be exposed to higher levels of alpha radiation. And it is known that this radiation, once inside the body, can damage cells and lead to cancer.

The research took place indoors, and in one experiments used the mains lead attached to an ordinary domestic appliance to simulate an overhead power cable. Both wires carry alternating current and have electric fields around them. The difference is that the field around your hairdryer is a lot smaller than the one near an overhead power line.

In this experiment, which Schools Online is attempting to replicate, Professor Henshaw used TASTRAK detectors to measure the concentration of alpha-emitting radiactive substances near the wire. He observed that the concentration of radioactive substances close to the wire was much higher than that further away. In fact, he described it as being like "the attraction of iron filings to a magnet".

Because of results like this, he believes that harmful cocktails of radioactive substances would build-up in the air around overhead power lines.

Before you go around your house pulling out plugs, remember that there is no danger from the field around the mains lead of a domestic appliances. The effect here is very short range, and only detectable a centimetre or so from the wire.

One final thought. Perhaps radioactivity isn't the only thing to worry about if you're living beneath a power line. Scientists from Norway have recently reported that bacteria are attracted to electric wires too.

- Find out more about Prof Henshaw's expt
- The investigation

Science Online Home Page

This page is maintained by Kathie Douglin (Kathie) .
Last updated Thu Jun 19 '97.

Tel. 0118 974 6446 (Direct Line)
E-mail: Heather.Morgan@wokingham.gov.uk
Date. 14 November, 2000
My ref. HPM/F/2000/2181
Your ref.

Environmental Services Department
Planning Services
P.O. Box 157
Shute End, Wokingham
Berkshire RG40 1WR
Tel: (0118) 974 6000
Fax: (0118) 974 6484
Minicom No: (0118) 977 8909
DX: 33506 – Wokingham

Mr. A. Kilpatrick,
Area Service Manager,
First Floor,
Blake House,
Manor Farm Road,
Reading,
Berks.
RG2 0JN.

Dear Mr. Kilpatrick,

PROPOSED ERECTION OF 170 DWELLINGS WITH ASSOCIATED INFRASTRUCTURE
LAND AT CHATSWORTH AVENUE, WINNERSH

I refer to the above application which is currently being considered by the Local Planning Authority at Wokingham. Thames Water Utilities Ltd is consulted as a matter of course on such applications. I attach for your information a copy of the correspondence received from a colleague of yours in Customer Field Services.

This letter advisers that you be contacted on order to determine the ability of local sewers to dispose of foul or surface water. Please could you advise on the current position, particularly in the light of recent flooding in the area. Residents at a public meeting on the 13 November 2000 raised this issue as a significant concern.

Do not hesitate to contact me should you wish to discuss the matter in more detail or require additional information.

Yours sincerely,

HEATHER MORGAN
Senior Planning Officer
Enclosure: letter from Customer Field Services

Agenda for Public Consultation meeting 13.11.00

Proposed development to the rear of Chatsworth Avenue

1. Welcome from Chairman of Winnersh Parish Council
2. To discuss the viability of building on an area prone to flooding Sprays on site.
3. To discuss traffic/highways implications
4. To discuss the mix of housing on the proposed development
5. To discuss other areas of concern to residents concerning this proposed development
6. Closing statement from Chairman of Winnersh Parish Council

Please note: pads are available at the entrance to the hall for residents to supply contact details, e.g. name, address, telephone number.

Residents Meeting 13/11/00

(A) Intro (C'man)
Facts only.
Respond to indiv. concerns if not addressed at the meeting.

(B) Flooding Issues
(1) Plc & rdle scheme on fl'plain. Caused probs. fl'plain doesn't work. Tarmac.
Grab-Wiley to get worse. Shareholds encour. dev. on soakaway areas.
If LA - maladmin. re farm close to voids.
legal action :: of flooding
JM - EA no objection. written back. Awaits. confirmat.
(2) Concerns re flooding - here we gave back of the gate re the housing pros.
JD - Bps in July to get in water areas.
got guidance re flooding. 119 n. fl'plain.
not to take accounts of flooding.
(3) Video - says its prone to flooding (Croston Ave).
(4) Redress in the future re flooding [redacted] - if it comes to lights.
Not legal opinion. Blds responsible? LPA respons?
(5) Extension of fl'plain? EA need to UK onto this.
(6) Amenity - wildlife area. Wildlife hide. Café and creche promised by the developers. (Original scheme → developers went bankrupt).
L. Sigg - cumulative impacts on flooding. How it can be addressed
(7) What planning gain for the site?
LS - Officers, Members. [redacted] consultation. Infra. impacts. Ed, leisure.
(8) Comments sheets LALP 1989. Concerned re lack of notice taken

(5) Concerned about the wider impacts.
Developer pays for flooding, traffic impacts.
(6) Chats Ave – no jcts into Bradon Rd. Concerns re traffic
Traffic lights on Ridge Rd / Arbor Lane, turning rights.
Proposals being put forward by developer.
Scheme – consult Councils & PCTs.
– local consultation.
(7) Traffic analy. going on. Applic 1st or assessment?
● TC – developer has to assess impact. Likely jct impact.
(8) Concerned ab rat-runners & fcl created by traffic calming.
TC – Phase 1 of 2 re traffic calming.
● over & above existing impacts. Likely on some jcts.
(9) Made ref. to prev. scheme ByPass. Said survey said bypass
wasn't acceptable :: of the higher levels of traffic.
JD – Lger scheme 470 dwellings.
(10) What are max traffic volumes the Council will allow?
TC – Impact & devel. material? Gen 10% inc → infra.
reqs → measures to mitigate traffic levels.
(*) Dun. Dr, Beaumont Path, Rillow Drive – all ok but built since
the bypass in the 1980's – Cumulative impact. (*)
Hses → jobs → hses etc.
● LS – will ask for applic to be referred ab Otter (DC).
(11) Relief Rd still needed :: of the cum. impact.
(12) Grounds for refusing :: of any impacts!
No hsing until adequate infra. Cum. Piecemeal impact.
(1) Mix of Hsing
Heights – 3 storeys. Impacts on existing residents.
Concern re mix. Le 2 beds → use. nos. → a prob.
JM Pylons – a concern. NGO power. Take account of
govt advice.
P. Bray – take account of concerns of Mobile Phone
Masts.
I Chatsworth – why no letter about traffic.
Concerns re infra. Educ School Places.

Bovis Homes Limited
South East Region
The Manor House
North Ash Road
New Ash Green
Longfield, Kent DA3 8HQ

Telephone: 01474 872427
Facsimile: 01474 873849
DX: 41950 New Ash Green 2

Ms J Harlin
Clerk to The Council
Winnersh Parish Council
Winnersh Community Centre
New Road
Sindlesham
Wokingham, Berkshire
RG41 5DU

23rd October 2000
Our Ref. GH/kg

Dear Ms Harlin

Proposed Development at Chatsworth Avenue, Winnersh

I am writing further to your letter dated 12th October, and to my telephone conversations with your colleague, in connection with the proposed public meeting to discuss the above.

I wish to thank you for inviting Bovis Homes to attend the meeting. The matter has been the subject of much discussion and we have decided, on balance, that we do not wish to attend at the present time.

There are two main issues that have led to this decision; firstly the layout currently submitted to the District Council is to be revised following meetings with the Council's Officers. The revised scheme is still being prepared and it would not be appropriate or meaningful for a discussion to be held in relation to the currently submitted scheme. Secondly we are aware of the level of objection to the scheme as we have studied all the letters of objection which have been sent to the District Council. However, it is for the District Council as Local Planning Authority, to consider the proposals put forward by Bovis Homes in the light of current Planning and Technical Policy Guidance and also taking into account the views of the local community. As representatives from the District Council will be attending the meeting they will be able to take note of the issues and concerns raised and can then take them fully into account when considering Bovis Homes revised scheme.

Cont\ ...

I trust the above fully explains why Bovis Homes have decided not to attend the meeting. However, if you wish to discuss the matter in more detail, please do not hesitate to contact me.

Yours sincerely

Graeme Humphrey
Town Planning Manager

c.c. J Dunning - Wokingham DC
J Mitchell - Wokingham DC

TO: **DEVELOPMENT CONTROL**
Heather Morgan

FROM: Environmental Design

DATE: 17th September 2000

Location: Land at Chatsworth Avenue, Winnersh.

Proposal: Erection of 170 dwellings with associated infrastructure.

Application Number: F/2000/2181

In response to your consultation dated 17th August 2000 for the above application, the arboricultural comments are as follows:

This site is presently a field with trees/hedgerows on the boundaries. There is woodland, which is designated as a Wildlife Heritage Site to the Southeast of the site. The relationship between the proposed development and these features is acceptable.

Catherine Brimble will be commenting on the landscape implications.

Neil Etherington
Senior Arboriculturist

The Ramblers' Association
Working for walkers

PLANNING SERVICES RPT 34743
DC HM
APP
CS
27 SEP 2000
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Berkshire Area
Groups: East Berks
Great Park • Loddon Valley
Mid-Berks • Pang Valley
South East Berks • West Berks

70 Broad Hinton
TWYFORD
Berks RG10 OLP

Tel/Fax: 0118 9320285

24 September 2000

Planning Services
WOKINGHAM DISTRICT COUNCIL

ATTENTION: MS HEATHER MORGAN

Proposed erection of 170 houses on land
at rear of Chatsworth Avenue, Winnersh

Thank you very much for sending me a copy of the road layout.

We are very pleased to note that the original line of this old path has been retained and, apart from coinciding with the estate road for a short section, will otherwise be screened (when the trees have matured) from the houses and the road.

As mentioned to you on the telephone, we would like to see in the future an improvement made to this path where it runs south of the present site, so as to move it away from being pinned in as at present from the foot of the M-way embankment.

It would be interesting to know whether this land is currently in the ownership of the District Council?

Could you please bear this suggestion in mind if and when plans to develop this adjoining site are submitted to the Council.

Yours sincerely
DAVID BOUNDS
Footpath Secretary
Loddon Valley RA Group

Registered charity number 300089

WOKINGHAM DISTRICT COUNCIL

To Heather

Date 30/10/00 Time

WHILE YOU WERE OUT

Name Mrs Broadmore

Of

Phone No. 978 3006 Ext.

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

MESSAGE Chatsworth Ave, Wokingham

She said that she had been talking to you about the flooding. She would like you to come out and see the flooding later. I said that probably wouldn't be possible and that she should take photographs instead.

Could you please telephone her.

Thanks PTO

Signed Nicky

Bovis Homes Limited
South East Region
The Manor House
North Ash Road
New Ash Green
Longfield, Kent DA3 8HQ
Telephone: 01474 872427
Facsimile: 01474 873849
DX: 41950 New Ash Green 2

Ms J Harlin
Clerk to The Council
Winnersh Parish Council
Winnersh Community Centre
New Road
Sindlesham
Wokingham, Berkshire
RG41 5DU

23rd October 2000
Our Ref. GH/kg

Dear Ms Harlin

Proposed Development at Chatsworth Avenue, Winnersh

I am writing further to your letter dated 12th October, and to my telephone conversations with your colleague, in connection with the proposed public meeting to discuss the above.

I wish to thank you for inviting Bovis Homes to attend the meeting. The matter has been the subject of much discussion and we have decided, on balance, that we do not wish to attend at the present time.

There are two main issues that have led to this decision; firstly the layout currently submitted to the District Council is to be revised following meetings with the Council's Officers. The revised scheme is still being prepared and it would not be appropriate or meaningful for a discussion to be held in relation to the currently submitted scheme. Secondly we are aware of the level of objection to the scheme as we have studied all the letters of objection which have been sent to the District Council. However, it is for the District Council as Local Planning Authority, to consider the proposals put forward by Bovis Homes in the light of current Planning and Technical Policy Guidance and also taking into account the views of the local community. As representatives from the District Council will be attending the meeting they will be able to take note of the issues and concerns raised and can then take them fully into account when considering Bovis Homes revised scheme.

Cont\ ...

TO: **DEVELOPMENT CONTROL**
Heather Morgan

FROM: Environmental Design

DATE: 3 October 2000

Location:	Land at Chatsworth Avenue, Winnersh, Wokingham
Proposal:	Proposed erection of 170 dwellings with associated infrastructure
Application Number:	F/2000/2181

In response to your consultation dated 17 August 2000 for the above application, the landscape comments are as follows:

I have no objections to the general layout of the proposed housing estate as the existing hedgerow structure is maintained around the site. However where the hedgerow forms the boundary to the rear gardens of properties numbered 26 – 30, 38, 39 & 40, 47 – 49, it will then be in private ownership and therefore could be removed by the individual property owner providing no boundary continuity. This hedgerow is important to maintain as the site is located on the edge of the Loddon River valley providing a countryside setting for the settlements of Winnersh and Earley. It is suggested that a green strip is provided to the rear of these gardens so that the hedgerow can be maintained in its entirety.

There is little integration of the large public open space in the south eastern part of the site into the rest of the site and access is limited to the boundary with the emergency link road with no obvious entrance from road No. 1.

Overall the scheme needs to incorporate a significant amount of structure planting throughout the site such as forest type trees where there is sufficient room to plant them, in the interests of visual amenity. The applicant needs to provide a detailed landscape scheme showing the location of all new trees and shrubs, full species name, size of plant at time of planting and planting densities. Details of external materials including boundary and surfacing treatments should also be provided.

Catherine Brimble

Catherine Brimble
Landscape Architect

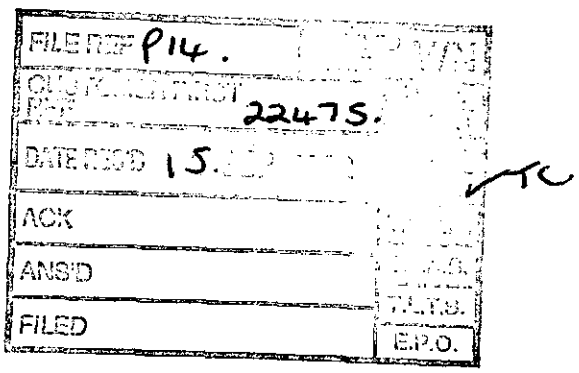
Stuart Michael Associates
CONSULTING CIVIL ENGINEERS
PLANNING • DESIGN • PROJECT CO-ORDINATION

29 Kingfisher Court, Hambridge Road
Newbury, Berkshire RG14 5SJ
Newbury Tel: 01635 551511
Fax: 01635 550405
Egham Tel: 01784 471923
Fax: 01784 432319
e-mail: stuartmichael@btinternet.com

Our Ref: 772/SMA/sb

14 September 2000

Mr T Callaghan
Team Leader – Development Control
Wokingham District Council
PO Box 153
Shute End
WOKINGHAM
Berkshire RG40 1WL



Dear Mr Callaghan

Re: Land at Chatsworth Avenue, Winnersh
Broader Transportation Issues

1.0 Thank you for meeting with me yesterday. In terms of the principal matters arising I believe these are as follows.

2.0 **Baslow Road/Reading Road Junction**

2.1 Having reviewed our submissions and drawings (under cover of our letter dated 1.12.99) it was agreed that Drawing No. 99.772.003 should form the basis of our further deliberations.

2.2 You have requested that we should examine the option for a controlled pedestrian crossing facility over the A329 at a position close to Arbor Lane (school route). We will certainly look at this though we are, in any event, proposing crossing facilities as part of the draft details.

2.3 We enclose copies of the LINSIG printouts which correspond to Tables 5 & 6 of the submissions to you on 1 December 1999. It is understood that you will seek an overview from your term consultant, Parkman on this.

2.4 We also discussed the possibility of a stage approach to the introduction of improvements on the Reading Road. For example, the junction could be formatted under Phase 1 to allow signal controls to be introduced later. Phase 1 could however incorporate on-demand pelican crossing facilities.

Cont.,

Partners: S. M. Atkinson B.Sc (Hons), C. Eng., M.I.C.E., M.I.H.T., M.A.P.M.
R. M. E. Hewitt B.Sc (Hons), C. Eng., M.I.C.E., M.I.H.T.
Associates: S. W. Andrews M.I.H.T.
J. S. Muscroft B. Eng. (Hons), C. Eng., M.I.C.E., M.C.I.W.E.M., M.I.H.T.

Our Ref. **4648**
Your Ref. F/2000/2181
Date. 13 September 2000

Thames Water
Customer Field Services
Rose Kiln Court Rose Kiln Lane
Reading RG2 0HP
Telephone 0118 925 1515 Telefax 0118 925 1516
DX 132045 Reading 11
www.thames-water.com

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

This matter is being dealt with by
Cleighton

Case officer

	34469
DC	
APP	
CS	HM
20 SEP 20	
COPIES TO:	ACK:

1st Floor, Blake House, Manor Farm Road, Reading, Berks, RG2 0JN.
Andy Kilpatrick (01189) 923 6805.
for Wilson

Dear Sir / Madam

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

Land at Chatsworth Ave
Wokingham

I refer to your consultation received in this office on 17/08/00

SEWERAGE

Thames Water Utilities Ltd., must recommend that you consult with the Area Service Manager, who will determine the ability of the local sewers to dispose of foul or surface water. If their investigations find insufficient capacity is available, the Company will provide the appropriate additional capacity as soon as is practicable. To ensure the Company has sufficient lead-in time to provide such additional services, the Company would object to the application unless the following conditions were imposed under Sections 70 and 72 of the Town and Country Planning Act 1990:-

Reason:- To ensure that the foul and/or surface water discharge from the site shall not be prejudicial to the existing sewerage system.

Where disposal of surface water is other than to a public sewer, then the Applicant should ensure that approval for the discharge has been obtained from the appropriate authority.

There are public sewers crossing this site, however, insufficient details have been submitted (i.e. detailed site plan) so no building will be permitted within 3 metres of the sewers.

Development shall not commence until details of on and off-site drainage works have been submitted to, and approved by, the Local Planning Authority. No works which result in the discharge of foul or surface water from the site shall be commenced until the off-site drainage works referred to above have been completed.
OR
Should a Section 106 agreement be recommended for the development Thames Water Utilities Ltd., would recommend the following clause be included:-

Not to commence the Development or any part thereof unless and until:-

(a) details of on and off-site foul and surface water drainage have been approved in writing by the Planning Authority and;
(b) and arrangements have been made to the satisfaction of the Planning Authority for the provision of adequate foul and surface water drainage for the whole of the development. Such drainage should for the whole of the development. Such drainage should comprise:-
(i) the provision and/or (ii) enlargement of such drainage as may be necessary as determined by the Planning Authority in consultation with the Sewerage Undertaker and should be secured where appropriate by payment by the Owners or their successors in title of a requisition (according to Sect. 99 of the Water Industry Act 1991) - a contribution towards the cost thereof incurred by Sewerage Undertaker

Where disposal of surface water to soakaways is specified, it will be necessary for the Applicant to demonstrate, by means of soakage tests, that the surface water flows from the development can be satisfactorily disposed of by this method. The Applicant should be required to submit a revised application detailing an alternative means of disposal, where tests do not give the required results. Development shall not commence until drainage strategy, including in and off-site works, have been submitted to and approved by the Local Planning Authority in writing.

Should you require further information please contact the Area Service Manager at Kidlington Tel:- 0645 200800.

WATER

There is an existing public water main in close proximity to the proposed development, situated in the public highway.

Reinforcement mains to this site may/will be necessary, subject to the Company's normal financial terms and conditions.

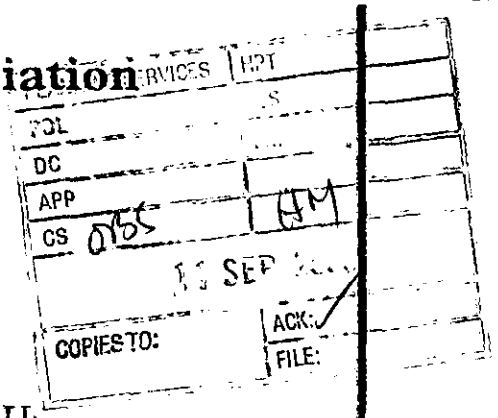
Thames Water Utilities Ltd., are unaffected by this development, and therefore have no objections.

The best connection would be the 8" main in the Reading Rd. There is approx 2.5 bar pressure in the Earley zone and a 4 to 5 bar if the supply is taken from the Bearwood Zone (to the south of the proposed development) Flow and pressure tests will also need to be carried out. There is potential for more development in this area so the response to this one must be correct.

Yours faithfully,

Cleighton
(For Technical Information Manager)

The Ramblers' Association
Working for walkers





Berkshire Area
Groups: East Berks
Great Park • Loddon Valley
Mid-Berks • Pang Valley
South East Berks • West Berks

70 Broad Hinton
TWYFORD
Berks RG10 OLP

Tel/Fax: 0118 9320285

8 September 2000

Planning Services
WOKINGHAM DISTRICT COUNCIL

ATTENTION: HEATHER MORGAN

Proposed erection of 170 houses on land rear of Chatsworth Avenue, Winnersh

Thank you for your letter of 5 September and note your comments.

Could you confirm, please, that this plan takes account of the DOE circular 2/93 'PUBLIC RIGHTS OF WAY AND DEVELOPMENT' point 4, which recommends that existing public footpaths are not diverted onto estate roads and that preference is given to providing made up estate paths through landscape or open space away from vehicular traffic.

It would be very helpful in this instance if you would send me a copy of the detailed layout plan.

✓ 14/9/00

Yours sincerely
DAVID BOUNDS
Footpath Secretary
Loddon Valley RA Group

Registered charity number 940387

Tel. 0118 974 6446 (Direct Line)
E-mail: Heather.Morgan@wokingham.gov.uk
Date. 5 September, 2000
My ref. HPM/2000/2181
Your ref.

Mr. D. Bounds,
70 Broad Hinton,
Twyford,
Berks.
RG10 0LP.

Environmental Services Department
Planning Services
P.O. Box 157
Shute End, Wokingham
Berkshire RG40 1WR
Tel: (0118) 974 6000
Fax: (0118) 974 6484
Minicom No: (0118) 977 8909
DX: 33506 – Wokingham

Dear Mr. Bounds,

PROPOSED ERECTION OF 170 HOUSES
LAND REAR OF CHATSWORTH AVENUE, WINNERSH

I refer to your letter dated 31 August 2000, regarding the above application.

The scheme as currently proposed does not intend to alter the public footpath in any respect. It will continue to run along its present line without deviation. It will in part comprise a footway alongside the main internal road. Where the path does not form part of such a footway, it is to be bounded on either side by soft landscaping. No details of materials have been provided to date.

I trust this is of assistance. Do not hesitate to contact me should you require any additional information.

Yours sincerely,

HPM

HEATHER MORGAN
Senior Planning Officer

The Ramblers' Association
Working for walkers



31 August 2000

PLANNING SERVICES	DOT 33788
POL	FLS
DC HM	ENF
APP	
ES	
04 SEP 2000	
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	FILE:

Mr J Mitchell
Development Control Manager
WOKINGHAM DISTRICT COUNCIL

Berkshire Area
Groups: East Berks
Great Park • Loddon Valley
Mid-Berks • Pang Valley
South East Berks • West Berks

70 Broad Hinton
TWYFORD
Berks RG10 OLP

Tel/Fax: 0118 9320285

Planning application No. F/2000/2181

Dear Sirs

Thank you for your letter of 17th August sending us details of this application.

As you may know Winnersh Footpath 6 - Bearwood Path - runs through the middle of the proposed development.

Before commenting on the plan, please advise what alternative proposals the developer has made for the line of the footpath (information required by question 18.)

Naturally, we would expect to see this historic path incorporated into the scheme in a sympathetic way. We await your response.

Yours sincerely
DAVID BOUNDS
Footpath Secretary
Loddon Valley R Group

Registered charity number 306089

Wokingham District Council
Planning Application

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

AND/OR

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

Application No: F/2000/2181

Proposal:
Proposed erection of 170 dwellings with associated infrastructure.

Location:
Land At Chatsworth Avenue Winnersh Wokingham

This application is being advertised in the Wokingham Times newspaper on the 30/08/2000 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 Heather Morgan P.O. Box 157 Council Offices, Shute End, Wokingham, Berkshire, RG40 1WR to arrive before **20/09/2000**. Written comments submitted will become available for public inspection.

In view of the very large number of planning applications and letters of comment received, it will not 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: 30/08/2000

Erected on lamppost opposite junction with Barkham Road
31/8/00
HPM

Heather Morgan

From: Andy Glencross
Sent: 29 August 2000 17:20
To: Heather Morgan
Subject: Planning Application F/2000/2181

Hi Heather

There could be a number of ecological issues affecting this site and I really think we should be asking for a full ecological assessment for this size of proposal.

In addition there are likely to be Great crested newts in the area, and any ponds on the site, existing or proposed could support a population.

The proposed open space is sited in the middle of the development and houses are proposed to be built right upto the WHS boundary. It would seem logical to put the POS adjacent to the WHS in the hope of providing a buffer zone.

The fields may also support important farmland bird populations such as skylarks and linnets.

The ditches that run up from the Loddon may support water voles.

As you can see a survey of the site is essential before we can assess the merits of this application.

I hope this is of help to you.

Cheers

Andy

FROM: Heather Morgan

DATE: 17 August 2000

PLANNING SERVICES	HPT 33602
POL	TLS
DC	ENF
APP	
CS	
29 AUG 2000	
COPIES TO:	ACK:
	FILE:

WINNERSH PARISH CONSULTATION SHEET

Application Number: F/2000/2181

Proposal: Proposed erection of 170 dwellings with associated infrastructure.

Site Address: Land At , Chatsworth Avenue, Winnersh, Wokingham.

Applicant: Bovis Homes Ltd .

Your observations are required in respect of this application **by 10/09/2000** .

The Committee **OBJECTED** to this application on the following grounds:

1 There would be an unacceptable increase in traffic
2 There would be increased pollution
3 The mix of houses was incorrect i.e. too many large and too few affordable smaller properties
4 The positioning of the social housing was inappropriate
5 There was a lack of infrastructure i.e. schools, doctors, dentists
6 The play area should be central to the site, not on the edge
7 The play area should not be near a pylon .
8 There was no consideration of the flood plain
9 There was insufficient detail for this plan to considered as a "full" application

SIGNED: _____ DATE: 25.08.00

Clerk To Winnersh Parish/Town Council.

THAMES VALLEY
POLICE

PLANNING SERVICES	HPT 33564
POL	TLS
DC AM	ENF
APP	
CS	
29 AUG 2000	
COPIES TO:	ACK:
	FILE:

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

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

Date 24th August 2000

For 'Secured by Design' standards and application forms
Visit the 'SBD' website at :-
www.securedbydesign.com

Mrs. H. Morgan
Planning Services
Wokingham District Council
PO Box 157
Shute End
Wokingham
BERKS.
RG40 1WR

Your Ref. 2181

Dear Mr. Lewis

Chatsworth Ave. Winnersh, Wokingham

Thank you for the details of the application in respect of this site.

There are a number of parking areas which are a significant crime risk and contrary to WDC Supplementary Planning Guidance A6 (page 9) 'Each plot should include provision for off road parking *within view of occupiers.*' 'Terraced housing or flats should be provided *in the frontage* with spaces allocated to specific units and *in full view* of the occupiers of each unit'.

These include the large parking court behind 69&68, the parking court behind plots 53 & 54 and that serving plots 76-81. The area serving plots 82-89 is little better.

After the years of developing knowledge about safe estate layouts, this eastern end of the estate, is some of the worst I have seen, harking back to the 1970s where residents parked their cars and then walked along connecting alleys to 'pedestrian walks' along the house frontages. Every piece of academic research and crime pattern analysis shows this to be a major crime generator in the parking areas and a fear inducer in residents who have to walk along the maze of paths.

I am also concerned about the apparent 'no man's land' along the meandering Road No 1. Expensive for the council to maintain, these often become dog fouling areas, unofficial car parks, and as seen recently, even temporary camp sites for travellers vans.

I am also concerned about the status of the strips of land between the new housing and the site boundary along the north, wets and south edges at the western end of the site.

For these reasons, I must vigorously oppose this application in respect of its high risk of crime and anti-social behaviour. The developers are aware of my existence and that crime prevention design advice is available free of charge on a site specific basis.

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 crime risks facing this site include burglary, car crime and anti-social behaviour. The layout is in direct contravention of WDCs own planning guidance in respect of the parking provision.

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

I trust this will be of assistance.

Yours sincerely.

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

GENERAL LAND ENQUIRY FAXED REPLY

From:- Jan Prosser Telephone:- 01753 695677 Fax:- 01753 695795

SOUTHERN ELECTRIC

To: Heather Morgan
Company:- Wokingham District Council
Fax No:- 0118 974 6484
Total Pages (incl. cover):- One Date:- 24-8-00
Your Reference:- Heather Morgan / F / 2000 / 2181
Our Reference:- J903829

New Housing Group
PO Box 123
Slough
Berkshire
SL1 2PF

PLANNING SERVICES RPT 3357
TLS
ENF
25 AUG 2000
COPIES TO:
ACK:
FILE:

Proposed Development at Chatsworth Avenue, Winnersh.

Your recent enquiry concerning land at the above location refers. Please read this fax in conjunction with the cable records and letter sent to you by our Mapping Services Unit at Basingstoke (ref. MSU– 029004). Without having further details of your development I am unable to provide you with accurate information or costs. However, the following comments are of a general nature given to assist you with the evaluation of your proposals.

Existing Cables/Plant & Equipment -that effect your development.

1. There is an existing High Voltage tower line on the southern tip of your site, this should be regarded as a permanent feature as diversions are extremely costly and lengthy in duration.
2. Existing cables may need to be diverted dependant on your new road access and budget costs of £5,000 - £9,500 should be allowed.

Supplying Your Development.

I cannot provide an accurate indication as to the likely connection charge but it is anticipated that it will be in the range of £ 350 - £ 550 per dwelling.

A substation site may be required within this site in a technically suitable position, typically 4m x 4.5m in size. This would be dependant on your final electricity load requirements.

General

To enable a full scheme to be prepared, please let me have the following information, as soon as it is available:-

Site layout plan (1/500) scale indicating the proposed meter positions.

Electrical Load requirements and type of heating to be installed.

Information regarding any industrial or commercial supplies required to include for example any street lighting, foul water pump and landlord supply requirements.

The anticipated lead times for supply connections varies and is sometimes governed by factors outside of our control (e.g obtaining Wayleave consents). Without further information I cannot give specific lead times. Typically they vary from a few weeks for a simple development to 12 months or more for a large / complex scheme. In extreme cases, even longer periods can be involved.

When full details are available I look forward to providing you with a quotation for the electrical supplies to your development.

I can also provide you with a quotation for the installation of gas mains and services on this development at a highly competitive price.

The electricity and gas supplies would be installed through a single point contact. Please let me know if you would like to pursue this option.

The above comments are for guidance only and do not constitute an offer of terms by Southern Electric.

Southern Electric plc Registered in England No. 2366879
Registered Office: Southern Electric House Westacott Way

PLANNING SERVICES | HPT 33497
POL | TLS
DC | LAP
APP |
CS |
25 AUG 2000
COPIES TO: | ACK:
FILE:

WOKINGHAM DISTRICT COUNCIL

MEMORANDUM

From: Joanne Ellis, Environmental Health — My Ref: IPE/chatsworth

To: Heather Morgan, Planning — Your Ref: 2000/08/2000

Date: 24 August 2000

PROPOSED DEVELOPMENT OF 170 DWELLINGS WITH ASSOCIATED INFRASTRUCTURE
CHATSWORTH AVENUE, WINNERSH

These proposals have been evaluated and I have the proposals but have the following comments:-

Contaminated Land
The ground conditions on the site must be subject to a detailed investigation to establish their suitability for the proposed end use. A historical investigation, sampling and analysis of current soils, site assessment and method statement to remedy any contamination should be submitted prior to planning consent being granted

Traffic Noise
I have concerns that the increase in traffic movements in and out of the new development would cause a detriment to the amenity of the dwellings along the access route due to increased noise levels.

In order to fully assess this a noise assessment needs to be carried out, results should be contained in a report which sets out: a large scale plan of the proposed development; noise sources and measurement/prediction points marked on plan; a list of noise sources; a list of assumed noise emission levels; details of noise mitigation measures; description of noise calculation procedures; noise levels at a representative sample of noise sensitive locations; comparison of noise levels with appropriate criteria.

Where criteria are exceeded at any location the applicant should explain why that excess is immaterial or what further mitigation will be undertaken to ensure that criteria will be met

The results of the acoustic assessment could have an affect on the design hence I would not recommend approval of planning consent until further information has been received and assessed.

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

1327

WOKINGHAM DISTRICT COUNCIL

To Heather

Date 23/8 Time 3.15

WHILE YOU WERE OUT

Name Mrs Broadmore

Of 59 Chatsworth Av

Phone No. 978 3066 Ext.

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

MESSAGE Re: Bovis Home / Chatsworth Av development would demolish No 61 Chatsworth to make access to site. The two horses are joined along the garage wall.

Wants to know what would be done to protect her house PTO

Signed Natalie

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

22 AUG 2000

~~From~~ TO: Heather Morgan

Date: 17 August 2000

Application Number: F/2000/2181

Proposal: Proposed erection of 170 dwellings with associated infrastructure..

Site Address:
Land At , Chatsworth Avenue, Winnersh, Wokingham.

Applicant:
Bovis Homes Ltd .

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

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

Public Right of Way Footpath No 6 passes over this proposed development. I would like to see an additional public rights of way some where within the site.

G Barnwell
21.8.2000

Need to discuss location.

WOKINGHAM D.C. DEVELOPMENT CONTROL

VALID 2 AUG

Start date: ~~04 JUL 2000~~ ~~Valid~~ ~~25 JUL 2000~~	Map No. ..... Site ..71:42..
Officer: ~~HM~~ Application No. F/2000/2181 VALID 17 AUG 2000	Easting: ..... Flood Pln .....
	Northing: ..... Mineral .....

HM

Level: ☑ Sub Committee ☐ Delegated ☐ Sec. State

☐ Incorrect Fee ☐ Invalid ☐ PD

Description:

(F.) PROPOSED ERECTION OF 170 DWELLINGS WITH ASSOCIATED INFRASTRUCTURE

Location: CHATSWORTH AVENUE

Parish: WINNERSH Ward: .....

Applicant: BOVIS HOMES LTD

Fee Received 9500-00 (2) 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			
2	1:500 block plan showing existing & proposed dev. + adj. Properties		~~25 JUL 2000~~	
3	Forms unsigned			
(4)	Correct S 66 certificate	Agricultural holdings cert. deleted	✓	
5	Elevation plans	house types ? phoned to follow 4/7		
6	Floor plans	see below		
7	Metric scale disclaimer		~~25 JUL 2000~~	
8	Encroachment letter		✓	
9	Miscellaneous	Almost all house types appear in two forms – as shown in plans, plus "handed" version. Please supply floor plans & elevations for "handed" plots. Please also supply a new "Schedule of house types" (as included on Proposed layout Plan no WNSP/01) to specify for each plot whether or not it is the "handed" version.	phoned & faxed 11/7	

BOVIS HOMES

17. AUG 2000 2181

Bovis Homes Limited
South East Region
The Manor House
North Ash Road
New Ash Green
Longfield, Kent DA3 8HQ
Telephone: 01474 872427
Facsimile: 01474 876234
DX: 41950 New Ash Green 2

32192

25 JUL 2000

COPIES TO: ACK: FILE:

Wokingham District Council
Wellington Road South
Wokingham
Berks. RG11 1BN

Attention : Mrs.Lynette Baker

21 July, 2000
Our ref: JB/CC

Dear Sirs,

RE: LAND AT REAR OF CHATSWORTH AVENUE, WINNERSH

I enclose, as requested recently, 4 copies of handed versions of the planning drawings for all house types proposed. As it is not Bovis' policy to prepare handed versions of the house types, these drawings are reverse printed copies of the originals. I trust you will find this acceptable.

Yours faithfully,

John Barber BA BArch R.I.B.A.
Senior Architect

Encl.

NO GOOD
phoned 25/7
to call back CH

BOVIS HOMES

Bovis Homes Limited
South East Region
The Manor House
North Ash Road
New Ash Green
Longfield, Kent DA3 8HQ
Telephone: 01474 872427
Facsimile: 01474 873849
DX: 41950 New Ash Green 2

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

17 AUG 2000 2101

3rd July 2000
Our Ref. GH/kg

For the attention of Mrs L Baker

Dear Sirs

Land at Chatsworth Avenue, Winnersh

Please find enclosed six copies of a full planning application for the development of the above site together with a cheque for the sum of £9,500 (nine thousand and five hundred pounds).

The site is included in the emerging Local Plan as an allocation for residential development under reference WI13. It has also been the subject of discussions between representatives of this company, our consultants Stuart Michael Associates and your Council's Officers Mrs L Baker and Mr T Callaghan. I understand that there are no objections to the principle of development on this site and I trust that the detailed proposals included in this application are in accordance with the discussions that have taken place.

Should you require any additional information please do not hesitate to contact me.

Yours sincerely

Graeme Humphrey
Town Planner

10* 2181

17. AUG. 2000* 2181

FAX COVER SHEET

TO: Mr J Baber - Planning Boris Homes

direct line - 0118 9746429.

FROM: Mrs Hurst - Planning Admin

DESTINATION FAX No: 01474 873849

DATE: 11/7/00

TIME: 4.45

SUBJECT: Houses - Chatsworth Ave - Winnersh

TOTAL NUMBER OF PAGES (Inc. this cover sheet): 2

Ref. my phone call 11/7/00 —

almost all the house types appear in 2 forms - as shown on plans, plus 'handed version'. Please supply floor plans + elevations for handed plots. (Handed plans not accepted) Also supply new 'Schedule of house types' (as included on Proposed Layout Plan - WNSP/01) & specify for each plot ~~which~~

Environmental Services Department, P.O Box 157, Civic Offices, Shute End,
Wokingham, Berkshire RG40 1WR. Tel (0118) 9746428. Fax (0118) 9746484.

Also supply new Section 66 with only one part of the of agricultural holdings certificate deleted.

BOVIS HOMES

PLANNING SERVICES PT 31540
DC LEB
07 JUL 2000
COPIES TO: ACK:
FILE:

Wokingham District Council
Planning Department
Wellington Road South
Wokingham
Berks. RG11 1BN

17 AUG 2000 2:01

Attention : Lynette Baker

5 July, 2000
Our ref: JB/CC

Dear Sirs,

RE: CHATSWORTH AVENUE, WINNERSH

I enclose six copies of the house type drawings highlighted in yellow on the accompanying schedule. These drawings were omitted from our recent planning application for this site and should now be added to the submission package to complete the application.

I also enclose six copies of drawing number 99.772.004 showing the visibility splay arrangements at the site entrance.

Yours faithfully,

John Barber BA BArch R.I.B.A.
Senior Architect

Encl.

BOVIS HOMES

Bovis Homes Limited, South East Region,
The Manor House, North Ash Road,
New Ash Green, Longfield,
Kent DA3 8JE 01474 872427 (fax:873849)

DRAWING/INSTRUCTION ISSUE SHEET 1 of _

Site: CHATSWORTH AVE. WINNERSH

Job No.: WNSP

INSTRUCTION No. (See separate sheet)

17.AUG.2000* 2181

DWG NO.	TITLE	ISSUE DATE	20 06 00
1	SITE LAYOUT		✓
2	MATERIALS SCHEDULE		
~~3~~	~~A320 SPECIAL E~~		
~~4~~	~~A332 SPECIAL E~~		
~~5~~	~~A472 SPECIAL~~		
~~6~~	~~A475 SPECIAL~~		
~~7~~	~~A331 SPECIAL~~		
~~8~~	~~A332 SPECIAL II~~		
9	HH 2·3		✓
10	HH 3·2		✓
11	HH 4·3		✓
12	A436 A 07 B1		
13	A436 A 08 B1		
14	A407 A 07 H4		
15	A407 A 08 C3		
16	A407 A 11 C3		
17	A407 A 02 H4		
18	A405 D 02 H4		✓
19	A405 D 07 H4		✓
20	A405 D 11 C3		✓
21	A405 D 08 C3		✓
22	A403 A 11 C3		
23	A403 A 02 H4		
24	A403 A 07 H4		
25	A403 A 08 C3		
26	A304/5 B 08 C1		✓
27	A304/5 B 07 H2		✓
28	A304/1 B 11 C1		✓
29	A203/1 A 11 C1		

ISSUED BY

ISSUED TO

SITE MANAGER	
SITE SALES	
AREA SURVEYOR	
SURVEYING DEPT	
BUYING DEPT	
SUB-CONTRACT DEPT	
LAND SURVEY DEPT	
LEGAL DEPT	
CIVIL ENGINEERS	
STRUCTURAL ENGINEERS	
PLANNERS/CO-ORDINATORS	
LANDSCAPE DEPT	
AFTER SALES DEPT	
NHBC/BLDG REGS	
LA PLANNERS	4
AREA BUILD MANAGER	
AREA SALES MANAGER	
PROJECT MANAGER/ENGR	

BOVIS HOMES

Bovis Homes Limited, South East Region,
The Manor House, North Ash Road,
New Ash Green, Longfield,
Kent DA3 8JE 01474 872427 (fax:873849)

DRAWING/INSTRUCTION ISSUE SHEET 2 of _

Site: CHATSWORTH AV. WINNERSH

Job No.: WNSP

INSTRUCTION No. (See separate sheet)

DWG NO.	TITLE	ISSUE DATE 20 08 00
30	A203 | 2 A 07 H2	
31	A203 | 2 A 08 C1	
~~32~~	~~A315~~	
33	SINGLE GARAGE	✓
34	DOUBLE GARAGE	✓
35	TANDEM GARAGE	✓
36	HA FLATS	✓
~~37~~	~~A527 08 C3~~	
~~38~~	~~A527 11 C3~~	
~~39~~	~~A527 07 C3~~	
~~40~~	~~A443 08 B1~~	
~~41~~	~~A443 07 B1~~	
~~42~~	~~A528 01 C3~~	
43	A319	✓
44	A431 B 07 B1	✓
45	A431 B 11 C3	✓
46	A412 11 C3	✓
47	A412 08 C3	✓
48	A412 07 H4	✓
49	A431 C 08 B1	✓
50	1:1000 MASTER PLAN	
51	B472	✓
52	B473	✓
53	B332 PLANS	✓
54	B332 ELEVATIONS	✓
55	B331	✓
56	B384 ELEVATIONS	✓
57	B384 PLANS	✓
58	B393	✓
	ISSUED BY	3

17.AUG.2000* 2181

ISSUED TO

SITE MANAGER	
SITE SALES	
AREA SURVEYOR	
SURVEYING DEPT	
BUYING DEPT	
SUB-CONTRACT DEPT	
LAND SURVEY DEPT	
LEGAL DEPT	
CIVIL ENGINEERS	
STRUCTURAL ENGINEERS	
PLANNERS/CO-ORDINATORS	
LANDSCAPE DEPT	
AFTER SALES DEPT	
NHBC/BLDG REGS	
LA PLANNERS	4
AREA BUILD MANAGER	
AREA SALES MANAGER	
PROJECT MANAGER/ENGR	

BOVIS HOMES

Bovis Homes Limited, South East Region
The Manor House, North Ash Road,
New Ash Green, Longfield,
Kent DA3 8JE 01474 872427 (fax:873849)

DRAWING/INSTRUCTION ISSUE SHEET 3 of _

Site: CHATSWORTH AVE, WINNERSH

Job No.: WNSP

INSTRUCTION No. (See separate sheet)

DWG NO.	TITLE		ISSUE	DATE	20/06/00
59	A449	A	07	R1	✓
60	A449	A	08	R1	✓
61	A528	B	01	C3	✓
62	A528	B	03	C3	✓
63	A527	C	08	C3	✓
64	A527	C	11	C3	✓
65	A527	C	07	C3	✓
66	A323/2		08	R1	✓
67	A323/2		07	R1	✓

17 AUG 2000 * 2181

ISSUED BY: 8

ISSUED TO

SITE MANAGER	
SITE SALES	
AREA SURVEYOR	
SURVEYING DEPT	
BUYING DEPT	
SUB-CONTRACT DEPT	
LAND SURVEY DEPT	
LEGAL DEPT	
CIVIL ENGINEERS	
STRUCTURAL ENGINEERS	
PLANNERS/CO-ORDINATORS	
LANDSCAPE DEPT	
AFTER SALES DEPT	
NHBC/BLDG REGS	
LA PLANNERS	4
AREA BUILD MANAGER	
AREA SALES MANAGER	
PROJECT MANAGER/ENGR	

BOVIS HOMES

Bovis Homes Limited
South East Region
The Manor House
North Ash Road
New Ash Green
Longfield, Kent DA3 8HQ
Telephone: 01474 872427
Facsimile: 01474 876234
DX: 41950 New Ash Green 2

Wokingham District Council
Wellington Road South
Wokingham
Berks. RG11 1BN

17 AUG 2000

17.AUG.2000* 21:01

Attention : Lynette Baker / Mrs.Hurst

11 August, 2000
Our ref: JB/CC

Dear Sirs,

RE: CHATSWORTH AVENUE, WINNERSH

I enclose handed versions of the standard house type drawings submitted earlier this month as part of our application for the above site. The flat blocks and Social Housing units will not be built in handed form.

I trust you will now be able to register this application.

Yours faithfully,

John Barber BA BArch R.I.B.A.
Senior Architect

Encl.

LAND AT REAR OF
ADDRESS 5-61 CHATSWORTH AVENUE PARISH WINNERSH

PLOT No. ORD. SHEET No. SU.7770 (59)

BUILDER

Plan No.	Applicant	Description of Development	Date of Decision	Decision
1122/72	Chesson Ltd	outline Resd Devt on 22 acres	3.8.72	- Refuse
02106/7				

DATE OF COMPLETION

MINISTRY DECISION

SPECIAL ORDERS

DRAINAGE

17.AUG.2000 2181

1789/a

SECTION 66 CERTIFICATE

Application No.

17.AUG.2000* 2181

Please fill in both Certificate A, B, C or D and the Agricultural Holdings Certificate. Delete sections not relevant.

(a) "Owner" means a person having a freehold interest or leasehold interest the unexpired term of which is not less than 7 years.

OR

+ See Note (a) to Certificate A

OR

(b) Insert description of steps taken.

(c) Name of local newspaper circulating in the area where the land is situated.

(d) Date of publication (which must be not earlier than the beginning of the period of 21 days ending with the date of the application).

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.

CERTIFICATE B

I certify that:

~~I have~~/The applicant has* given the required notice to everyone else who, at the beginning of the period of 21 days ending with the date of the accompanying application was the owner (a) of any part of the land to which the application relates, as listed below.

Owner's(a) name	Address at which notice was served	Date on which notice was served
SEE ATTACHED SHEET		

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

- I have/The applicant has* taken all reasonable steps open to me/him/her* to find out the names and addresses of the other owners (a) of the land, or of a part of it, but have/has* been unable to do so. These steps were as follows:

  (b) .....

  .....

- Notice of the application as attached to this Certificate, has been published in

  the (c) .....

  on (d) .....

Certificate B

Owners Name	Address at which notice was served	Date on which notice was served
Hatch Farm Dairies Ltd	c/o G D White ARICS 12 Wote Street Basingstoke Hampshire RG21 7NN	3 July 2000
M Smith Esq.	61, Chatsworth Avenue Winnersh Berkshire	3 July 2000
Wokingham District Council	Council Offices PO Box 153 Shute End Wokingham Berkshire RG40 1WL	3 July 2000

1769A

PLANNING APPLICATION PART I

17. AUG. 2000 * 92181

WOKINGHAM DISTRICT COUNCIL

Please answer all questions in CAPITAL letters. If any question is not applicable, put N/A in the space.
Please submit 6 copies of the completed form and your plans to:- Planning Dept., Wokingham District Council, PO Box No. 157, Shute End, Wokingham, Berkshire, RG40 1WR.
If you are a new applicant, notes to help you fill in the form are attached.
If you still have any questions about the form, please call Ian Jordan on 01734 778763.

For office use only
Application No.

1. BOVIS HOMES Ltd THE MANOR HOUSE, NORTH ASH RD, NEW ASH GREEN, LONGFIELD, KENT, DA3 8HQ	YOUR NAME ADDRESS POST CODE	Bovis Homes Ltd. The Manor House North Ash Rd. New Ash Green. Longfield Kent DA3 8HQ. Tel. No.
2. If you have an agent and want all correspondence to be sent to them. /	AGENT'S NAME ADDRESS POST CODE	/ Tel. No.
3. On the plans outline the whole site in RED. Any OTHER land in your ownership or control outline in BLUE. CHATSWORTH AVENUE WINNERSH	SITE LOCATION	Land at Chatsworth Avenue, Winnersh
4. Give the area of the application site in hectares, if appropriate, or part of a hectare 7,5 ha	SITE AREA	7.5 H.A
5. Give brief details of the proposal. RESIDENTIAL DEVELOPMENT WITH ASSOCIATED INFRASTRUCTURE	ABOUT THE APPLICATION	Residential Development with Associated Infrastructure
6. What is your interest in the application site, e.g. owner, prospective purchaser, a tenant with a lease. PROSPECTIVE PURCHASER	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			

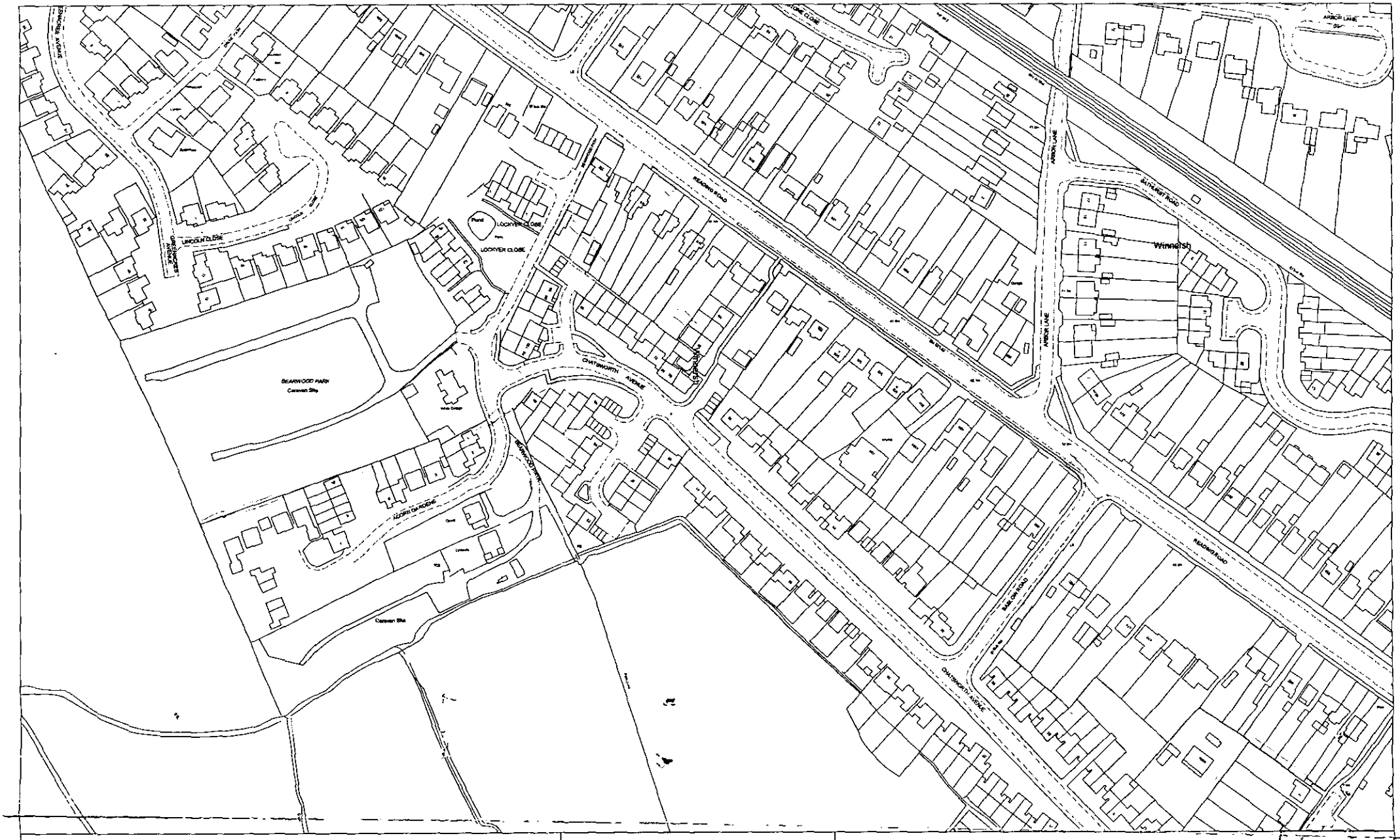
9. What type of Planning application are you applying for?

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	

F/2000/2181.



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Site Plan
Scale: 1 to 2500
Date: 17 August 2000

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Site Plan, Scale: 1 to 2500

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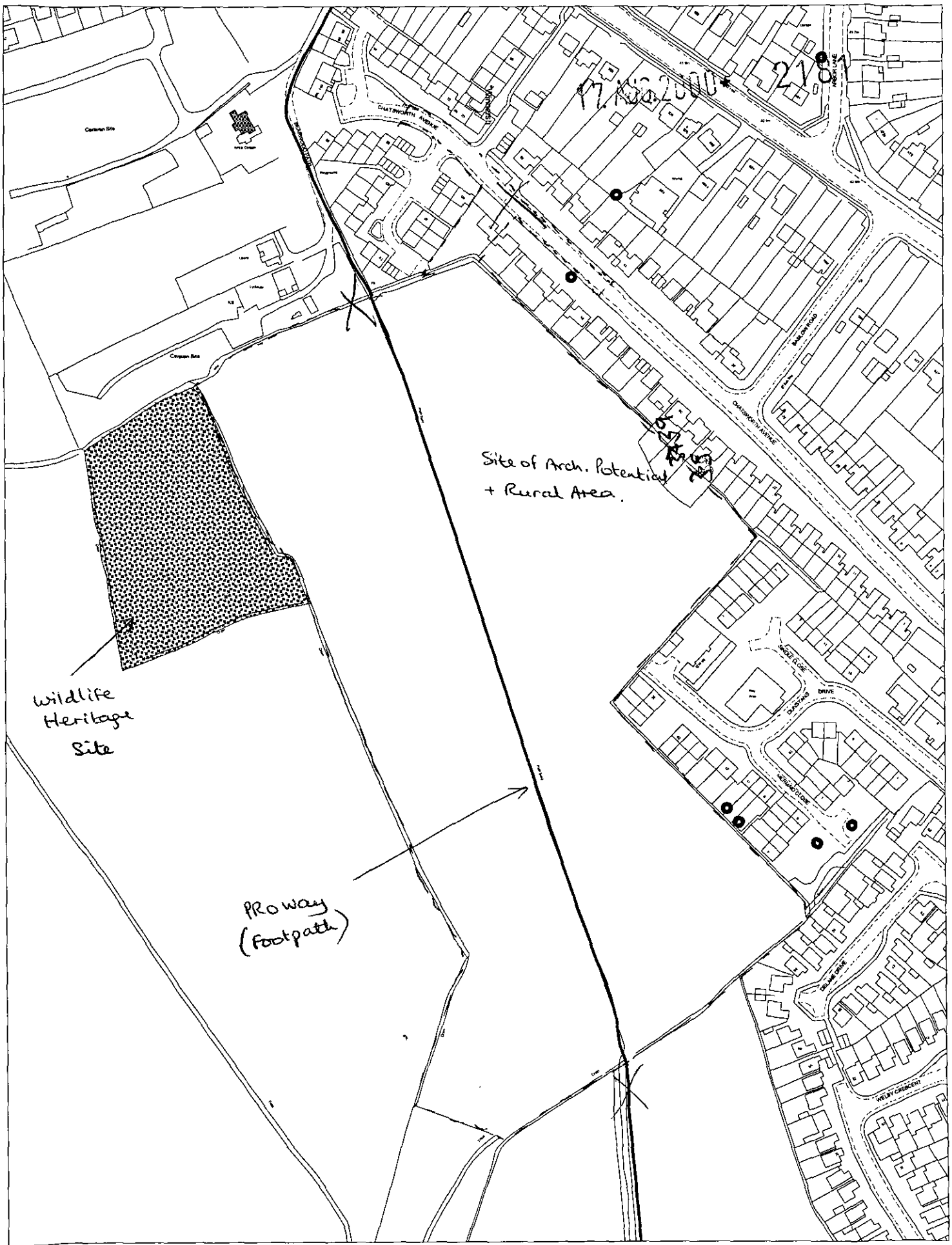
Date: 17 August 2000

N
W E
S



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Development Control Section, Environmental Services, Wokingham District Council.

6 July 2000

Scale: 1 : 2500

N
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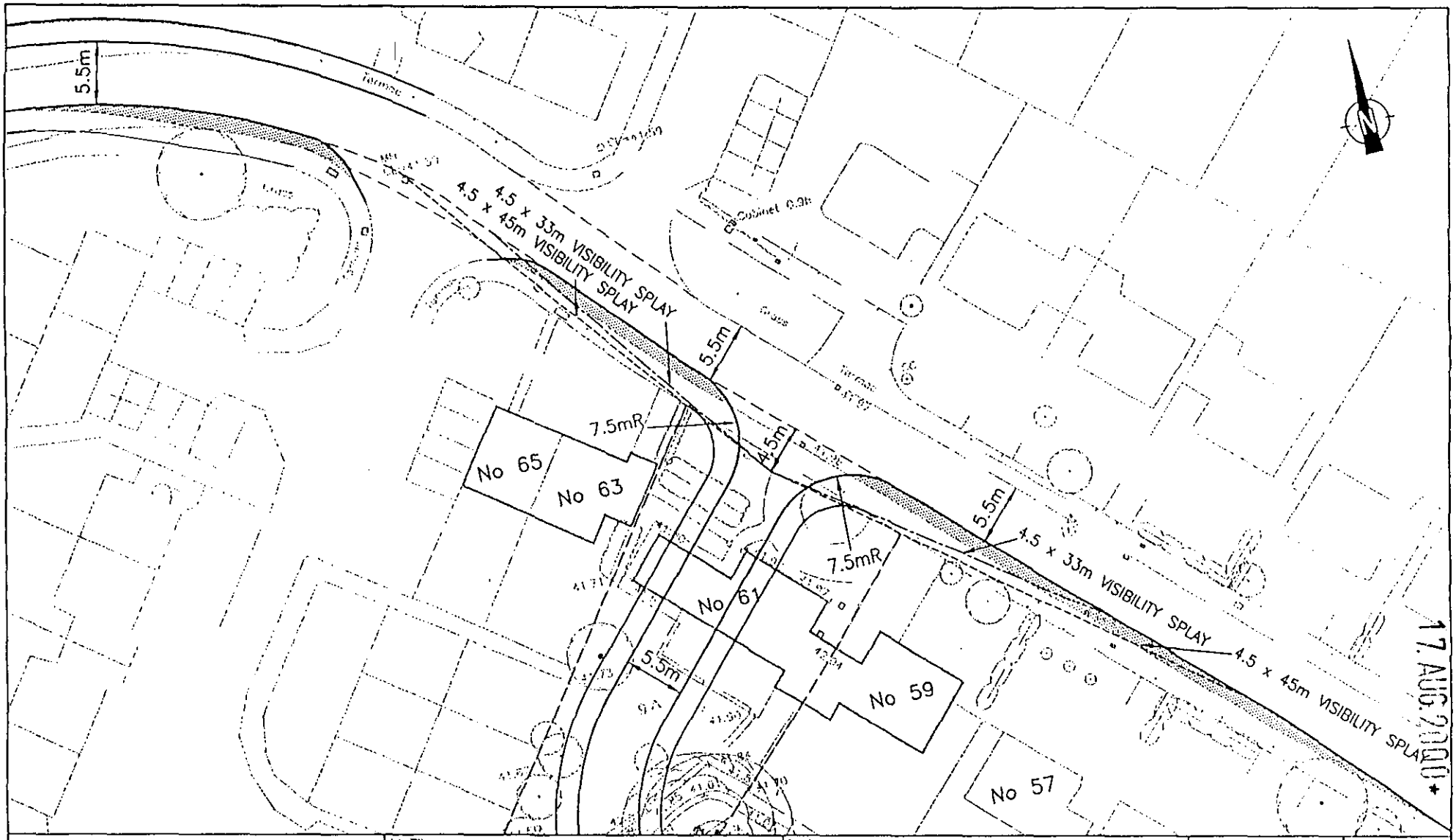

Stuart Michael Associates
CONSULTING CIVIL ENGINEERS
PLANNING • DESIGN • PROJECT CO-ORDINATION
28 Kingfisher Court, Hambridge Road
Newbury, Berkshire RG14 5SJ
Tel (01635) 561511, Fax (01635) 550405

Job Title:
LAND AT CHATSWORTH AVENUE
WINNERSH

Client:
BOVIS HOMES
SOUTH EAST REGION

Drawing Title:
PROPOSED ACCESS ARRANGEMENTS

Scale: 1:500
Drawn: DJLM
Date: JUNE 99
Checked:
Drawing No: 99.772.004
Rev:

2181

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BUFFER PLANTING

TREE SCREEN

BUFFER PLANTING

F/2000/2181

APPLICATION NO:
F/[redacted]/0254

LOCATION:
[redacted]

APPLICANT:
[redacted]

PROPOSAL:
[redacted]

EARLIEST DATE FOR DECISION: [redacted]

APPLICATION EXPIRY DATE: [redacted]

CASE OFFICER: [redacted]

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LETTERS

OF

OBJECTION

CHATSWORTH AVE

WITHDRAWN

RAILEX
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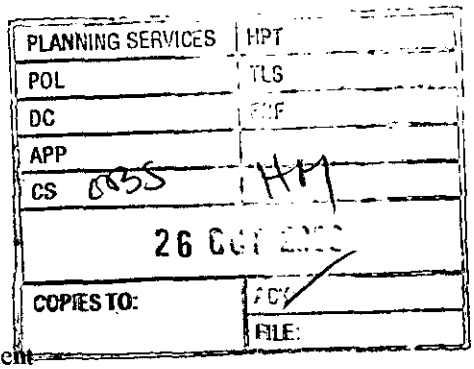


53 Chatsworth Avenue
Winnersh
Wokingham
Berks
RG41 5EU

23rd October 2000

Heather Morgan
Environmental Services Department
Planning Services
PO Box 157
Shute End
Wokingham
Berks
RG40 1WR

Dear Sir/Madam

Planning Application Number F/2000/2181

Having reviewed the document produced by Stuart Michael Associates (SMA), I have the following comments.

(1) The traffic survey was undertaken in November 1998 prior to the Westbury development being completed. I also note that the Westbury development details on the traffic plan refers to the development being of 20 dwellings, but as I understand it from a recent visit it is infact 36. It also does not take into account the closure of Bearwood Path, which was post the survey date or the Nursery which is being built on Bearwood Path which will also increase the traffic.

(2) One document refers to a peak traffic load of 136 vph peak, whereas in a later document it refers to 152 vph from just Bovis and 29vph from Westbury (I assume based on 20 dwellings, the proportion seems incorrect). If the peak from Bovis is 152 added to the existing traffic load in Baslow road with no improved access to the Reading road (report states that roundabouts/traffic lights will adversely impact the flow on the Reading road) the current traffic jams on Baslow road during the am peak will only get worse. The report makes no mention of the impact on the Reading Road flow of this increase feed, particularly at PM peak times when the traffic has to turn right.

(3) The report focuses on the use of existing roads to 'solve' the problem, perhaps consideration should be made to utilise the plan in the original document and create (funded by Bovis) a road round Winnersh.

(4) The Document refers to the fact that Bovis as part of the planning application should provide financial help to a number of different initiatives to assist in the traffic alleviation, what is not clear is that the plans need to be implemented BEFORE the development commences.

(5) The report states that the council should promote alternative transport that would further decrease the levels, indeed the figure of 30 was mentioned to bring the levels down to the existing levels. Given that key shops etc are based a distance away and weekly food is heavy and there is no plans for a bus service to the new development, I fail to see how this reduced level can be achieved, although the report seems to think this is possible but does not state how.

(6) The typical traffic rates quoted are based on averages in the south of England and quotes Basingstoke as an example. It does not refer to the area specifically or indeed support the statement with examples from the November 98 survey.

(7) Th alternative plans for Baslow/Arbor Lane will affect the local community by stopping right turns. The volume quoted is low, but it does not take into account the traffic during the non-peak times and

the inconvenience to the existing community. Again an example of where the existing community is penalised because of a new development.

(8) The No right turn proposed, will have a direct impact on the Winnersh cross roads as it will feed all traffic to that point who wish to turn right. Right had turn at the Winnersh Traffic lights often takes 4 or 5 light changes to make the turning. This often results in frustrated motorists taking a 'short cut' via the Sainsbury's car park or going over on red.

This additional document does nothing to satisfy my concerns of the traffic implications of the development. What it also does not address is the traffic problems that it will create at both the local schools (e.g. Bearwood and the local shops (Sainsbury and the Winnersh Cross roads). The concerns that I raised in my letter of 28th August are still valid and the additional report infact raises significant concerns as detailed above.

Yours sincerely

Dave Laws

(62)

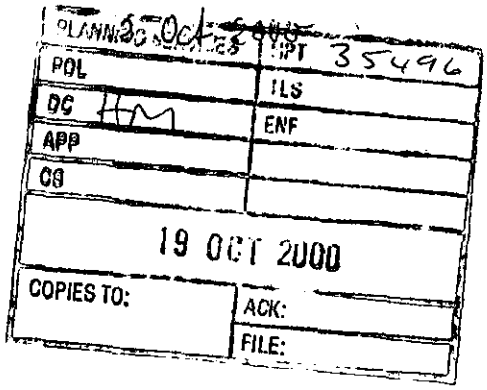


54, Chatsworth Avenue
Winnersh
Wokingham
Berks
RG41 5EU

Tel 0118 9775786

Ref. F/2000/2181

Re: Land at Chatsworth Avenue,
Winnersh, Wokingham
Proposed erection of 170 dwellings
With associated infrastructure



To THE ENVIROMENTALHEALTH DEPARMENT
WOKINGHAM COUNCIL,

Dear Sir, Madam,

I would like to draw your attention to the overhanging power cables near and partly crossing this proposed development site adjacent to Chatsworth Avenue, Winnersh.

In the light of recent published findings, the whole of this proposed project should be considered very carefully with a view to either total abolishment or at the very least put on hold.

It seems at the moment under these circumstances life – all life young and old will or might be exposed to very dangerous Carcinomata (Cancer forming) outfall. My special concern is for the South West corner now incorporated and set aside as a children's playground, with a power cable trailing overhead. I believe it would be prudent to delay planning until further reaffirmation on this subject is obtained.

I enclose press cuttings from the "Daily Mail" and "Daily Telegraph", both dated 22nd September 2000, and would ask you to give these your urgent attention and consideration.
+ 3 STATEMENTS FROM THE WEBSIDE: "CHILDHOOD CANCER AND POWER LINES."
"POWERLINE AND HEALTH", - "POSITION STATEMENT ON ELECTRIC FIELDS AND IONS."

Yours sincerely

A. Franc

Mrs. A. Franc

PAGE 31

3,000 cancer deaths 'may be linked to power lines'

By **James Chapman**
Science Correspondent

AROUND 3,000 deaths a year in Britain could be linked to living near high voltage power lines, new research suggests.

Scientists claim to have identified sharply higher rates of lung cancer in people living downwind of the lines.

It is thought that the overhead lines charge up tiny particles of airborne pollution, making them more likely to stick to people's lungs.

Dr Alan Preece, of Bristol University Medical School, has concluded that people living within 400 metres downwind of power lines have a 29 per cent greater chance of getting lung cancer.

His work backs up research by Professor Denis Henshaw, of Bristol University's physics department, who has argued that people living near power lines could be up to three times more at risk from airborne cancer-causing pollutants.

Both scientists believe that no new houses should be built near power cables – nor cables near houses – until more research has been carried out. A ban of this sort already exists in the U.S. and Sweden.

Dr Preece last night told BBC Radio 4's Costing the Earth: 'We looked at the postcodes of all the diagnoses of the different sorts of cancer for the whole of South West England.

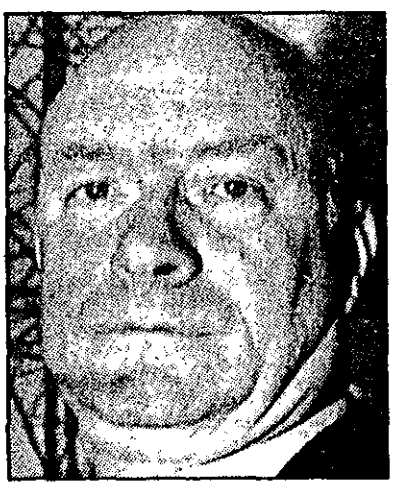
'We actually found an excess, particularly in lung cancer, in that group of people who had been living within 400 metres of a line at time of diagnosis.

'You are likelier to get cancer there, but only if you live downwind, which is almost proof, or very strong supporting evidence, for the effect of the aerosols driven by the wind.

'I would love to repeat the study in another area of England to see if we got the same effect.' Applied nationwide, it could account for more than 3,000 premature deaths, roughly the same toll as from road accidents.

Professor Henshaw has found that power lines ionise the surrounding air, audible as the well-known 'hissing cable' phenomenon.

He says this charges up particles in the air, including those from car exhausts, making them more likely to stick to people's lungs. Tory leader William Hague has taken a close interest in the issue due to a cluster of cancer cases next to a power line in Northallerton, in his constituency in Yorkshire.



Research: Professor Henshaw

He said: 'In respect to construction of new power lines, the National Grid should look carefully at the new evidence before going ahead with more.'

The findings may lend new impetus to legal claims against electricity firms by people living near power lines who have lost relatives to cancer.

It has been estimated that in the UK there are between 80,000 and 100,000 homes near power lines.

But Dr John Swanson, scientific adviser to the National Grid, said: 'We have never said in a categorical way that power lines are safe.

'What we have always said is that when you look at the totality of studies, then you come to the conclusion that the balance of evidence is that power lines and the fields they produce do not have an effect on health.'

However, the proximity of power lines does affect house prices, said one property expert yesterday.

Yolande Barnes, head of research at consultant FPD Savills, said: 'The scientific argument has been swinging back and forth but people don't like living near power lines. I would say a power cable would easily knock 30 per cent off the value of a property.'

j.chapman@dailymail.co.uk

Power lines 'send cancer agents on the wind'

By David Derbyshire
Science Correspondent

PEOPLE living downwind of overhead power cables are more likely to develop lung cancer, an expert said yesterday.

According to early results from a study of 10,000 people in the South-West, power lines could account for 3,000 premature deaths in Britain each year — more than from road accidents.

A spokesman for the power industry rejected the findings. He said that it was "undesirable" that results from an unfinished study should be made public before other experts had the chance to scrutinise them.

The results come from Dr Alan Preece, an oncologist at the University of Bristol.

They appear to support the theory that high-power cables change the nature of cancer-causing pollutant particles in the air, making them "stickier" and more likely to be inhaled into the lungs.

The statistical significance of the early results has surprised Dr Preece, who described them as "robust".

He told the BBC: "We found an excess, particularly of lung cancer, in that group of people who had been living within 400 metres of a line at the time of diagnosis.

"You are more likely to get cancer there, but only if you live downwind, which is almost proof, or very strong supporting evidence, for the effect of the aerosols driven by the wind."

Dr Preece presented preliminary findings at a Bioelectromagnetics Society conference in Germany recently. Then he said that the average increase in cancer risk was about 29 per cent.

The biggest risk factor for lung cancer is smoking, and it is not clear whether Dr Preece has fully taken smoking into the equation. Until the work is published there are also likely to be questions about his definition of "downwind".

Prof Dennis Henshaw, a colleague of Dr Preece at Bristol, said the findings supported his work into the ionising effect of power lines. He has shown that they produce "corona ions", molecules with an electrical charge.

These attach themselves to particles from exhausts or crop spraying, giving them an electrical charge. When inhaled, they have more chance of being absorbed into the body, he believes.

"There is a strong case for a moratorium on building housing near overhead power lines and new lines in residential areas should be buried."

Dr Michael Clark of the National Radiological Protection Board, the Government's independent watchdog, said: "The physical mechanism for the production of ions is not in dispute. However, it is a big leap to say that it has a measurable effect on health."

Dr John Swanson, an adviser to the Electricity Association, said it was "undesirable" that the findings had been released without details of how the study was carried out. Despite £300 million being spent on studying electromagnetic fields, "neither power lines nor the fields that they produce have been shown to be a cause of cancer".

More than 23,000 British homes are built near high-voltage lines, a practice banned in Sweden and America.

● Women who have suffered from severe depression are at higher risk of developing breast cancer, according to a study in *Cancer Causes and Control*. Researchers suspect that depression alters the body's hormone balance, making it more vulnerable to the disease.

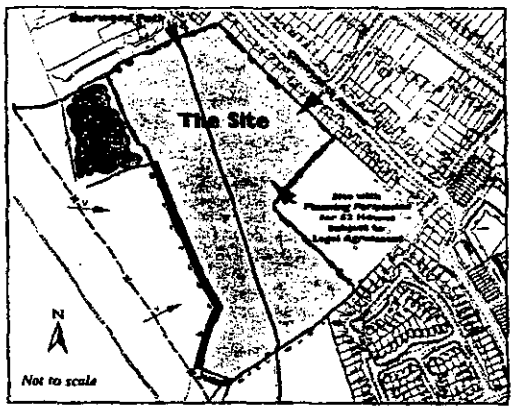
Web Link
www.electric-fields.bris.ac.uk
www.nrpb.org.uk
www.electricity.org.uk

PUBLISHED: WOKINGHAM DISTRICT HOUSING, UPDATE JUNE 1996.
THE PROPOSED DEVELOPMENT SITE IS STILL AS IT WAS IN 1996:
ONLY THE PROPOSED ACCESS TO CHATSWORTH AVENUE HAS BEEN ALTERED.

Site WI13 - Chatsworth Avenue, Winnersh

Location - Field to the south of Bearwood Path, south-west of Chatsworth Avenue.

Developable area - 7.3 hectares/18 acres.



Strengths:-

- Site visually contained by existing houses to the north and east though rural boundaries may require additional planting.
- Close to local shops, employment, recreation and community facilities, a secondary school, cycling network,and in an area well linked by pavements.
- Only 1 km/0.6 mile to Winnersh station.
- Reasonably accessible to a main shopping centre, primary school, the B3030 Kings Street Lane, and a bus route.
- Area well provided with street lighting.

Weaknesses:-

- Impact on archaeological site and nearby listed building (White Cottage, Bearwood Path) to be taken into account when site developed.
- Overhead cables may limit scope of development in south-west corner of site.
- Capacity of access road exceeded and infrastructure contribution required.
- Loss of agricultural land.
- Near River Loddon corridor.

Key for maps:

- Site boundary
- Existing hedgerow/tree
- New planting required
- Proposed access
- View into site
- Public footpath/byway
- Power line

NRPB Response Statement

Childhood Cancer and Power Lines

NRPB will investigate recent claims that a causal link between power lines and human health can be established. These claims need to be compared with the findings of the first paper from the UK Childhood Cancer Study (UKCCS) which shows no increased risk of childhood cancer associated with magnetic fields from the electricity supply. This definitive study, looking at actual cases of childhood cancer and controls, is the largest of its type in the world..

Recent papers by Fews *et al* in the *International Journal of Radiation Biology*[1,2] have examined some physical effects due to electric fields near transmission grid power lines. The scientists from Bristol University report observations of increased deposition of natural radionuclides on plastic materials placed in the vicinity of power lines. From these measurements it is inferred that other pollutants in the environment, such as car exhaust fumes, will behave similarly and this may be the cause of childhood leukaemia.

The physical mechanism of increased deposition of charged particles on surfaces under the influence of electric fields is not disputed. However, there is doubt about the assertion made by Fews *et al* that their findings can be extrapolated to real health effects in children and in people generally, particularly in relation to any effects on internal body tissues. The difficulties with this hypothesis in relation to natural radiation (radon progeny) have been examined in detail before by NRPB[3,4] and by others[5,6]. The publication of these latest papers from the Bristol scientists has not changed the NRPB view that there is no convincing evidence that the observed physical phenomenon can have any effect on childhood cancer. Nevertheless, the NRPB Advisory Group on Non-ionising Radiation (AGNIR) will review the work by Fews *et al*, and NRPB will take note of their advice.

Last week saw the publication of the first paper from largest study of childhood cancer in the world[7], carried out by the UK Childhood Cancer Study Group (UKCCS). This study of actual childhood cancer cases, and the measured power frequency magnetic fields in their homes and schools, did not find that the risk of childhood cancer is associated with the strength of magnetic fields from the electricity supply. During the next year, UKCCS will publish more papers on their work looking at other hypotheses, including effects due to exposure to chemicals, to ionising radiation, and the possibility of abnormal responses to infections. This major study should throw considerable light on the complex problem of the cause of childhood leukaemia and other cancers.

References

1. Fews, A P, Henshaw, D L, Keitch, P A, Close, J J and Wilding, R J. Increased exposure to pollutant aerosols under high voltage power lines. *Int. J. Radiat. Biol.*, **75**(12), 1505-1521 (1999).

2. Fews, A P, Henshaw, D L, Wilding, R J and Keitch, P A. Corona ions from power lines and increased exposure to pollutant aerosols. *Int. J. Radiat. Biol.*, **75**(12), 1523-1531 (1999).

3. Stather, J W, Bailey, M R, Birchall, A and Miles, J C H. Comments on the paper: Enhanced deposition of radon daughter nucleii in the vicinity of power frequency electromagnetic fields. *Int. J. Radiat. Biol.*, **69**, 645-649 (1996).

4. Miles, J C H and Algar, R A. Measurements of radon decay product concentrations under power lines. *Radiat. Prot. Dosim.*, **74,** 193-194 (1997).

5. Swanson, J and Jeffers, D. Possible mechanisms by which electric fields from power lines might affect airborne particles harmful to health. *J. Radiol. Prot.*, **19**(3), 213-229 (1999).

6. McLaughlin, J P and Gath, G. Radon progeny activities in the vicinity of high voltage power lines. *Radiat. Prot. Res.*, **4,** 257-262 (1999).

7. UK Childhood Cancer Study Investigators. Exposure to power-frequency magnetic fields and the risk of childhood cancer. *The Lancet*, **354,** 1925-1931 (1999).

NRPB Response Statement R11/99 (revised)
9 December 1999

Last updated 10th December 1999






UK Childhood Cancer Study: Power Frequency Magnetic Fields and the Risk of Childhood Cancer

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The results of the first part of the UK Childhood Cancer Study (UKCCS) were published this week in The Lancet[1]. This is the largest study on childhood cancer to date. It started in 1992 and has examined a number of factors that might be implicated in childhood cancer. The present study provides no evidence that exposure to magnetic fields associated with the electricity supply in the UK increases risks for childhood leukaemia, cancers of the central nervous system, or any other childhood cancer.

UKCCS was set up in the early 1990s at a time when previous studies had suggested an association between exposure to power frequency electromagnetic fields (EMFs) and the development of childhood malignant disease, especially leukaemia and cancers of the central nervous system.

The EMF study was a population based case control study covering the whole of England, Wales and Scotland. All children with confirmed malignant disorders were potentially eligible. For each case, two controls were matched on date of birth and sex, randomly chosen from the Family Health Services Authorities in England and Wales and Health Boards in Scotland. In the main study, 3838 cases and 7629 controls were interviewed.

The EMF part of the study included only one control per case. Household magnetic field measurements, and school measurements where relevant, were taken on 2226 matched pairs. These measurements, adjusted where necessary for historical line load and appliance fields, were used to estimate average exposure in the year preceding the date of diagnosis or an equivalent date for controls.

The hypothesis tested was that a mean exposure of more than 0.2 microtesla (μT) in the year before diagnosis would increase risk of childhood leukaemia, specifically acute lymphoblastic leukaemia, and cancers of the central nervous system, compared with a mean exposure of less than 0.1 μT in the year before diagnosis. A further hypothesis was that risk for the same diagnoses would increase smoothly with increasing mean exposure in the year preceding diagnosis.

For children with mean exposures of more than 0.2 μT compared with children with mean exposures of less than 0.1 μT, the adjusted odds ratios for increased risk were 0.92 (95% confidence interval 0.47–1.79) for acute lymphoblastic leukaemia, 0.90 (0.49–1.63) for all leukaemia, 0.46 (0.11–1.86) for central nervous system cancers, 0.97 (0.46–2.05) for other malignant disease and 0.87 (0.56–1.35) for all malignant diseases combined. Exposures of greater than 0.4 μT was recorded for less than 0.4% of children.

The study did not find that increased risks of childhood cancer are associated with power frequency magnetic fields.

Reference

1. UK Childhood Cancer Study Investigators*. Exposure to power frequency magnetic fields and the risk of childhood cancer: a case-control study. *The Lancet*, **354**, 1925-1931, 4 December (1999).

*A complete list of investigators is given in The United Kingdom Childhood Cancer Study: objectives, material, and methods. *Br. J. Cancer* (in press).

Press enquiries only: NRPB Press Office.

No. P17/99
3 December 1999

Last updated 9th December 1999






Powerlines and Health

Briefing for the Rt. Hon. William Hague MP, 30th June 2000

by Professor Denis L Henshaw, University of Bristol

Background: Over the past 20 years there has been considerable research into the health effects of exposure to power frequency electromagnetic fields. One clear pattern has emerged and this is the statistical association between living near high voltage powerlines and increased incidence of childhood leukaemia. Last year the report by the National Institute of Environmental Health Sciences of the USA came to the conclusion that "Electromagnetic fields cannot be regarded as entirely safe". This statement was largely based on a continuing association of high voltage powerlines with childhood cancer, especially in the rather compelling studies carried out in Scandanavia. Power frequency electromagnetic fields actually comprise separate *electric* and *magnetic* fields. The latter have been well researched and are probably not related to cancer. This has led a number of Power Companies to equate *magnetic* fields with *electromagnetic* fields and claim the absence of adverse health effects. In fact, we know very little about the *electric* field effects which, uniquely, powerlines have in very great abundance.

Corona Ions from Powerlines: At Bristol University we are carrying out research into powerline health effects supported by the Medical Research Council, The Department of Health and the Foundation for Children with Leukaemia. We have found that the electric field associated with high voltage powerlines interacts with air pollution in ways which increase human exposure to that pollution. In particular, high voltage powerlines ionise the air resulting in the emission into the atmosphere of so-called *corona ions*. These ions attach themselves to pollutant particles in the air (such as vehicle exhausts and crop sprays) so that when these particles are inhaled they have a greater probability of being absorbed by the body by electric (static) charge effects. Surprisingly high levels of corona ions, sufficient to be of concern to increased exposure to air pollution have been found to be carried by the wind several hundred metres from powerlines.

Implications: The potential health effects of these new observations have not been investigated in any previous studies. In particular, there has been no systematic study of illnesses, including cancer, in people living near high voltage powerlines in the UK. However, the health effects of air pollution, especially the ubiquitous motor vehicle exhaust pollution, are well documented. Therefore, increased exposure to such pollution implies an increased risk of illness. In the absence of epidemiological data the discipline of *risk analysis* could be employed to estimate the increased risk of living near high voltage powerlines as a result of their electric field interaction with air pollution.

Meanwhile, the various reports of excess cancer cases in people living near high voltage powerlines, in Yorkshire, Cornwall and Abergavenny are of concern. Given that we have a demonstrable mechanism of increased exposure to pollution near powerlines these reports clearly warrant urgent investigation.

Suggested Action: Our studies are ongoing. In the near future we propose to set up a number of fixed-site monitoring stations so that the extent of increased exposure to air pollution can be continuously assessed. At the same time we suggest that Local Health Authorities and the Department of Health take steps to investigate the various reports of increased cancer incidence in those living near powerlines.

Any comments or corrections for this page please e-mail Paul Keitch

This page was last updated on 29/06/00.

Background information – *the reported link between powerlines and childhood leukaemia: studies involving high voltage powerlines (over 100 kilovolts) are the most consistent in showing a link with childhood leukaemia.*

Epidemiological studies have found that there is an increased incidence of leukaemia in children living near powerlines. The studies can largely be grouped into two categories, those involving exposure near 12 kV powerlines and to magnetic fields associated with domestic wiring, and the studies involving exposure under so-called high voltage powerlines or transmission lines carrying voltages over 100 kV.

The majority of studies fall into the first category. For example, many studies have been carried out near 12 kV powerlines. These commonly run alongside houses as in the USA and Canada. While some of these studies have given conflicting results, the overall association with childhood leukaemia is acknowledged.

However, the studies carried out under high voltage powerlines over 100 kV show a much clearer association with childhood leukaemia. Studies here have mainly been conducted in Nordic countries. In the USA high voltage powerlines studies are largely ruled out because of the US practice of avoiding erecting very high voltage powerlines over existing houses.

Although there is an *association* between powerlines and childhood leukaemia there has been no obvious mechanism to explain how the electric and magnetic fields from powerlines may *cause* leukaemia. However, the US National Institute of Environmental Health Sciences report to the US Congress on May 1st 1999 stated *that "ELF-EMF exposure cannot be recognised as entirely safe because of weak scientific evidence that exposure may pose a leukaemia hazard."* The Report recommended *"that the power industry continue its current practice (in the USA) of siting powerlines to reduce exposures."* This includes avoiding erecting powerlines over houses.

In order to address the *association* between powerlines and childhood leukaemia, we have proposed a *causal* mechanism by postulating that the electric field from powerlines interacts with airborne pollution in ways which result in increased human exposure to this pollution. Specifically, we propose that since childhood leukaemia is known to be associated with traffic density and its associated pollution, the increased exposure afforded by powerlines may account for the observed increase in leukaemia in children living near powerlines.

It is against this background that following our original publication in 1996 *(International Journal of Radiation Biology Vol. 69, no. 1, pages 25-38, 1996)*, we have now published two further papers in the International Journal of Radiation Biology.

Click here for further details on paper one

Click here for details on paper two

Any comments or corrections for this page please e-mail Paul Keitch

This page was last updated on 07/03/00.

Paper One: Corona ions from powerlines and increased exposure to pollutant aerosols A P Fews, D L Henshaw, R J Wilding and P A Keitch, . ***International Journal of Radiation Biology, Vol. 75. No. 12, 1523 - 1531, 1999.***

Reason for the investigation

Powerlines carry electricity at high voltages and the electric field strength near each powerline cable is often sufficient to ionise the air. This creates streams of ions (electrically charged particles) which are emitted into the air. Such ions are known as corona ions or simply corona. You can often hear the characteristic 'fizzing' sound of powerlines emitting corona, although corona is often present even when no fizzing can be heard.

The emission of corona ions from powerlines was first investigated in the 1950s and 60s. In the air, corona ions quickly attach themselves to pollutant aerosols where they are then carried well away from the powerline by the wind. The 1950s and 60s research detected these ions up to 5 km from high voltage powerlines.

Both positive and negatively charged corona ions are formed by powerline cables, but since these have differing mobilities one normally gets charge separation so that charges of only one sign are predominantly blown downwind of the powerline. As a result a so-called space charge is set up in the atmosphere which in turn sets up a DC electric field in which can be measured at ground level. There is a natural electric field in the air of about 100 volts per metre (V m^{-1}). Near powerlines this can be distorted and DC fields of over 1 kV m^{-1} can be seen.

What are the possible health effects powerline corona ions? In attaching themselves to pollutant aerosols corona ions put electrical charges onto these aerosols. Experiments carried out by Dr Beverly Cohen at the New York University Medical centre have shown a 5 to 6-fold increase in lung deposition of inhaled electrically charged compared to electrically neutral aerosols (Cohen B S, Xiong J Q, Fang Ching-Ping and Li W., *Deposition of charged particles on lung airways.* 1998, Health Physics **74**(5), 554-560.). Dr Cohen's studies were restricted to relatively small aerosols but they indicated that increased lung deposition of pollutant aerosols in the atmosphere would be expected if these aerosols carry additional electric charge due to the presence of corona ions.

What we did

We measured DC electric fields at distances up to several hundred metres upwind and downwind of powerlines (Click for photos). Most powerlines studied were 132kV but 275 and 400 kV were also measured.

What we found

We found that the Earth's natural DC field was significantly modified downwind of powerlines.

This means that corona ions have been observed at some distance above the point of observation, and not necessarily at ground level. Significant effects will only be present if the

ions are present at ground level, and that these ions have enough time to attach to the larger aerosol particles in sufficient numbers to change the charge balance of these existing aerosol particles. Both of these effects have not been reported on in the present work. This is in contrast to DC field from clouds due to charges high in the sky, such as from thunderclouds, which are not relevant to the hypothesis presented here.

Click to see some data

Importance

Most high voltage powerlines emit corona some of the time. If the effects are present at head height, they are likely to affect lung retention of inhaled pollutant aerosols.

We recommend that further research be carried out to assess the increased exposure to pollutant aerosols near powerlines as a result of corona ion charging.

A simple method of detecting corona ions from powerlines.

The simplest method of detecting corona ions from powerlines is to listen for interference on a portable radio. For best results set your radio to the medium waveband and tune the dial to a region with no station. The radio should give gentle hiss from radio noise, which sometimes becomes a louder crackle near powerlines when corona is present. Click to hear an example (right click and down load if you have trouble hearing in browser)

Any comments or corrections for this page please e-mail Paul Keitch

This page was last updated on 28/04/00.

Paper Two: Increased exposure to pollutant aerosols under high voltage powerlines. A. P. Fews, D. L. Henshaw, P. A. Keitch, J. J. Close and R. J. Wilding: ***International Journal of Radiation Biology, Vol. 75, no. 12, 1505 – 1521, 1999.***

Reason for the investigation

Air pollution is made up of a combination of gaseous chemicals and of tiny particles in the air called aerosols (Diagram of growth of aerosol). The airborne concentration of aerosols varies significantly, but outdoor air typically contains around 10,000 aerosol particles per cm^3. Many of these particles carry an electric charge, which means they will oscillate 50 times a second in the electric field under high voltage powerlines. As a result, an increased number of pollutant aerosols may land on the body under powerlines. The effect may be magnified by the fact that since the human body is a good conductor, it produces an 18-fold increase in the electric strength around the head (Click for schematic diagram) under powerlines. For example, a typical powerline electric field of 5 kV m^{-1} would appear as 90 kV m^{-1} around the human head.

What we did

We developed a theoretical model to predict the level of increased deposition of aerosols on the human head under high voltage powerlines. We then carried out a series of measurements of the number of aerosols landing on models of the human head under powerlines. We placed detectors in the form of small plastic films on a 20 cm diameter spheres at 1 metre height under the powerline. For comparison, we placed similar control spheres about 100 metres from the powerline (click for photo), so that they were well away from the direct effect the powerline electric field. The films detected a particular type of aerosol – those containing a natural radioactive radon decay product atom. These aerosols are known simply as *radon decay product aerosols.*

(click here for technical details : solution of diffusion equation in spherical coordinates; amplitude of oscillation of ultrafine aerosols; velocity of deposition on the head; importance of AC fields outdoors and DC fields indoors)

What we found

The theoretical model predicted a 2 to 3-fold increase in the deposition of small aerosols on the head under high voltage powerlines, and that they would land on the head at typical speeds of around 50 kilometres per hour.

The actual measurements revealed (click for an example table of results) a 1.4 to 3-fold increase in the number of radon decay product aerosols landing on the model heads under high voltage powerlines compared to the control spheres placed 100 metres away. We estimated the increased dose from pollutants landing on the face by calculating the radiation dose to the face from radon decay product aerosols landing on the face under powerlines. We first considered the situation away from powerlines. Even though people spend only 10% of their time outdoors half of their dose to facial skin comes from outdoor exposure to radon decay products. This is due to the fact that the deposition velocity of aerosols is typically 20 times higher outdoors compared with indoors. For a person spending 10% of their time outdoors and 90% indoors at the average UK radon levels we estimate an annual dose of 18.3 milli-Sieverts (18.3 mSv y^{-1}). Under powerlines, however, the dose is increased in the

range 1.2 to 2-fold so that it is in the range 22 – 36 mSv y^{-1}. These facial skin dose estimates are based on our experimental measurements in the Bristol area. They are derived from over 2,000 separate measurements from over 1,000 plastic detectors. Many of these measurements were carried out in wet and windy conditions, indeed we found evidence that the wind increases the effect of the electric field under powerlines in causing enhanced deposition of aerosols on the head.

We assume that these results are representative of elsewhere in the UK and Europe.

(click here for technical details: coupling with the wind; dose to the basal layer of the skin; results based on over 2,000 measurements)

Importance

Skin cancer is known to be associated with exposure to ultra-violet radiation from the sun. However, it is also associated with ionising radiation, including exposure to radon decay product aerosols. Our measurements suggest that an increased incidence of skin cancer might be found in people living under high voltage powerlines. A short study reported in 1996 by Dr Alan Preece and his colleagues at Bristol University found a 1.5 to 2-fold increase in skin cancer in people living near high voltage powerlines (A W Preece, G R Iwi and D J Etherington, *Radon, skin cancer and interaction with power lines*. US Department of Energy Contractors Review Meeting, San Antonio, Texas, Nov. 17-21, 1996).

We recommend that more research be carried out into the radon related dose to the skin resulting from living under high voltage powerlines, and possible consequences in terms of skin cancer risk.

Any comments or corrections for this page please e-mail Paul Keitch

This page was last updated on 28/04/00.

CONSIDER THE CJD SAFETY ASSURANCES AND THE OUTCOME NOW!
M. F.

EA EMF Web Site

Position Statement

POSITION STATEMENT ON ELECTRIC FIELDS AND IONS

Power lines produce both electric and magnetic fields. Scientists who have sought to investigate the question of whether power lines (or more generally the use of electricity in society) cause harm to health have tended to concentrate on the magnetic fields that they produce. This is because sound scientific reasons (partly to do with the fact that magnetic fields can penetrate buildings whereas electric fields hardly do so at all) suggest that if there is an effect at all, it is more likely to be caused by magnetic than electric fields. Whilst it is unfortunately not possible to have total certainty, the balance of the considerable body of evidence that has been accumulated over the last two decades clearly suggests that magnetic fields do not cause cancer or any other disease.

Recently, there have been suggestions that attention should more appropriately focus on electric fields. Electric fields have been investigated less than magnetic fields, but there is still a substantial body of evidence relating to them. In particular, seven different epidemiological studies have specifically looked for associations between electric fields and childhood cancer, and all but one of them found no evidence for any association. There have also been several studies of adult cancers and over twenty laboratory studies of electric fields, the majority failing to find any effects. A recent review article by two respected American professors concluded "The overall case that power-frequency electric fields are causally linked to human cancer is even weaker than that for magnetic fields and can reasonably be called non-existent."

A group led by Professor Denis Henshaw at Bristol University has published papers in 1996 and again in 1999 suggesting various possible mechanisms whereby high-voltage power lines might produce health effects on people nearby through the electric fields they produce. One suggestion is that the high electric fields very close to some power lines increase the number of particles of pollutants from the air which are deposited on the skin. Another is that the small charged particles produced by some lines (known as corona ions) and blown away by the wind increase the number of particles of airborne pollutants which are deposited in the airways when breathed in.

These suggestions have been examined carefully by the electricity industry, by the Government's independent watchdog, the National Radiological Protection Board, and by other scientists in various countries. The NRPB's view is that "... there is no convincing evidence that the observed physical phenomenon can have any effect on childhood cancer." The broad conclusions of the experiments performed by the Bristol group that show the effect of the power lines on particles in the air are not disputed. However, these experiments do not demonstrate any health risk, and careful scrutiny of the physics involved suggests that the effects do not in fact have any material consequence for human health. It is also worth noting that power lines are far from being the only source of ions; large quantities of ions are also produced by, for example, car exhausts, gas cookers, and waterfalls.

We are aware that another scientist at Bristol, Dr Alan Preece, has analysed some data which appear to show an excess of lung cancer downwind of high-voltage power lines in the south-west of England. The study is not yet complete, nor has it been reviewed by other scientists. Since it has not been published, it is impossible to comment properly on the results. However, we have been advised by

independent scientists that unless the results have been properly controlled for the effect of smoking, a known and very large risk factor for lung cancer, it is very unwise to draw conclusions from such a study. We will not know whether smoking has been properly taken into account until the work is actually published.

The substantial existing body of scientific evidence suggests that neither power lines nor the electric or magnetic fields they produce are a cause of cancer. However, in a sensitive area of public concern such as this, any suggestion of a health risk, however weak, needs to be taken seriously. For that reason, the electricity industry is continuing its long-established policy of supporting high-quality, independent research. In particular, in the UK, there is a study of high-voltage power lines and childhood cancer already underway at the University of Oxford, and a similar study of adult cancers is being proposed to the Department of Health. We support both studies, we are making the data on power lines they need available to them, and we are encouraging both studies to extend their scope to test the specific suggestions of Professor Henshaw and Dr Preece.

In the meantime, however, the consensus of worldwide scientific opinion is that neither power lines nor the fields they produce have been shown to be a cause of cancer.

21 September 2000

POSITION STATEMENT ON ELECTRIC AND MAGNETIC FIELDS AT MAINS FREQUENCY

1. We recognise that there is concern about a possible connection between electric and magnetic fields (EMF) and health. These fields are produced by all electrical installations and equipment such as domestic appliances, overhead lines, underground cables and motor vehicles.

2. We and our member companies are fully committed to the health, safety and welfare of the public and our employees.

3. To date, over 10,000 scientific papers have been produced on EMF and over eighty independent and authoritative scientific review panels have concluded that it has not been established that mains frequency EMF cause adverse human health effects.

4. The National Radiological Protection Board (NRPB), the UK body with a statutory responsibility for advising on EMF, has concluded that "there is no clear evidence of adverse health effects at the levels of electromagnetic fields to which people are normally exposed." Our member companies carry out their activities in accordance with NRPB guidance.

5. We believe that present evidence does not justify any change in the electricity industry's operating practices, or the everyday utilisation of electricity by our customers.

6. We and our member companies will continue to support and contribute to the funding of credible research into EMF. This includes an independent trust which supports biological research.

7. We will continue to monitor closely scientific research, overseas developments and major reviews of scientific, medical and engineering research concerned with electric and magnetic fields.

8. We are a responsible industry and care about our customers' concerns. We are committed to

providing members of the public, the industry's employees and customers with full and up to date information about EMF and health.



Return to
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(61)

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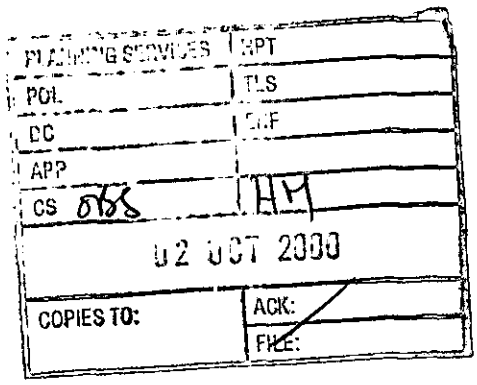
Winnersh
Berks.
RG41 5EU

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



13 September, 2000

Your Ref. Heather Morgan F/2000/2181

Dear Sirs

Reference your letter of 17th. August regarding the proposed development of 170 dwellings adjacent to Chatsworth Ave.

I have examined the plans for the proposed development and have several comments to make.

The land that will be used for the development is at present a natural buffer between Winnersh and Lower Earley,if this proposal is allowed then this buffer zone will slowly be eroded.

Chatsworth Ave. has in the past few years become a Rat Run for people looking for a short cut between King St.Lane and the Reading Road, this latest proposal can only exacerbate the problem by adding more traffic to an already overloaded residential Road

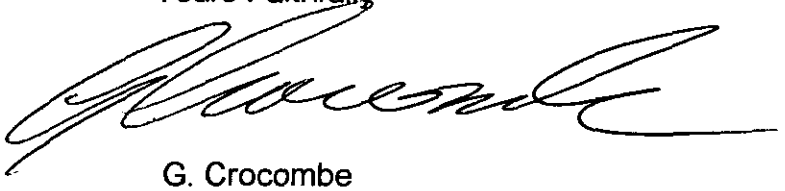
Behind my property is one corner of the Development Site, situated in this corner are two blocks of flats, these flats are 3 storeys high with one block directly overlooking my garden so destroying any privacy that I have enjoyed for the past 10 years
Nowhere else in the area are there any 3 storey buildings so I would expect the planning department to continue the practice of 2 storey buildings only.

During discussions with the Planning Officer it became apparent that the blocks of flats in question have been designated as the Social Housing sector for the development.
I was assured by the planning officer that this proposal would not receive approval as it stands due to the fact that past experience shows that concentrating the Social Housing in one area leads to a ghetto and as such creates more problems.
He explained that the Councils requirement was that the Social element be distributed equally in the development.

I would expect the Council to adopt the above procedure if this development gains approval.

Bearing in mind the above comments I would therefore ask the Planning Officers to refuse the application.

Yours Faithfully



G. Crocombe

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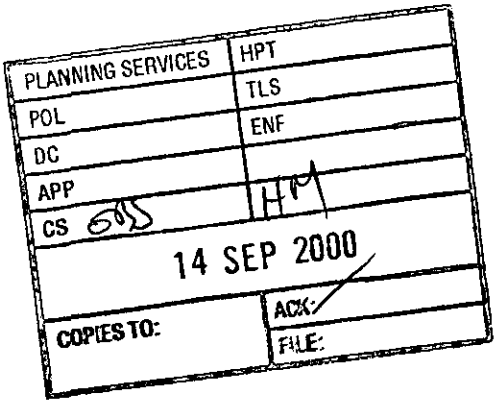

52 Chatsworth Avenue
Winnersh
Wokingham
Berkshire
RG41 5EU
9th September 2000

Application Number F/2000/2181

Dear Mr. Mitchell,

Thank you for your letter of 17th August, and apologies for not replying earlier, but we have been on holiday and have only just returned.

We think it a great shame to demolish a highly desirable, well built house, in order to build more houses. We wonder whether there is not a better access route to the land? Is it not possible to gain access to the land via the new houses that have been built at the end of Chatsworth Avenue?

Our main concern is the additional traffic that is bound to result. It is already really quite difficult to get out onto the Reading Road from Baslow Road in the morning. The situation has worsened due to the new houses at the end of Chatsworth Avenue, and the houses that have been built over the past couple of years in the immediate area, all generating more traffic.

Could the Bearwood Path access to Reading Road be used? We realise that it is not wide enough for two-way traffic, but perhaps it could be used as a one-way entrance or exit for the new houses. Alternatively, is there any way that a new road could be routed via the Halfords/Do It all junction to get access to the land?

We look forward to your response.

Yours sincerely,

Anne Hills & Martin Hills

Anne & Martin Hills

37 Chatsworth Avenue
Winnersh
Wokingham
Berkshire
RG41 5EU

59

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Your Ref: Heather Morgan
F/2000/2181

5th September 2000

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

Dear Sir

Re: Application F/2000/2181 (Bovis Homes)

Whilst I accept the land at rear of Chatsworth Avenue will be developed I wish to object to the proposal as contained in the plans deposited with the council on behalf of Bovis Homes.

My concerns are:-

Road Access Points

The proposed access is unsuitable as it will generate greatly increased traffic flow down Chatsworth Avenue and in peak periods, there will be congestion at the Baslow/Chatworth junction which will directly affect my egress.

The traffic from the new development (Westfield Homes) has already become noticeable and residents parking in the road will make vehicle movements more difficult.

If the development is to be approved I cannot understand why the most obvious access is not adopted through #35 and #37 as suggested in all previous planning documents on the site. This would give a 'straight through' route and alleviate passing traffic along Chatsworth Avenue.

A small raised roundabout at the Baslow/Chatsworth junction was discussed some time ago . This would slow down through traffic and make the traffic flow more safely.
As for the social housing all being connected to the Dunstans exit only, seems ridiculous to me. The road junction exits onto a sharp bend in Churchill Drive which beggars belief.

Positioning of Buildings and Open Spaces

The plan shows large blocks of flats behind Chatsworth/St Dunstans . Surely, they are not in keeping with the area and look unsightly. Only one hundred yards away, three storey blocks were recently demolished to make way for 'conventional houses' in Rainbow Park?

The open space behind homes in Chatsworth Avenue is commendable, but let it be known that several homes, including#35, #37 , #39 and 41 have mature gardens on this land. We have enjoyed this extra space for approximately 15 years because it is liable to flash flooding - and still often does! I would propose that any developer should give this extra land to all home owners backing onto the site as a buffer strip. If given to open access I fear houses along Chatsworth will be vulnerable to intrusion etc.

I cannot see why the large chunk of open space should be positioned at the rear of the St Dunstans development. I believe the more established houses should be given more space, to act as a buffer between them and the new proposed homes.

Subsidence

The council may be aware that in this area, particularly Chatsworth Avenue, we suffer 'floor slab subsidence'. When these houses were built the concrete floors were laid onto a hardcore base but not tied to the outer walls (as in modern building regulations) . I am reliably informed by the structural survey engineers that if the water table in the vicinity is lowered by drainage, this could cause substrata to dry out and the possible result may be 'hollow' or 'cracking' floorslabs. No one has determined if major building nearby will affect our homes in this way. What guarantees do we have. Up to 25% of houses in the street have had complete floor replacements costing many thousands of pounds. Will the developer indemnify us?

Infrastructure

Apart from the obvious traffic problems, where are the school provisions? I am told local children cannot be accommodated in the local school - this development will bring at least another 100 school children - where will they go?

Yours faithfully

G.J.White

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SINDLE CLOSE

WINNERSH

WOKINGHAM

BERKS

RG41 5EE.

9.9.2000

58

APPLICATION F/2000/2181

DEAR H. MORGAN,

I HAVE RECENTLY SEEN THE PLANS FOR THE ABOVE APPLICATION, AND AM QUITE DISAPPOINTED THAT AFTER NEARLY 25 YEARS OF BEING THREATENED YOU WILL BE THE COUNCIL TO LET THIS APPLICATION GO AHEAD.

THE VALUES OF THE PRIVATE HOUSES IN SINDLE CLOSE AND DUNSTANS DRIVE WILL DROP AS WE WILL BE ENCLOSED BY SOCIAL HOUSING ON EITHER SIDE, EXCEPT FOR THE TOKEN GESTURE OF FLATS BEHIND MY HOUSE. THESE FLATS IN THEMSELVES ARE AN IMPOSITION, AS THERE IS TO BE 8 PROPERTIES IN EACH BLOCK, THIS MEANS THAT DUE TO THEIR HEIGHT, I WILL BE LOSING LIGHT IN THE AFTERNOONS AND EVENINGS, AND MY PRIVACY WILL ALSO BE REMOVED.

I NOTICE THAT APART FROM THE 2 BLOCKS OF FLATS, ALL THE PROPERTIES GOING THROUGH DUNSTANS DRIVE WILL BE OF SOCIAL HOUSING AND ALL THE PRIVATE PROPERTIES WILL BE SECTIONED OFF ON THEIR OWN. IS THIS A CASE OF SNOB VALUES TO ASSIST IN THE SALE OF THE PRIVATE HOMES WITH LITTLE OR NO REGARD TO THE PRIVATE PROPERTIES ALREADY HERE.

RECENTLY TRAFFIC CALMING MEASURES HAVE BEEN INTRODUCED TO CHURCHILL / CHATSWORTH / BASLOW ROADS, TO CUT DOWN ON THE RAT RUNNING THAT GOES ON IN THE MORNINGS AND EVENINGS. THIS WOULD SEEM TO BE A TOTAL WASTE OF MONEY AS 170 HOUSES WILL BRING A CONSIDERABLE AMOUNT OF TRAFFIC TO ROADS THAT ARE ALREADY STRUGGLING TO COPE.

THE TRAFFIC COMING THROUGH DUNSTANS DRIVE WILL HAVE THE EXTRA PROBLEM OF TURNING ONTO AN 'S BEND' FROM A VERY TIGHT ANGLE, WHICH WILL INCREASE THE POSSIBILITY OF AN ACCIDENT.

I HAVE LIVED IN WINNERSH VIRTUALLY ALL OF MY LIFE, AND HAVE SEEN THE FIELDS TURN INTO BRICKS AND MORTAR. THIS HAS HAPPENED ON EVERY PATCH OF GREEN THAT CAN BE FOUND INCLUDING ~~THE~~ POND THAT USED ~~USE~~ TO BE BY BEARWOOD PATH. AS HOUSES ARE BEING EMPTIED ALONG THE READING ROAD THEY ARE ALL BEING BOUGHT UP BY DEVELOPERS, AND ONE HOUSE IS BEING TURNED INTO 2 OR MORE. BEHIND THE HOUSES ALONG THE READING ROAD ESTATES HAVE BEEN CREEPING ALONG FROM 'DO IT ALL' TO KING STREET LANE, AND THIS DEVELOPMENT WILL COMPLETE A LARGE AREA OF LAND THAT HAS BEEN BUILT ON. I FEEL THAT THIS IS TOTALLY OUT OF ORDER.

YOURS SINCERELY

P. Horrod

P. HORROD (MR).

0118 9784219

(52)

From . . .

E. H. TURNER
44 CHATSWORTH AVENUE
WINNERSH
WOKINGHAM, BERKS
~~RG11 5EE~~
RG41 5EU

FAX To . . .

Telephone : ~~0734-784219~~
0118 9784219

ENVIRONMENTAL SERVICES LTD.,
PLANNING SERVICES,
P.O. BOX 157,
SHUTE END,
BERKS RG40 1WR.

JHS

ENVIRONMENTAL SERVICES HPT
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ENF
APP OBS

7th. SEPTEMBER, 2000.

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FOR THE ATTENTION OF HEATHER MORGAN, PLANNING OFFICER.

DEAR SIRS,

APPLICATION No. F/2000/2181.

I ACKNOWLEDGE RECEIPT OF YOUR LETTER OF 17th. AUGUST 2000. THERE WAS, I UNDERSTAND, A COUNCIL MEETING TO DISCUSS THE ABOVE, BUT TO THE BEST OF MY KNOWLEDGE, NO NOTIFICATION WAS GIVEN. WE ARE NOT PSYCHIC.

IF THE PLANS ARE TO BE BELIEVED, THE PROPOSED ERECTION OF 170 DWELLINGS ON THE FIELD ADJACENT TO CHATSWORTH AVENUE IS CAUSE FOR MUCH CONCERN. PUTTING ASIDE THE MANY OTHER BUILDINGS PROPOSED FOR WINNERSH, IT APPEARS THAT THE ONLY ACCESS TO THE 170 DWELLINGS WILL BE VIA CHATSWORTH AVENUE. THIS, QUITE FRANKLY, WOULD BE DISASTROUS.

IT HAS BEEN ESTIMATED BY MARKET RESEARCH THAT BY THE YEAR 2003 THE AVERAGE FAMILY WILL OWN THREE CARS. IF THIS IS SO, IT COULD MEAN THAT THERE WOULD BE A FURTHER 570 VEHICLES REGULARLY USING THE AVENUE, IN ADDITION TO THOSE OWNED BY THE PRESENT RESIDENTS OF THE AVENUE AND THE NEW WESTBURY DEVELOPMENT. ALREADY AT RUSH HOURS THERE IS A QUEUE OF CARS WAITING TO GET ONTO THE A329, STRETCHING THE LENGTH OF BASLOW ROAD AND INTO CHATSWORTH AVENUE ITSELF.

IF THE FIELD IN QUESTION IS BUILT UPON - AND REGRETTABLY, I SUPPOSE THIS IS INEVITABLE SOONER OR LATER - IT MUST BE OBVIOUS THAT CHATSWORTH AVENUE CANNOT TAKE ALL THE EXTRA TRAFFIC, PARTICULARLY WITH ONLY ONE ENTRANCE TO THE NEW DEVELOPMENT. IT IS NOT DIFFICULT TO IMAGINE THAT SOONER OR LATER THERE WOULD BE A SERIOUS, AND QUITE PROBABLY FATAL, ACCIDENT.

I WOULD ADD THAT IT IS A GREAT PITY THAT A PERFECTLY GOOD PRIVATE HOUSE - No. 61 - IS TO BE DEMOLISHED FOR ACCESS PURPOSES. IT IS SURELY BETTER TO REMOVE ONE OF THE COUNCIL HOUSES ON THE ROAD JUST PAST No. 61, OR TO ACCESS VIA DUNSTANS DRIVE.

I TRUST YOU WILL TAKE THE QUESTION OF ACCESS VERY SERIOUSLY INDEED. THE RESIDENTS OF WINNERSH HAVE ALREADY SUFFERED CONSIDERABLY AT THE HANDS OF DEVELOPERS.

YOURS FAITHFULLY,

ERIC TURNER.

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08 SEP 2000
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(58)

Mrs L B Monger
1 Chatsworth Avenue
Winnersh
Wokingham
Berks
RG41 5EU

6th September 2000

Ms Heather Morgan
Planning Officer
Environmental Services Department
Planning Services
PO BOX 157
Shute End
Wokingham
Berks
RG41 1WR

Dear Ms Morgan

Re Planning Application Number F/2000/2181

With regards to the planning application by Bovis, I have studied the plans and wish to make the following comments for your consideration.

1. I notice it is planned to build 3 Storey flats at the rear of Numbers 27-29 Chatsworth Avenue. I do not feel these are in keeping with existing properties and that these homes will loose their privacy.

2. Why is it necessary to demolish Number 61 Chatsworth Avenue?
Access to the site can be accomplished by using the new road on the Westbury site, continuing it over the footbridge.

3. Traffic is a major problem along this Avenue, which is used as a rat run to avoid the lights at Winnersh Crossroads and with a minimum of at least 200 extra vehicles this will only get worse.

I would ask you to consider blocking off Chatsworth Avenue between Westfield Road and the road to the Doctor's Surgery, making it unnecessary for an anti-skid surface to be re-laid again, and alleviating the pressure on Baslow Road junction. In fact making Chatsworth Avenue a cul-de-sac as originally built.

Yours sincerely

L. B. Monger.

L B Monger (Mrs)

cc Prue Bray Councillor

(55)

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Heather Morgan
Planning Officer
Wokingham District Council
P.O. Box 157
Shute End
Wokingham
RG40 1WR

39 Chatsworth Avenue
Winnersh
Wokingham
Berks
RG41 5EU

6th September 2000

LETTER OF OBJECTION TO -

Ref.: F/2000/2181 Bovis planning application for Land at Chatsworth Avenue

Dear Heather Morgan,

I would like to take this opportunity to thank you for your letter dated 17 August 2000, advising residents of the planning application F/2000/2181 from Bovis. I can assure you that the information supplied is much appreciated by all the residents and shows initiative on behalf of the District Council in respect of consideration to the existing population.

You may or may not be aware, that several residents in Chatsworth Avenue have experienced significant harassment and in some cases extreme rudeness from Bovis. This occurred while they were researching, which houses were available for demolition to construct an access road from Chatsworth Avenue to the proposed new development at the rear of Chatsworth Avenue. Therefore it is of little surprise that a planning application has been made. My current understanding is that 61 Chatsworth Avenue appears subject to an "agreement to demolition", this purportedly making way for the access road to the proposed development.

Having taken time to study the proposed development and with some background knowledge of the situation with regard to previous public inquiries and subsequent rejection of similar applications, I have come to the justifiable conclusion that application F/2000/2181 must be unconditionally rejected on the following grounds:

Note: I have summarised main points in Bold, Italic for ease of reference to what is a lengthy objection to the proposed plan.

Traffic considerations

- Traffic volumes

The proposed development contains 170 houses. Assuming that each dwelling averages 1.5 cars per dwelling, potentially 255 vehicles will pass along Chatsworth Avenue heading for the nearest outlet to Reading Road. ***It is inconceivable that***

Chatsworth Avenue is capable of adequately and safely handling such a volume of traffic. In its current form Chatsworth Avenue is a residential area with recently erected traffic management systems to slow down existing volumes of traffic with the intention of safeguarding existing residents. May I also state that the road surface in Chatsworth Avenue has been eroded over the years (to my personal knowledge from 1982) to reveal several large areas of sub tarmac concrete – especially in the area of the junction with Baslow Road. The state of the road surface is potentially sub-standard. Larger traffic volumes will aggravate this.

- **The Winnersh Bypass**

Clearly this plan intends for Chatsworth Avenue to become the "Winnersh Bypass". There are several issues at stake here, I will deal with the more important aspects.
I was surprised to learn that the latest Local plan has apparently deleted the need for a "Winnersh Bypass". This has been contentiously debated at previous public inquiries and I would like to quote from the inspectors report on the Loddon Area plan " Indeed, it is intended, quite properly, that the bypass should relieve the existing very serious traffic congestion on the Reading Road (A329)" ..... "Therefore I consider that this is a much required bypass for the whole of Winnersh". The bypass to which the inspector referred was proposed to run from Kingstreet Lane to the Reading Road via what is now locally known as the "Hamburger" roundabout in the vicinity of the Multiplex cinema next to the river Loddon. The intention was for the then, County Council to fund the building of the bypass via contributions from the proposed developers. Since the County Council abolished itself, clearly this is not an undertaking that the District council would wish to embrace, given the financial implications involved. One is therefore left to surmise that the abolition of the bypass is an inevitable conclusion. I must reiterate in the strongest term's possible, the concept that was clearly established at the public inquiry by the inspector. That the ***Winnersh Bypass is of paramount importance to maintain the infrastructure of traffic management within the framework of this, or any subsequent proposed developments to the rear of Chatsworth Avenue***. Please always remember it is we "the residents" who have to live with what is created!

Furthermore I understand that RuralCrafts on the Reading Road is due to be "converted" into a HomeBase store. Yet more traffic passing through Chatsworth Avenue!

Land of unknown ownership relating to 61 Chatsworth Avenue.

It has been drawn to my attention, that there is land associated with 61 Chatsworth Avenue, which is of "unknown ownership" for a considerable period of time. I understand that Bovis have been in contact with the previous occupant of this property to establish "questionable rights" to the land. Given this state of affairs ***I challenge the council to consider whether this proposal is acceptable on the grounds that clear ownership of the land do not appear to have been adequately established at this stage?***

Priority of the site.

I believe we are all aware that the shift in priority has moved from the proposed development in Risely back to Winnersh. It seems incredible that public inquiries have the effect of negating each other. Clearly the problem of supplying houses is forced onto Wokingham District Council, but it has to be said that the proposal to build at the rear of Chatsworth Avenue, clearly demonstrates that little consideration has been given to infrastructure. I would state for the record that in my view the developers' considerations appear to come first, followed by Wokingham District Councils problem of finding a suitable site, is no longer a problem. ***It is further my belief that yet another public inquiry could be forced upon the District Council, possibly negating the Risely decision. Given the enormous cost of these public inquiries, paid for out of Council Taxes, a sensible solution needs to be arrived at. This proposal is not that sensible solution.***

Infrastructure.

The proposed plan does not cater for the provision of schooling. Are we to assume that the residents of the proposed development will have no children of school age? This event is improbable and given the overloading of local schools this is ground alone for the plan to be rejected. The plan however does concede those children may be parts of a new populous, because provision is made for children's play area. This area appears to be a segment of land located at the extremities of the development, underneath existing overhead high voltage powerlines. In a worst case scenario a fatality could arise in conjunction with the powerline and the geographical location of the incident may be instrumental on delaying help being sought and administered. ***I would strongly argue that the powerline must be buried below ground. This has in the past been a condition that the District Council has supported in the Loddon Area Local Plan and continuing support must be a pre-requisite to granting permission.***

Housing mix

From the plan it is evident that my property and neighbouring properties will be subject to an influx of social dwellings. I strongly object to this on the grounds that Chatsworth Avenue is becoming a dumping ground for these types of dwellings. I have experienced many problems with theft since the construction of houses in Dunstans Road. I would find it intolerable to put up with more of the problems caused by these people. The five bedroom houses should be banned as these will generate more vehicles to add to the existing traffic. Although the intention is to build 170 houses, Bovis will no doubt do the same as Westbury homes are currently doing and apply for a higher housing density.

Environment

What is to become of all the wild life which currently flourishes in the land to the rear of Chatsworth Avenue. Is it all to be driven away. Consideration must be made towards wild life. The wild life also enjoys the only remaining green belt gap between Winnersh and Lower Earley. If the two are joined together, Winnersh will loose its identity and slowly become incorporated into Lower Earley. As Europe's largest housing estate, Lower Earley should not be envied and I for one have no wish to become a resident of that estate.

Drainage

The residents of Chatsworth Avenue are well aware of the poor drainage associated with the land proposed for development. Usually in October after heavy rainfall the land is flooded and so are the gardens which adjoin the stream flowing into the river Loddon. This stream now has to cope with increasing amounts of rainfall and additional drainage from other developments. What provisions have been made for drainage? I conclude the answer is minimalistic. The gardens in Chatsworth Avenue which enjoy an additional plot behind the stream were originally deemed as not farmable due to the swampy nature of the soil and hence lay dormant before agreement was reached between Hatch Farm Dairies and the residents, to use the land for domestic gardens.

In conclusion, development of the site can only be agreed to when a bypass is committed to, together with burial of the overhead power line. In short it would be more desirable to hand the land over to the gypsies!

May I also state that I shall endeavour with my best efforts to stop Bovis and any other developer from ruining my environment.

Yours sincerely

John Franc

John Franc. C.Biol, M.I.Biol

(S4)

Heather Morgan
Planning Officer
Wokingham District Council
P.O. Box 157
Shute End
Wokingham
RG40 1WR

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39 Chatsworth Avenue
Winnersh
Wokingham
Berks
RG41 5EU

6 September 2000

Objection to -Ref.: F/2000/2181
Bovis planning application for Land at Chatsworth Avenue

Dear Ms. Morgan

The proposed development contains 170 houses. It is inconceivable that Chatsworth Avenue is capable of adequately and safely handling such a volume of traffic. It appears that if this plan succeeds, Chatsworth Avenue currently a residential road is destined to become the "Winnersh Bypass".

I understand that Rural Crafts on the Reading Road is due to be "converted" into a HomeBase store. Yet more traffic passing through Chatsworth Avenue! Has this been taken into consideration in the District Councils deliberations?

Is the District Council aware that this proposal is un-acceptable on the grounds that clear ownership of the land relating to 61 Chatsworth Avenue do not appear to have been adequately established at this stage? This means that the road linking Chatsworth Avenue to the proposed development is due to be constructed on ground of unknown ownership.

There is no provision for additional schooling in the proposed plan. We are all aware of the enormous pressure that local schools are under. The play area is destined to be tucked away into a corner of the development, below high voltage power lines. This is unacceptable and presents many hazards. It would be far safer to move or bury the powerline underground. It is worth noting that the location of the play area presents a means of approaching from the Loddon and compromises the personal safety of children.

From the plan it is evident that my property and neighbouring properties will be overlooked by an influx of social dwellings. I strongly object to this on the grounds that I am already surrounded by such dwellings and all the problems these groups of families and individuals bring with them. Winnersh is becoming a dumping ground for these types of "social" dwellings.

Consideration must be made towards existing wild life. The wild life enjoys and shares with all of us the only remaining green belt gap between Winnersh and Lower Earley. Has the District Council considered the loss of identity to Winnersh if such a development is to proceed?

As a resident of Chatsworth Avenue whose garden faces the land of proposed development I am well aware of the poor drainage associated with the land. Usually in October the land is flooded especially near the Caravan Park and so are the gardens which adjoin the stream flowing into the river Loddon. This stream now has to cope with increasing amounts of drainage from additional developments made over the years. What provisions have been made to improve drainage?

This proposal is a recipe for disaster to benefit only the developer, who clearly does not comprehend the impact it will have on the local populous.

Yours sincerely

Anne M.L. franc (Mrs)

PLANNING SERVICES	HPT
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CS 035	HM
	08 SEP 2000
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	FILE

16, DUNSTANS DRIVE (53)
WINNERSH
WOKINGHAM
BERKS RG41 5EB.
6.9.00

Dear Heather Morgan

I am writing with reference of the planning application of and at Chalsworth Close, Winnersh application no:- F/2000/2181

I would like to draw your attention to the following points:-

① The amount of traffic that will increase in Dunstans Drive, with a lot more children using the existing play area and playing on the pavement is a matter of great concern to me as their safety cannot be assured.

② As the front door of my property will be over looked by the proposed flats I feel that the existing fence/hedge line must remain and in addition a further screen of planting be adopted to insure continuation of privacy for our flats/area.

③ As I have two carparking areas allocated with my property that I have purchased along with other residents in the flats my main concern is for indiscriminate parking of these areas by other people from the new development as the new flats are unallocated as shown on the plans. I want the council to erect signs detailing private parking only in our area.

P.T.O

(5)

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DC	ENF
APP	
CS 0135	HH

11 SEP 2000

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51 Chatsworth Avenue
Winnersh
Wokingham
Berks. RG41 5EU

8 September 2000

Dear Heather Morgan,

Planning Application F/2000/2181 - Chatsworth Avenue

With reference to your letter of 17 August 2000, I do not agree with the application to build 170 houses on land behind Chatsworth Avenue. I also do not agree to no. 61 being knocked down to allow Chatsworth Avenue to become a feeder road. My reasons are as follows.

1. A previous application by Tescos was refused because it was deemed necessary for a Winnersh bypass to take the traffic from the extra houses. The bypass is no longer mentioned, although traffic has increased, especially since Sainsburys has been built at the crossroads and many more gaps and gardens have been infilled by new houses. Winnersh is already at a standstill at peak times, not only at the crossroads, but at Churchill Drive, Chatsworth Avenue and Baslow Road. The vehicles from 170 new houses joining the queues to get out of Winnersh will be too many.

2. Chatsworth Avenue is too narrow to be a feeder road for such a large estate. Construction vehicles for Westbury Homes had problems getting through if two cars were parked opposite each other.

3. Westbury Homes construction traffic was intrusive. Continuous building lorries for several years for a big estate would be a misery for us.

4. There are 14 children under 16 years of age living in the part of Chatsworth which would be affected. This extra traffic would be a danger for them.

5. The field is always flooded at the lower end during the winter and boggy at the top. If this land is built on, have the consequences of draining it been thought through for our houses? Will the altered water table affect our properties with subsidence or land heave?

6. No stream is marked on the proposed plans. This stream runs along the bottom of gardens, south of Chatsworth Avenue, and flows into the River Loddon. Spring water always runs through it, even in the driest summers and it takes surface water from the houses and drains from the field. The field is higher than the gardens. A heavy downpour means the stream can overflow into the gardens even though the ditch itself is about 2 feet deep.

7. We do not want the stream piped in – birds and wildlife drink from it and frogs live along it.

8. There are several skylark pairs (endangered bird species?) nesting in the fields each spring. Also, deer, foxes, pheasants have their habitat there.

9. I do not think anymore social housing should be built in Winnersh. There are already houses each end and one side of Chatsworth

If houses have to be built, could a more suitable access road be identified and could new houses adjoining ours be similar to ours. It would make the transition less hurtful.

Yours sincerely

J. P. Boxall

(MRS. J. P. BOXALL

(51)

PLANNING SERVICES	HPT
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DC	ENF
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CS 035	HPM
11 SEP 2000	
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51 Chatsworth Avenue
Winnersh
Wokingham
Berkshire
RG41 5EU

Friday, 6th September 2000

Dear Ms Morgan,

Reference Bovis Planning Application F/2000/2181

Although accepting as inevitable the housing development of land behind Chatsworth Avenue, the following comments are made, which I would like you to consider;

1. *Winnersh already has more than its fair share of social housing. It is therefore inappropriate to bring additional social housing into the village, especially as the boundaries to Chatsworth Avenue are already social housing.*

2. *The problems of traffic flow and congestion in Winnersh are already at breaking point. Churchill Drive/Chatsworth Avenue is used as a short cut by many drivers, so avoiding the cross-roads traffic lights. This at least has been recognised by the installation of traffic calming measures, somewhat ineffective in my opinion.* To disgorge the traffic from an additional 170 dwellings into Chatsworth Avenue/Baslow Road/Churchill Drive will exacerbate an already very serious problem.*

3. *The proposed development land and Chatsworth Avenue are separated by a small stream which receives surface water from the existing houses and the higher proposed development land. During periods of heavy rain, flooding occurs. This needs to be addressed by the Bovis planning application – the stream is not marked on the submitted plans!*

4. *The proposed development represents a further erosion of precious green land, fast disappearing from the district. Housing density is stealthily increasing by the erection of houses on land previous occupied by a single dwelling or on land that was once gardens.*

Yours sincerely,

Brian A. Boxall

Brian A Boxall

**Please refer to the attachment copy, a letter sent to councillor Siggery, for which neither acknowledgement nor reply have been received.*

51 Chatsworth Avenue
Winnersh
Wokingham
Berkshire
RG41 5EU

Tuesday 27th June 2000

Dear Mrs Siggery,

I am writing to you concerning the proposed action to improve the traffic problems of Arbor Lane (reference : In Touch, June 2000).

Both options described involve the use of speed cushions, which from observations of their use in the Chatsworth Avenue/Churchill Drive traffic calming scheme, are unlikely to have the desired effect.

Cars using Chatsworth Avenue/Churchill Drive are now driven to negate or minimise the effect of the cushions, by-

- *moving to the centre of the road to drive through the cushion pairs; the space between cushions is such that, in many instances, car wheels avoid contact with the cushions.*
- *cars, especially the larger ones or 4-track vehicles, drive over the cushions, by adopting a straight on approach, without slowing down or inconvenience.*
- *cars driving with their nearside wheels on the pedestrian pavement, offside wheels between the cushion and kerb edge.*

Then there are those drivers who increase speed as they approach the cushions to minimise the impact of the cushions!

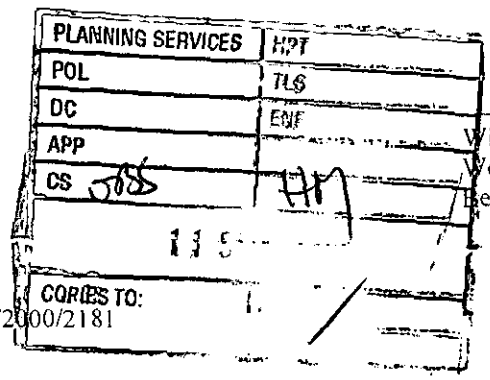
These observations, which can be made at most times of the day, confirm to me that speed cushions just do not work as intended. A more effective way to calm traffic is likely to be achieved by using speed humps extending the full width of the road.

Yours sincerely,

B A Boxall

0118 9772923

77, Chatsworth ave (20) 16



Winnersh
Wokingham
Berks
RG41 5EW

3rd September 2000.

Ref: Planning Application F/2000/2181

Dear Heather,

With reference to the above planning application, we wish to raise our strongest objections to the proposed development.

We moved to this area in order to take advantage of the quiet neighbourhood, and are now appalled to discover that our peace and tranquillity is about to be shattered by a new housing development a stone's throw from our property. The current planning application shows that the house currently at 61 Chatsworth Avenue is to be demolished to make way for an access road. Given that there is only a single route out of this section of Chatsworth Avenue, we fail so see how this can be seen as providing adequate access.

Churchill Road, Chatsworth Avenue and Baslow Road are already congested with both local traffic and also commuters using this as a "rat-run" as has already been recognised by Wokingham Council who have installed "traffic claming" measures. The traffic problem has also increased dramatically due to the recent developments at Miller Drive and Lockyer Close.

The proposed development of some 170 dwellings can expect to increase the number of vehicles using Chatsworth Avenue on a regular basis by some 250-300, further exacerbating the existing congestion, and effectively leaving the properties along Chatsworth Avenue effectively being adjacent to a main road. Notwithstanding the loss of privacy, peace, quite and amenity, this will surely adversely impact the prices of the affected properties. Additionally, we fail to comprehend how adequate access will be possible for emergency vehicles.

Apart from the above stated reasons, the local infrastructure will strain with the additional burden of some 300-400 new residents as no plans have been made for extra local amenities or services such as doctors, shops, nurseries etc.

Over recent years, Winnersh has seen many new developments and is in danger of losing its village identity to become merely an anonymous collection of commuter suburbs if such uncontrolled expansion is allowed to continue. The proposed development not only deprives Winnersh of some of its last remaining unspoiled "green land", but is also situated on a flood plain. If the plans are passed, the proposed dwellings will be subject to flooding and additionally; the disturbance to the water table caused by the "foundation-work" will leave this and surrounding area liable to subsidence due to soil shrinkage. Consequently, household insurance premiums can be expected to increase.

I hope that we have outlined our objections with clarity and strongly urge that this development is not allowed to proceed.

Yours truly,

Joan P. Doyle.

6th September, 2000

As well as supporting the content of the above I should like to add the following :-

1) Traffic will be further increased owing to the Nursery on the corner of Beaurwood Path & Reading Rd. access is proposed through Chatsworth ave. As a cyclist I am concerned for my safety along Chatsworth ave with increased traffic at this end

(49)

PLANNING SERVICES	HPT
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Mr & Mrs M C Leatherby

57 Chatsworth Ave
Winnersh
Wokingham
Berkshire
RG41 5EU

4 September 2000

Wokingham District Council
Planning Services
P O Box 157
Shute End
Wokingham
Berkshire
RG40 1WR

F.A.O. Heather Morgan

Dear Madam

Application Number: F/2000/181 (2 / 1)

Site Address: Land At, Chatsworth Avenue, Winnersh, Wokingham

Proposal: Proposed erection of 170 dwellings with associated infrastructure.

We, as residents of Chatsworth Avenue oppose the above planning application for the following reasons.

Traffic chaos within Winnersh Village:
The roads are already congested, particularly during peak hours. It is difficult now to gain access to the Reading Road junction via either Baslow Road or Churchill Drive, with the addition of some 250+ cars, which this size of an estate could well exceed, the problem will be escalated. This may cause potential danger to the many children crossing roads to wait for school buses at Churchill Drive and Chatsworth Ave for The Holt and Emmbrook

Our understanding is that no large development would be considered until the Winnersh bypass was in operation to ease congestion through the centre.

Infrastructure: The proposed new road at no. 61 Chatsworth appears inadequate because of its width and sharp access to cope with the extra 250+ vehicles. Cars are often parked on both sides of the road in Chatsworth Ave, this could result in the corner being 'blind' with potential danger to children crossing/playing in the area. Residents at no. 59 often require to use the road outside their property for extra parking causing a further hazard Surely one access via a cul-de-sac for the number of homes proposed is unacceptable!

Flooding: The proposed site is subject to regular flooding. What is the potential impact to the local water table of the extra housing. We require assurances that we would not be liable to subsidence The stream (an overflow from the River Loddon) that surrounds the proposed site on two sides, reaches an unacceptable level after a heavy downpour causing local flooding to gardens in the immediate area. How can we assure that this problem will not be escalated causing further damage to our property because of the high water level.

Schools: Local junior schools: Winnersh Primary and Bearwood Primary, are already at their capacity. Where are the additional children from the proposed site to attend. There is already a shortage of experienced teaching staff. Senior schools are always oversubscribed and the school buses, which transport the pupils to The Holt School and Emmbrook School, are dangerously overcrowded with standing room only.

Wildlife: The area proposed is a natural habitat for foxes, deer, rabbits and birds. Is there some plan to secure the wildlife in this area.

Compensation: What compensation is there for residents who's property will be devalued due to the change of outlook from farmland to dense housing. Levels of noise, pollution and nuisance will dramatically increase in a potentially busy thoroughfare, from what has been a very quiet residential area.

To sum up, for the reasons stated above we reject any proposed building to the rear of Chatsworth Ave until such time as traffic/pollution/noise levels have been addressed.

A more satisfactory solution to accessing the site with a wider, clearer open access. Safety is paramount and with many children resident in Chatsworth Ave we must ensure that there is no potential danger to them, after all this is why many of us choose a cul-de-sac location with low risk of traffic hazards.

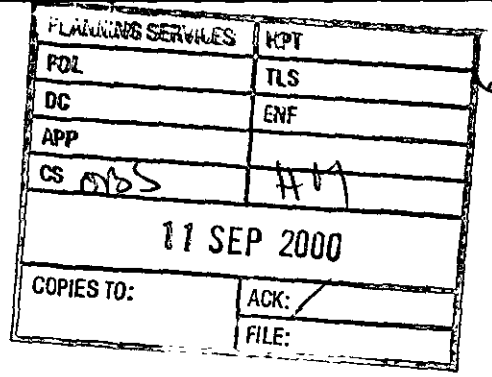
Assurances that our houses will not be prone to subsidence or devalued as a result of a demeaning aspect.

An additional facility for both infant/junior and senior school age children has been addressed.

Our existing wildlife does not diminish due to further development in the area.

Yours faithfully

Mr M C Leatherby & Mrs J P Leatherby



6 Rossell Way

(48)
15

Winnersh
Wokingham
Berks

3rd September 2000.

Ref: Planning Application F/2000/2181

Dear Heather,

With reference to the above planning application, we wish to raise our strongest objections to the proposed development.

We moved to this area in order to take advantage of the quiet neighbourhood, and are now appalled to discover that our peace and tranquillity is about to be shattered by a new housing development a stone's throw from our property. The current planning application shows that the house currently at 61 Chatsworth Avenue is to be demolished to make way for an access road. Given that there is only a single route out of this section of Chatsworth Avenue, we fail so see how this can be seen as providing adequate access.

Churchill Road, Chatsworth Avenue and Baslow Road are already congested with both local traffic and also commuters using this as a "rat-run" as has already been recognised by Wokingham Council who have installed "traffic claming" measures. The traffic problem has also increased dramatically due to the recent developments at Miller Drive and Lockyer Close.

The proposed development of some 170 dwellings can expect to increase the number of vehicles using Chatsworth Avenue on a regular basis by some 250-300, further exacerbating the existing congestion, and effectively leaving the properties along Chatsworth Avenue effectively being adjacent to a main road. Notwithstanding the loss of privacy, peace, quite and amenity, this will surely adversely impact the prices of the affected properties. Additionally, we fail to comprehend how adequate access will be possible for emergency vehicles.

Apart from the above stated reasons, the local infrastructure will strain with the additional burden of some 300-400 new residents as no plans have been made for extra local amenities or services such as doctors, shops, nurseries etc.

Over recent years, Winnersh has seen many new developments and is in danger of losing its village identity to become merely an anonymous collection of commuter suburbs if such uncontrolled expansion is allowed to continue. The proposed development not only deprives Winnersh of some of its last remaining unspoiled "green land", but is also situated on a flood plain. If the plans are passed, the proposed dwellings will be subject to flooding and additionally; the disturbance to the water table caused by the "foundation-work" will leave this and surrounding area liable to subsidence due to soil shrinkage. Consequently, household insurance premiums can be expected to increase.

I hope that we have outlined our objections with clarity and strongly urge that this development is not allowed to proceed.

Yours truly,

C Y Denney

PLANNING SERVICES
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HM
11 SEP 2000
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Mrs RM Carr
17 Bearwood Park
Winnersh
Wokingham
Berks

3rd September 2000.

Ref: Planning Application F/2000/2181

Dear Heather,

With reference to the above planning application, we wish to raise our strongest objections to the proposed development.

We moved to this area in order to take advantage of the quiet neighbourhood, and are now appalled to discover that our peace and tranquillity is about to be shattered by a new housing development a stone's throw from our property. The current planning application shows that the house currently at 61 Chatsworth Avenue is to be demolished to make way for an access road. Given that there is only a single route out of this section of Chatsworth Avenue, we fail so see how this can be seen as providing adequate access.

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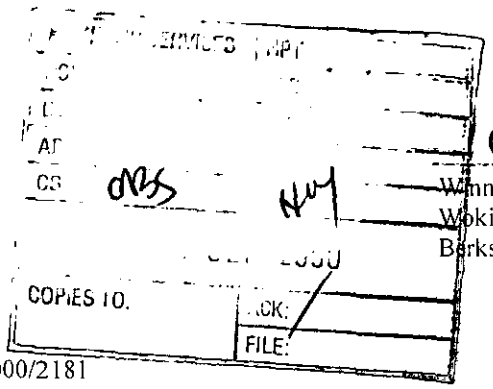
I hope that we have outlined our objections with clarity and strongly urge that this development is not allowed to proceed.

Yours truly,

RM Carr

(26)
13



10 BEARWOOD PARK.
Winnersh
Wokingham
Berks

3rd September 2000.

Ref: Planning Application F/2000/2181

Dear Heather,

With reference to the above planning application, we wish to raise our strongest objections to the proposed development.

We moved to this area in order to take advantage of the quiet neighbourhood, and are now appalled to discover that our peace and tranquillity is about to be shattered by a new housing development a stone's throw from our property. The current planning application shows that the house currently at 61 Chatsworth Avenue is to be demolished to make way for an access road. Given that there is only a single route out of this section of Chatsworth Avenue, we fail so see how this can be seen as providing adequate access.

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I hope that we have outlined our objections with clarity and strongly urge that this development is not allowed to proceed.

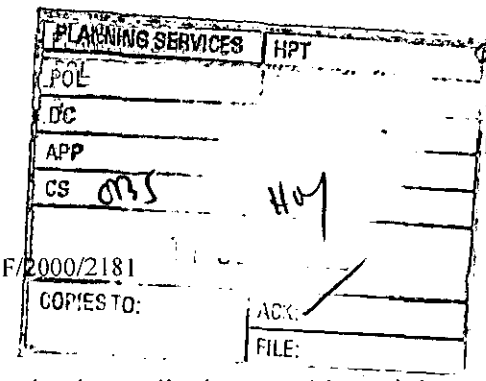
Yours truly,

E. A. Miles

H. J. Miles

45
12

29 Beanwood Park Road
Winnersh
Wokingham
Berks



3rd September 2000.

Ref: Planning Application F/2000/2181

Dear Heather,

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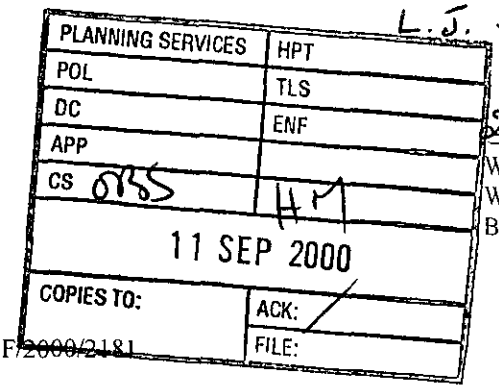
I hope that we have outlined our objections with clarity and strongly urge that this development is not allowed to proceed.

Yours truly,

Mrs L. Allipp

L.J. + J.M. PEMBERTON
25 BEARWOOD PARK.
Winnersh
Wokingham
Berks



3rd September 2000.

Ref: Planning Application ~~P2000/2181~~

Dear Heather,

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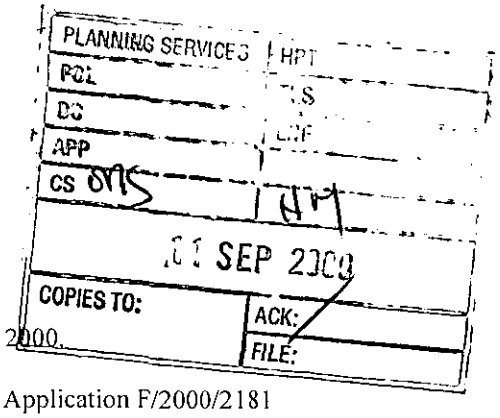
I hope that we have outlined our objections with clarity and strongly urge that this development is not allowed to proceed.

Yours truly,

J.M. Pemberton.



32 BEARWOOD PARK

Winnersh
Wokingham
Berks

3rd September 2000.

Ref: Planning Application F/2000/2181

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Yours truly,

G. Quinney

G. QUINNEY

PLANNING SE...
POL
DC
APP
CS 0855 HM
COPIES TO: ACK:
FILE:

(42) 9

8 BEARWOOD PARK
Winnersh
Wokingham
Berks

3rd September 2000.

Ref: Planning Application F/2000/2181

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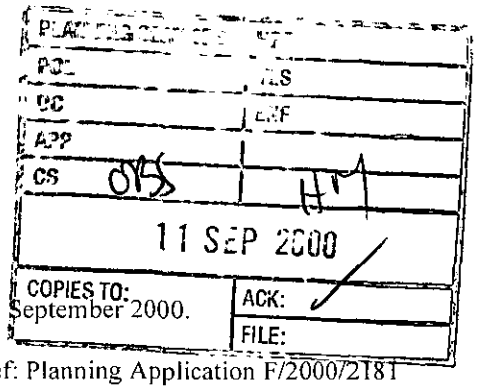
Yours truly,

D & L. Elam



3. 54. BEARWOOD PARK. (41) 8

Winnersh
Wokingham
Berks

3rd September 2000.

Ref: Planning Application F/2000/2181

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Yours truly,

R A L Ayres

W P Taylor

PLANNING SERVICES	HPT
POL	TLS
DC	ENF
PP	
CS MS	HW
11 SEP 2000	
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	FILE:

MR & MRS J LAINSBURY,
30 BEARWOOD PARK
BEARWOOD PATH
Winnersh
Wokingham
Berks
RG41 5SR.

3rd September 2000.

Ref: Planning Application F/2000/2181

Dear Heather,

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Yours truly,

J Lainsbury

V Lainsbury (Mrs).

PLANNING SERVICES	HPT
POL	TLS
DC	ENF
APP	
CS DLS	AM
11 SEP 2000	
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18 Beechwood Park
Binegwood Park
Winnersh
Wo.

Winnersh
Wokingham
Berks

39

RG41 - 5SP

3rd September 2000.

Ref: Planning Application F/2000/2181

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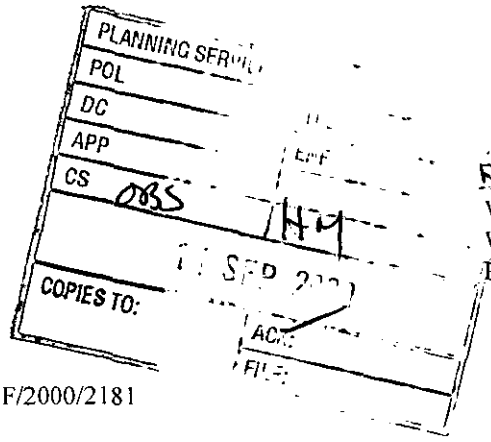
Yours truly,

F.A. Stone



(38)

25 Welby Crescent.

Winnersh
Wokingham
Berks

3rd September 2000.

Ref: Planning Application F/2000/2181

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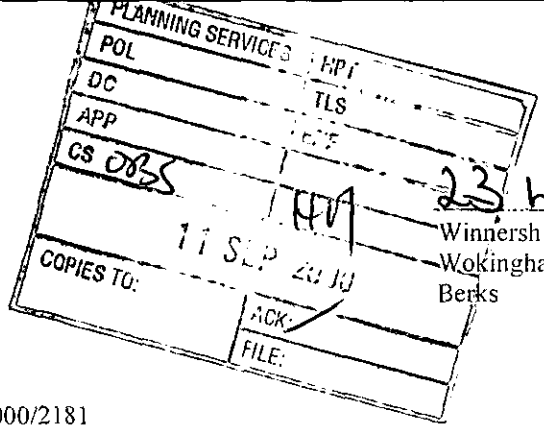
Yours truly,

A Comisl.
P & C Lewis



23 Welby Crescent
Winnersh
Wokingham
Berks

3rd September 2000.

Ref: Planning Application F/2000/2181

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Yours truly,

J M Hammonds
R E Hammonds

PLANNING SERVICES
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11 SEP 2000
COPIES TO:
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85 Chatsworth Ave
Winnersh
Wokingham
Berks

(36)
3

3rd September 2000.

Ref: Planning Application F/2000/2181

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Yours truly,

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(35)
2

46, CHATSWORTH AVE
Winnersh
Wokingham
Berks

3rd September 2000.

Ref: Planning Application F/2000/2181

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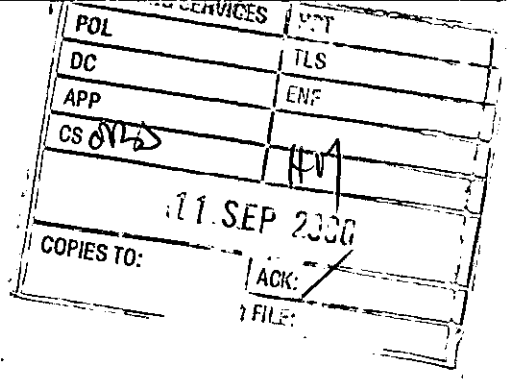
Yours truly,

M. R. Pearce.

P. J. Pearce



(34)

64
66 chatsworth ave
Winnersh
Wokingham
Berks

3rd September 2000.

Ref: Planning Application F/2000/2181

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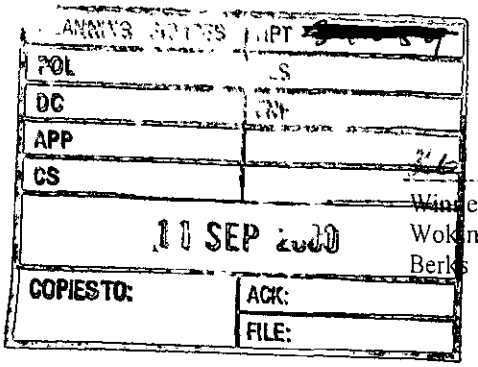
Yours truly,

V.A. Cannon.



36 ?

(22)

36 BEARWOOD PARK
Winnersh
Wokingham
Berks

3rd September 2000.

Ref: Planning Application F/2000/2181

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Yours truly,

K L Hoy T R Hoy

PLANNING SERVICES	HPT
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CS OBS	HPT
11 SEP 2000	
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	FILE:

63, CHATSWORTH AVE
WINNERSH
WOKINGHAM
BERKS
RG41 5EW

DEAR HEATHER MORGAN

This is our comments on the Bovis planning Application for Chatsworth Ave We feel for the last three years the Residents of th Avenue have had more than there share of noise traffic mud dust. First ourselves and Mr+Mrs Broadmore of 59, Chatsworth Ave. Had to cope with neighbours that lived at 61, Chatsworth AVE Three years ago Running a Business from the house Parking all manner of cars lorrys vans diggers outside our homes across our driveways never knowing if you could get out of our homes Very Stressfull! That gets Sorted after nearly a year and the neighbours moved

away. And the avenue became [redacted] quiet again. Then the builders got there own way again. And Chatsworth Ave became a through road for the Beechwood path Housing so for the last two years the people of Chatsworth ave. Have put up with more noise more traffic mud dust you name it we have had it Do you realise that the lorrys do not come in ones or twos but three at a time and they drive like there on the Motorway fast! Down our little Avenue. So we feel that the people of Chatsworth Ave have had enough! And the thought of a road next to our house will Devalue our house. And the loss of the trees that act as a sound barrier to the Motorway plus it is the ONly green part of land left for us. And the Stream that runs at the bottom of our gardens Which is a natural water way now becomes flooded with more development that takes place in our

area. And the building of more homes just brings more traffic to the area. So we feel this development should not be granted permisson for we feel it will ruin peoples quality of life.

Yours sincerly

Mr & Mrs A. H. Hawthorn

P.S. IT would have been polite if the council or some one from Bovis would have had the manners to at least speak to the people of Chatsworth Ave and 59 & 63

(31)

PLANNING SERVICES | HPT 34085
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11 SEP 2000
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56 Chatsworth Avenue
Winnersh
Wokingham
Berks RG41 5EU

7th September 2000.

Ref: Planning Application F/2000/2181

Dear Heather,

With reference to our previous letter regarding the proposed housing development leading from Chatsworth Avenue, please find enclosed some photographs that were taken from our living room and front door. These clearly show the view directly opposite our house to the proposed site of the access road to the development.

As you will appreciate, that apart from the increased noise levels due to the extra traffic, our living area will be lit up in the evenings and early mornings like Blackpool Illuminations by the headlamps of oncoming traffic. This gross intrusion into our privacy and well being will be particularly conspicuous during the winter months. Please also note that there is a clause in the deeds to our property that expressly forbids the erection of a fence or wall of a height that could possibly ameliorate the problem.

We therefore feel that to approve the planning application as it stands would not only affect us financially by reducing the value of our property, but also have a major impact on our quality of life.

Yours truly,

C Hall.

Mr & Mrs C. R. Hall

(29)

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07 SEP 2000	
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Mr M & Mrs J Pike
29 Chatsworth Avenue
Winnersh
Wokingham
Berkshire
RG41 5EU
3rd September 2000

Mrs Heather Morgan
Planning Officer
Environmental Services Department
Planning Services
PO Box 157
Shute End
Wokingham
Berkshire
RG40 1WR

Dear Mrs Morgan

RE: Application Number F/2000/2181

Further to my letter dated 28th August, I have now received a copy of the detailed plans for the block of flats to be built at the rear of my property, and have the following objections.

1. The erection of a three-story building is unacceptable. It is not in keeping with the properties already built in Chatsworth Avenue and Dunstan Drive, and means that we will lose all privacy at the rear of our home.

2. The side elevation has a total of twelve windows and the rear elevation a total of fifteen. The angle of the building will mean that nearly all these windows will be overlooking my property and others in Chatsworth Avenue and those in Dunstan Drive.

We would request that the plans for these flats is changed to reflect our concerns.

Please give the above objections your consideration.

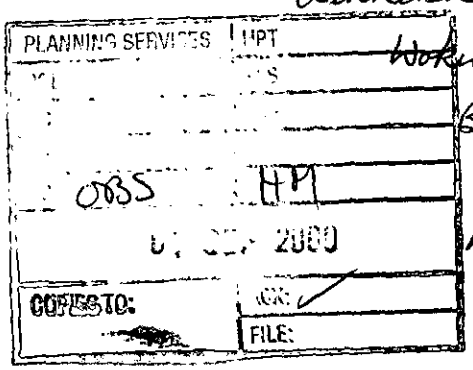
Yours sincerely

Martin Pike

(6)

59, Chatsworth Avenue,
Winnersh,
Wokingham,
BERK. RG41 5EU.

REF. S/2000/2181



4th. September, 2000.

Heather Thorgan,
W.B.C.
Shute End,
Wokingham.

Dear Ms. Thorgan,

My husband and I wish to place on record our comments regarding the above planning application.

1. Bovis and other developers have been presenting plans for the area between Reading Road, the river Loddon and the M4 for over 10 years. All these plans included a new access road along the southern perimeter of the development.

The inspector's report on the Loddon Area Plan stated that a bypass was necessary to "relieve the existing very serious traffic congestion on the Reading Road (A329). This plan may have been scrapped, but a new road is even more imperative, due to the increased development and traffic in the area over the last ten years. However it seems that Bovis is intent on piecemeal development, with access via Chatsworth Avenue. The new Westbury development already uses this small road for access — how will we cope with traffic from an extra 170 homes? W.B.C.'s own publication in June 1996 stated that the weaknesses of site W113, Chatsworth Avenue were :- "capacity of access road exceeded"

and "near the river Loddon corridor."

It is obvious from the map, that provision has been made for road linkage, when the second stage of the development is promulgated. The number of houses for the whole area is in the region of 500 — will the vehicles associated with these dwellings all travel via Chatsworth Avenue?

2. The notification we received from the planning department is bereft of information, as is the orange planning notice displayed in the avenue — no mention is made of the demolition of no. 61 Chatsworth Avenue.

The opening hours of the planning department make it difficult for working residents to view the plans, and those reliant upon public transport cannot get to Woodley easily on a Saturday morning. It would be helpful if a public consultation could be held.

3. Surface water drainage is another of our concerns. As far as we can ascertain, one ditch takes all the water from way beyond Ilkley Street Lane, via Eden Way, Welby crescent and Dunstan's Drive, before running alongside the gardens in Chatsworth Avenue, and eventually into the river Loddon.

When we first moved into our house in 1965, the ditch was just a trickle, as the rainwater permeated slowly through the fields, but development in the area has greatly increased, and so has the volume of water rushing off roofs and roads into the ditch, which floods our gardens after heavy rain. In full flood, the water is about 4 ft. deep, and very fast flowing. (Photographs enclosed).

The problem is accerbated by the fact that the bank on the Chatsworth Avenue side is lower than that on the Hatch Farm side (the proposed development site). Any more water channelled in from

the new development will be disastrous.

How will drainage for the Bovis development be effected? Installing a pipe under the new road will only constrict the flow, making the water back-up causing yet more flooding to our properties. Who will be responsible for the resulting damage, Bovis or the council?

Because the water-table is so high due to the proximity of the river, a considerable part of the proposed development site is under water for much of the winter, and sometimes in the summer after prolonged rain.

Has anyone from the planning department or the planning committee visited the area? The situation "on the ground" is different from the pretty drawings on the plan.

4. There seems to be a dispute over the boundaries of NO.61. The garden "as seen" does not correspond to that on the land registry document. In 1998, the then owner removed the back boundary fence and incorporated an extra bit of land into the garden. Representatives of Bovis have been harassing a previous owner to sign a document stating that the land had been cultivated for 20 years. This has not been done. (Documents enclosed).

5. The demolition of NO.61 will greatly affect our ~~use~~ quality of life, and most probably cause damage to our property (NO.59). The two houses are linked by the garages, which share an internal wall, roof beams, overlapping asbestos roof panels, guttering which drains down into NO 61, and one long reinforced concrete lintel over both garage doors.

a) The breaking up of the parking fore-court in front of NO 61's garage could cause damage to our side.

b) The cutting of the reinforced concrete lintel will expose the internal metal rods causing rusting and the

eventual disintegration of the lintel. (Photographs enclosed).

c). Any damage to, or cutting of the roof panels will release asbestos fibres into the surrounding air creating a health hazard.

d) Will we be shielded from the dust and debris of demolition, as were near-by residents, when the council flats were demolished?

e). The new road will be close to our house, and the vibration caused by heavy lorries carrying diggers, paving slabs, bricks, ready-mixe concrete and all the other materials necessary for a large development could cause damage to the fabric and foundations of our property.

f) Our driveway will exit very close to the corner of the new road, and, with four streams of traffic, it will be difficult, not to mention dangerous, trying to reverse in or out of our property.

g). With the demolition of No. 61, there will be no physical boundary between our garden and the public open space. Will we be allowed to erect a fence?

h). The public services — gas electricity, water, telephone and sewerage all run under the demolition/road construction area; in the event of an accident or carelessness, we could be deprived of normal services for hours or even days. Will Boris deposit a compensation bond for the benefit of affected residents in such an event?

i). We have no confidence that Boris will respect the local population in any way. When we were approached by their representative to agree an option on our property, we were expected to sign away our home, before seeing the conditions. Therefore we look to our councillors to safe-guard our interests.

6. No doubt other residents have noted the dangerous position of the children's play area; the shortage of school places; the additional strains on doctors' patient lists, and the fact that Winnersh grows ever nearer to Lower Earley.

We urge that this application be rejected, until all problems have been resolved, and more suitable access points selected.

Yours Sincerely,

D.J. Broadmore.

D.J. Broadmore

MR. & MRS. W. I. BROADMORE.

WOKINGHAM DISTRICT COUNCIL

Council Offices, Shute End, Wokingham, Berkshire, RG11 1BN

Engineer
D. W. ELLIS, C.Eng., M.I.C.E., F.I.Mun.E., M.I.H.E., A.M.B.I.M.

Telephone
WOKINGHAM 786833 STD Code 0734
Ext.

Mrs. E.M. McLoughlin,
61 Chatsworth Avenue,
Winnersh,
Wokingham,
Berks.

MR. Fuller

Date 8th September 1976

Your reference

My reference DFJ/BP/TP.6/4

This matter is being dealt with by
Mr. D.F. Jupp

Dear Madam,

Disposal of Land - Chatsworth Avenue, Winnersh

Further to previous correspondence with regard to the piece of land outside your property, previously a turning area, I have to report that there is a legal problem over the possibility of transferring the land to you.

I have consulted the District Council's legal department and quote as follows:-

"The land concerned was included in a Section 40 Agreement and was subsequently dedicated to the County Council as highway authority on its adoption. Should an order be made extinguishing the public rights of way, the ownership of the land would revert to the previous owner, presumably the developer. Neither the County Council nor the District Council would therefore be in a position to convey the land as they would have no title to it."

This would in effect mean that legally you may find yourself in the position of not having a right of access over the land to your property. It would seem then that, while the District Council will topsoil and sow the area in question, it must remain as part of the highway and should theoretically be maintained by the Council.

However, I see no objection to the land being used by yourself on the strict understanding that the public have a right of way over it and that you undertake not to erect any fence or wall and do not plant any trees or shrubs upon the said area.

I would be grateful to receive your views on the above proposal in due course.

Yours faithfully,

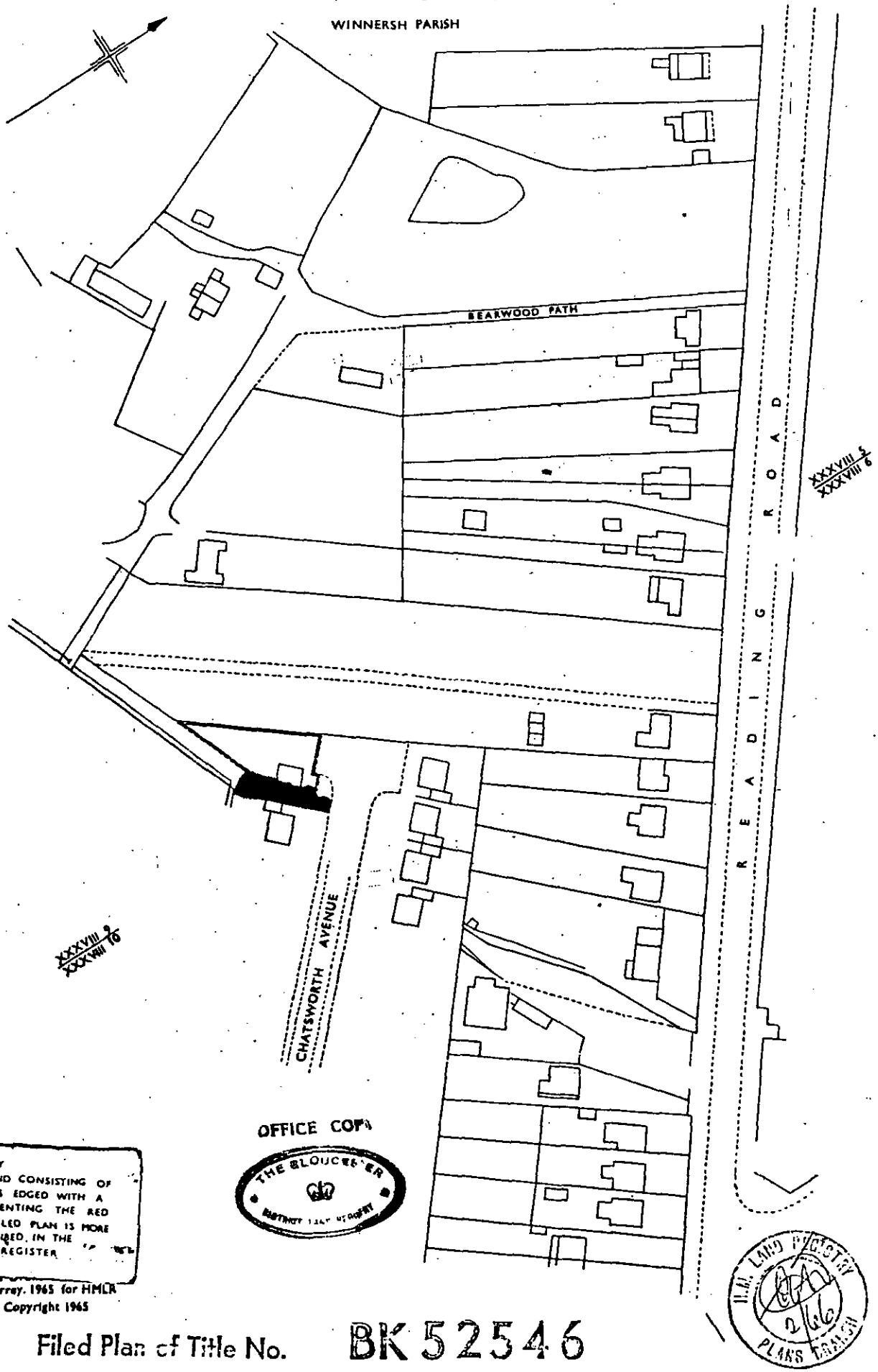
Engineer.

REFERENCE PARAGRAPH No 4.

BERKSHIRE SHEET XXXVIII 5 SECTION K

Scale 1/1250 Enlarged from 1/2500

WINNERSH PARISH



KEY
THE REGISTERED LAND CONSISTING OF THE PART OR PARTS EDGED WITH A THICK LINE REPRESENTING THE RED EDGING ON THE FILED PLAN IS MORE PARTICULARLY DESCRIBED IN THE PROPERTY REGISTER

OFFICE COPY

THE GLOUCESTER DISTRICT LAND REGISTRY

H.M. LAND REGISTRY 2/66 PLANS BRANCH

Chessington, Surrey. 1965 for HMLR

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Filed Plan of Title No. BK 52546

OFFICE COPY ISSUED BY THE GLOUCESTER DISTRICT LAND REGISTRY ON 6 DEC 1974

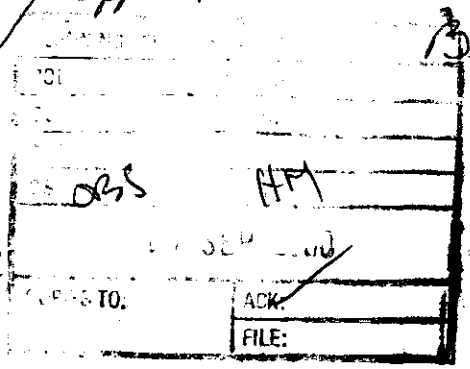
REF. PARA 4.

1 of 2.

(28)

41, Chatsworth Ave.
Wainesh,
Wokingham
Berks. RG41 5EU

Heather Morgan
Environmental & Planning Officer.
P.O Box 157
White End
Wokingham
Berks RG40 1WR



Planning Officer

Re Application Number F/2000/2191

(1) Childrens play area would be better adjoining area of open space. Hardly the right place to a childrens play area next the pylon.

(2) Social Housing and Flats transfered to childrens play area with appropriate movement of other houses to accomodate this move.

(3) Emergency link becomes a permanent road, this would ease the traffic situation in Chatsworth Ave.

(4) If the Social Housing has to stay as indicated and in view of the trouble that residents have experienced since "Dunstons" was built, Bovis must build security fencing at the rear of all houses in Chatsworth Ave. This must include a lockable gate, so that residents can maintain the banks of the stream.

(5) Depending on weather conditions the stream can get-

dangerous, with fast flowing deep water - a safety hazard. A safety fence should be erected on the building side the full length of the stream.

(6) In view of the extra traffic that will be generated, the junction of Baslow Rd and Chatsworth Ave must be looked at and improved. (Cars turning right from Chatsworth Ave into Baslow Rd are still travelling too fast and consequently cutting the corner)

Yours

Faithfully

Maureen Banning (Mrs)

Mrs B Banning

Tel. 0118 948 4822

Mr. & Mrs. P. Munns
36 Delane Drive
Winnersh, Wokingham

PLANNING SERVICES	RPT
POL	TLS
DC	CHF
APP	
CS ABS	HM

The Planning Officer
Wokingham District Council

Dear Heather Morgan,

Application No. F/2000/2181
Land at Chalsworth Avenue, Winnersh
Proposed erection of 140 dwellings with associated infrastructure.

We are both very concerned about the above proposed development in this area. Whilst it is appreciated that additional housing is required we feel this large development will cause considerable major problems.

1) Should the project go ahead we feel a better access to the site would be opposite the end of Baslow Road with a mini roundabout to control both speed and volume of traffic.

2) The existing roads are not designed for such an increase in traffic, possibly 300+ cars. The access at both Reading Road and King Street Lane junctions are at present 'grid-locked' at peak periods. We feel that roundabouts or traffic lights would have to be

considered at both these junctions.

3) With regard to an influx of children, possibly 250-300, we are concerned as to where they could be educated as all the existing primary and secondary schools in the area are already overcrowded.

4) We have heard also that it is proposed to have a new nursery at the lower end of Chatsworth Avenue. This again will aggravate the traffic problem with parents transporting children to and from the nursery.

We trust the above points will be fully considered before approval is given to this proposed large development. Your comments would be appreciated.

Yours faithfully
Leslie and Pamela Mills

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(26)

38 Chatsworth Avenue
Winnersh
Wokingham
Berkshire RG41 5EU

6 September 2000

Heather Morgan, Planning Officer
P.O. Box 157
Shute End
Wokingham, Berkshire RG40 1WR

Dear Ms Morgan

We are writing to object to the plan to open up Chatsworth Avenue and to build 170 houses on the field behind Chatsworth Avenue - **Planning Application Number F/2000/2181**.

The first issue is that Chatsworth Avenue is supposed to be a cul-de-sac. The traffic calming is already useless as it is. The one and only speed cushion at the cul-de-sac end of Chatsworth is used as a race track because drivers are able to build up a great speed and drive straight through the middle - the traffic is certainly not calmed. This would only get worse with the building of another 170 houses, and these days most houses have two cars per household - at least. It is going to be just like living on a main road.

We moved to Chatsworth Avenue thinking it would be safe, but this is no longer true. It has already become a very busy road, what with the building of 27 houses at Bearwood Park. We have already had to put up with all the construction traffic roaring past our front windows to that development. They even have to queue up on busy days from 7 o'clock in the morning.

We are not happy at all with the plan, and are very much against the application to build 170 homes on the field behind Chatsworth Avenue.

Yours sincerely

Linda Williamson and Sam Williamson

L Williamson
S Williamson

(25)

F/2000/2181

Whilst this whole site is designated for housing in the District Plan the Council surely has a duty to ensure that surrounding infrastructure and neighbourhood should be minimally impacted. The proposal to obtain access by demolishing an existing property runs entirely counter to that need and will add significant traffic pressure to an inappropriate domestic scale thoroughfare already under strain. We strongly recommend that any approval to develop should be made conditional on the provision of a new link road feeding from the site directly to a main thoroughfare on the Reading side of the site.

Thank you for allowing us the opportunity to comment.

Yours faithfully

Mr M L and Mrs N R Tompkins

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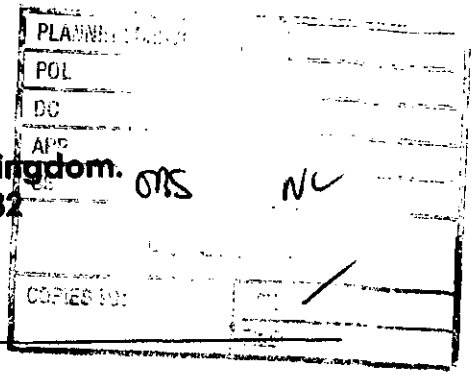
32,Chatsworth Avenue, Winnersh,
Wokingham, Berkshire RG41 5EU, United Kingdom.
Telephone/fax: +44 - (0)118-978-4232
Mobile: 0777-591-6753
Email: meltompkins@cwcom.net



Wokingham District Council
Environmental Services Department
Planning Services
PO Box 157
Shute End
Wokingham

September 1st 2000

Dear Sirs

Re: **Application Numbers F/2000/2156 and F/2000/2181**

This letter is in response to your invitation to comment on the above applications and I trust they will receive appropriate attention.

F/2000/2156

This is an attempt to shoe-horn a large detached property into a totally inappropriate site. The scale of the proposal is entirely out of proportion with the site size and will obtrusively dominate the neighbouring properties. The vehicle access and visitor parking will add further pressure on Baslow Road which was clearly conceived as a low key access route to Chatsworth Avenue and is already overstretched resulting in the recent introduction of traffic calming measures. The possibility of further pressure arising from the application below should also be borne in mind.
Whatever the technical position the application should be judged on local merit and any brief visit to the actual site will lead to the conclusion that the developer is seeking to achieve a new low standard in site utilisation and profit at the expense of an established neighbourhood. Approval of this application will trigger alarm bells for the threat to other similar sub-optimal pockets of land which the residents are entitled to see protected by their local authority. There is no compelling need or case to allow this to proceed and my wife and I together with our neighbours strongly recommend refusal.

PLANNING SERVICES | HPT
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06 SEP 2000
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(24)

42 Chatsworth Avenue
Winnersh
Wokingham
RG41 5EU

03 September 2000

Heather Morgan
Wokingham District Council
PO Box 157
Shute End
Wokingham
RG40 1WR

Dear Ms Morgan

Re: F/2000/2181

I have recently looked at the plans for the proposed development of land at Chatsworth Avenue, and I would like to appeal against it.

We have only recently had an increase in houses in this area due to the development by the mobile home site. This turned a quiet close into a through road. Any new houses will increase the severe traffic problems we already have in this area.

Trying to access the Reading Road in the mornings is a nightmare, with cars queuing back along Chatsworth Avenue. More houses will add to this problem. The road humps have not deterred anyone from using this route as a short cut from King Street Lane, which increases the volume of traffic.

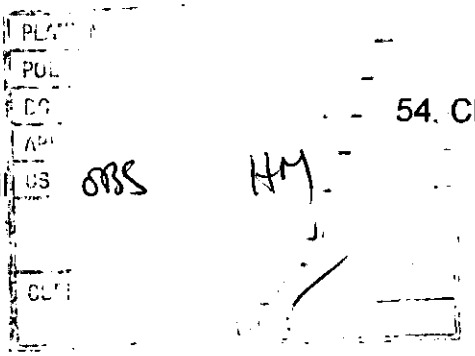
There is also a hazard with cars turning right into Baslow Road. There is only space in the filter lane for about 4 cars and then they cause congestion and vision problems with cars trying to turn right out of Arbor Lane.

This development should not be allowed as it will only add to the traffic nightmare of Winnersh.

Yours sincerely

Mrs C Callaghan

Heather Morgan
Planning Officer
Wokingham District Council
P.O. Box 157
Shute End
Wokingham
RG40 1WR



54. Chatsworth Avenue
Winnersh
Wokingham
Berks
RG41 5EU

5th September 2000

Letter of objection.

Ref: F/2000/2181 Bovis planning application for Land at Chatsworth Avenue

Dear Ms.Morgan,

Thank you for advising me of this development, but my objections to this plan are as follows:

There is already enough social housing at either ends of Chatsworth Avenue. We do not need or indeed want any more of these dwellings and all the unpleasantness associated with these groups of families and individuals.

To channel the traffic from this proposed development into Chatsworth Avenue shows the "profit orientated" mentality of the developers. They obviously pay little regard to Chatsworth Avenue becoming a rat run of enormous proportions. Where is the bypass in this plan?

The concept of putting a children's play area in a remote part of the development is an open invitation to encourage paedophilic activity. What is even more ludicrous is that it is to be directly under high-tension power cables – who takes the responsibility in the event of a fatality.

What provision is there for schools? I see no provisions and therefore question where the children are to be "dumped" for educational purposes.

The land associated with 61 Chatsworth Avenue is of disputed ownership. How can a planning application be even considered in these circumstances.

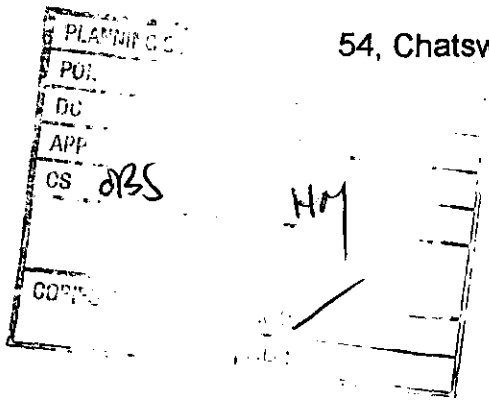
The two vital ingredients missing from the plan are the burial of the overhead power cables and the Winnersh bypass.

Yours sincerely

Edmund Franc

(22)

Heather Morgan
Planning Officer
Wokingham District Council
P.O. Box 157
Shute End
Wokingham
RG40 1WR



54, Chatsworth Avenue
Winnersh
Wokingham
Berks
RG41 5EU

5th September 2000

Ref: F/2000/2181 Bovis planning application for Land at Chatsworth Avenue

Letter objecting to the planning application.

Dear Madam,

1. In the first instance it is vital that the ownership of the strip of land beside the stream within the garden and the piece of green in front of the annex bordering 61 Chatsworth Avenue has been established. Permission must be sought, before any development can be considered by anyone at anytime. I am surprised that this planning application has got this far with this uncertainty not being resolved.

2. Assurances of safety should be given by BOVIS HOMES Ltd., in consultation with any involved existing property owners to their mutual satisfaction.
(REF: 59 Chatsworth Avenue – making our front garden safe from traffic).

3. Where on the plan is the bypass, which will be desperately needed to cope with the huge deluge of traffic streaming out from the proposed development and future developments to come. Opening Chatsworth Avenue to a stream of vehicles is an easy option, but not a solution in the longer term. This whole project will create hazards and danger to the residents of Chatsworth Avenue. There are no safety barriers of any form against out of control vehicles. Chatsworth Avenue has recently been opened to the newly built estate at Bearwood path and we are already uneasy about the safety children playing in the front gardens,

4. Traffic will be chaotic in Chatsworth Avenue with the junction of Baslow Road with vehicles travelling from the following areas hoping to gain access to Reading Road.

   From the new Bearwood Path development.
   From the proposed Bovis development
   From Kingsteet Lane via Churchill Drive
   From the new development in Dunstans Road

5. The layout of the groups of houses creates a concentration of distinctive groups. They should be dispersed and no 5-bedroom houses allowed because they

(21)

12, Welby Crescent,
Winnersh,
Berks. RG41 5SW

0118 9619653
0118 9619657 (fax)

4th. September 2000

Dear Mrs. Morgan,

Re:- Application No: F/2000/2181
Erection of 170 Dwellings Chatsworth Avenue.

I have looked at the plans for the proposed erection of 170 houses off of Chatsworth Avenue, Winnersh and have the following comments to make:-

I notice that there will be no new or expansion on the current infra- structure so there will be extra pressure on all the services such as schools, libraries, hospitals, ambulances etc. and in particular:-

1. TRAFFIC:- Judging by the size of the houses there will be at least two cars per house so we are looking at an extra 340 cars at least There is only one entrance/exit to the estate so all vehicles will go on to Chatsworth Avenue and then proceed down Baslow Road to get on to the main road. This will require lights or the queue that is already there at busy times will get even longer. If they do not go via Baslow Road – they will proceed down Chatsworth Avenue and Churchill Drive and will queue at the end to get on to King Street Lane, which is already very busy, and this extra traffic will add to the problems at the Winnersh crossroads. This as everybody knows is already causing problems and although getting the attention of "experts" no action or remedy appears to be in sight. An accident is waiting to happen at this place as traffic waiting to turn right towards Wokingham from King Street Lane still has no right arrow and has to deal with traffic jumping the lights from Robin Hood Lane

Many residents raised this problem of traffic at the crossroads at the time of the proposed erection of the Sainsbury store but it was still allowed to go ahead. This latest proposal will aggravate the problem.

The real answer for now and the future is to build an underpass as they did at the busy places along the A4 and the North Circular. This is a main road. Is this not the responsibility of the Government ?

2. CAR EXHAUST FUMES. There have been many bumps and also chicanes put into Churchill Drive and Chatsworth Avenue (Reason not known as it could not have been accidents) so the traffic moves slower and therefore stays longer in the area. It will be worse with the extra traffic trying to find a way out of the estate. This will cause the area to be heavy with car fumes which will not be good for the health of the residents.

3. WATER CONSUMPTION. We have recently been told per the papers and radio station,- that there is a shortage of water in this area and we have been asked to conserve water. There will probably be about 600 extra persons from these 170 houses which will add to that problem as there is no proposal for new reservoirs

4. SCHOOLS. There is no proposal for extra schools yet there has got to be many children from the new estate who will require places in local schools. Has allowance been made for this ?

5. DENTISTS/DOCTORS. My wife and I already have a good delay to see our dentist and therefore with the extra say 600 persons from this proposed estate I guess that the delay will get worse. The doctor situation is OK at the moment but it is highly probable that it will change for the worst if they have to cope with this influx

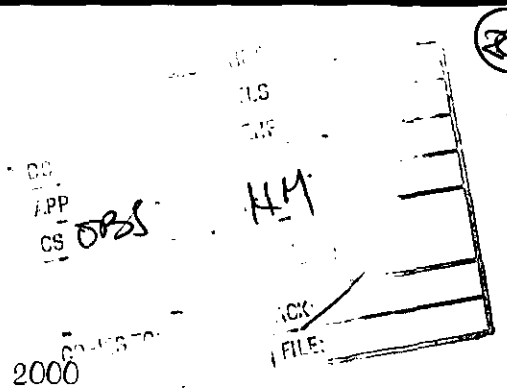
5. SEWERAGE. There was talk recently that the sewerage being currently dealt with in this area was reaching the maximum that could be dealt with - so the extra houses will only add to the problem unless Thames Water have been able to add to their facilities. Has this been done ?

6. There has been much talk of thousands of houses being built in the Berkshire area through the direction of the Government. It is time that the Government took action BEFORE the houses are built so that local Councils and residents are not left holding the "baby" and having to cope with the ensuing problems. I am against the proposal as I doubt if any of the above points have been actioned and corrected.

Yours sincerely,

R. A. Pheasant

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



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

September 5, 2000

10 Chatsworth Avenue
Winnersh
Berks RG41 5EU

F/2000/2181

Dear Madam

Bovis Planning Application

As residents in Chatsworth Avenue and on receipt of your recent notification, my husband and I feel we have to comment on the proposed building re the above.

We have resided in Chatsworth Avenue for the past 27 years and during that time there has been enormous changes with regard to building. None of these changes we feel have been an asset to the surrounding areas. Chatsworth Avenue in particular has turned from a peaceful quite road to a main road where lorries, coaches etc. cut through to miss the traffic lights at the Winnersh Crossroads (which also I will admit is an absolute abortion). Obviously building work over the years has contributed to this heavy traffic and now Bovis wants to add to this fiasco. Can you imagine what Chatsworth Avenue is going to be like in the next few years. I can see the whole area becoming one massive estate of flats and houses with roads that cannot cope with the traffic.. An extension of Reading.

What has happened over recent years has made us stop, look and think what Winnersh is going to be like in 10/15 years time and we do not want to be a part of that type of community, so much so that we are seriously considering selling up in the not too distant future and moving right away from the rat race that Winnersh has become.

Bovis wanting to move in and build at the back of Chatsworth is a huge mistake and I only hope that if the plans are passed we will no longer be residing in Chatsworth Avenue.

Yours faithfully

Mr & Mrs A Hughes

(19)

MS

1st September 2000

58 Delane Drive
Winnersh
Wokingham
Berks
RG41 5AT

Tel: 0118 977 1136

PLANNING SERVICES
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DC
ENF
APP
CS OBS
H.M
04 SEP 2000
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FILE:

The Planning Officer
Wokingham District Council
Shute End
Wokingham
Berks

Dear Ms Morgan

Planning Application No. F/2000/2181

Thank you for the notification of the above planning application.

Many years ago when plans were first proposed for the development of this field, it was with the precondition that no development would take place until the Winnersh by-pass had been built. Indeed, the former Loddon Area local plan stipulated only "limited" development in this area prior to construction of the by-pass. This limited development has already occurred at St Dunstans. Any more should be prohibited.

We therefore object on the following grounds:

1. Further development would be a mistake taking into consideration that the "limited development" proposed in 1998 has already been carried out

2. There would be an unacceptable increase in traffic on Reading Road, King Street Lane and the Crossroads which are already heavily congested

3. There would be insufficient public open space

4. There would be too much "social" housing when one takes the proximity of St Dunstans and Rainbow Park into account

5. There are insufficient schools, doctors, dentists etc locally to cope with extra residents.

We therefore feel very strongly that this Planning Application should be disallowed.

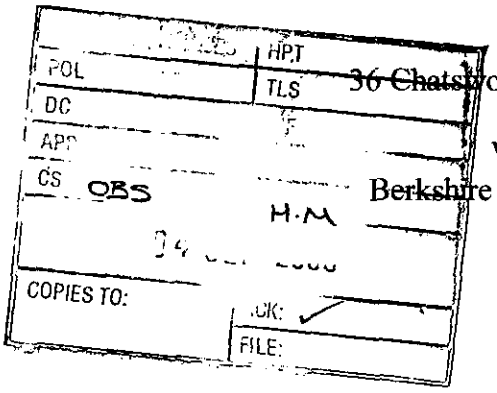
Yours sincerely

Roger H Brown

Miriam T Brown (Mrs)

(18)

SMS



36 Chatsworth Avenue
Winnersh
Wokingham
Berkshire RG41 5EU

1 September 2000

Ms Heather Morgan
Planning Officer
P.O. Box 157
Shute End
Wokingham, Berkshire RG40 1WR

Dear Ms Morgan

We would like to comment on **Planning Application Number F/2000/2181** by Bovis Homes to build 170 homes on the agricultural field behind Chatsworth Avenue, Winnersh.

The residents of Chatsworth Avenue have been subjected to a **severe increase in noise pollution in recent years**, not only from **the M4 and A329 (M)**, but from the vast increase in traffic along the **Reading Road** since the building of Sainsbury's store, with another vast increase in traffic using **Baslow Road** and **Chatsworth Avenue as a very convenient rat-run** to avoid the chaos at the crossroads. This can only get worse.

The recent Westbury Homes development at the **Bearwood Path** end of Chatsworth Avenue has been a very good demonstration of what existing residents would be likely to suffer over the considerably longer period of construction to build 170 new homes. We have already experienced the total disregard for residents of all the construction vehicles that thunder along Chatsworth Avenue to the Westbury Homes site. It has been intolerable at times, with heavy construction vehicles quite literally queuing outside our homes to await their turn to approach the construction site. And the advent of the speed cushions only increased the noise to residents. At times starting at 0700 in the morning, it often sounds like a machine gun being fired, as vehicles bounce across the humps, without reducing speed at all. And the Bearwood Path itself appears now to have been opened up to traffic in both directions – it was intended that it should be closed to traffic, with emergency access only. Another public footpath lost.

The plans show access to the proposed new development by the demolition of 61 Chatsworth Avenue to form **one main road into and out of the proposed development**, with a whole variety of minor roads within the proposed development. We can only express amazement that, if the development were to have to go ahead, access could not be made through Dunstans Drive. Dunstans Drive was planned to give access during the construction of the housing there, so could it not be opened through into the field to give access both to the new social housing proposed, and also to the further proposed housing. This would make the lives of those living on Chatsworth Avenue more tolerable if the plan were to have to go ahead, and fewer existing residents would be inconvenienced, since a more direct access would be possible from Churchill Drive. Residents' homes in Churchill Drive are set back

further from the road, whereas the layout of Chatsworth Avenue has always been an "open plan" arrangement of houses, built much closer to passing traffic. If the layout of Dunstans Drive is not considered appropriate for access to the field, then why on earth was that not taken into consideration when the housing at Dunstans Drive was planned? A major planning error then should not be rectified now by inflicting chaos on Chatsworth Avenue. This is after all not the first time an application has been submitted for development on the field in question.

The **public footpath** running through the middle of the proposed development would cease to be usable as a public footpath. It would be swallowed up into a housing estate, and it looks as though the public path would be cut in two by a road within the proposed development. **This public footpath is on one of the very few open areas left in and around Winnersh.**

What is meant by "**infrastructure**"? It would appear from the plans on view at Shute End that infrastructure merely means access roads. No mention is made of the provision of additional services to the proposed new 170 homes, namely schools, bus services, shopping facilities, leisure facilities etc. Winnersh is already struggling to cope with the total number of residents it already has. It can only get worse with the demands of an additional 170 households. The local provision of all amenities can barely cope with the existing population. For example, we have spent nearly a year trying to get a regular and reliable postal service for Chatsworth Avenue – because the postal service cannot cope with the existing requirement.

The Chatsworth Avenue residents who would be most affected by this proposal are, in the main, **mature (i.e. older) people**, many of whom have lived here for most of their mature lives. They should not be asked to endure this kind of development at a time in their lives when they are virtually unable to sell up and move elsewhere. Many will already have reached that point in life when they have absolutely no chance of increasing their income to facilitate a move elsewhere. They are already living on fixed incomes. They should not be asked to endure years of such disturbance.

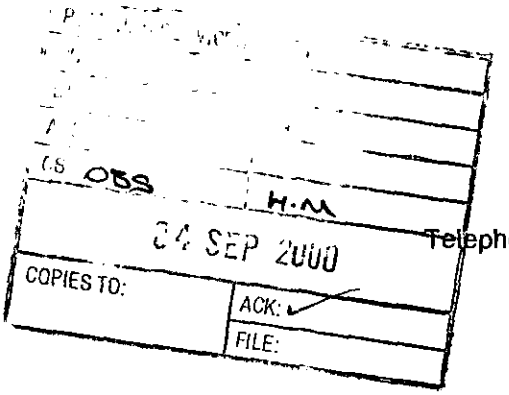
We urge you to reject the proposal by Bovis Homes.

Yours sincerely

John Gatland and **Irene Clarke**

(A)

8N S



48 Delane Drive
Winnersh
Wokingham
Berkshire
RG41 5AT

Telephone: 0118 9787393

Wokingham District Council
Environmental Services Department
Planning Services
FAO Heather Morgan
P.O. Box 157
Shute End, Wokingham
Berkshire RG40 1WR

30 August 2000

Your Ref.: Heather Morgan
F/2000/2181

Dear Heather Morgan,

With reference to planning application No. F/2000/2181 ref. Land at, Chatsworth Avenue, Winnersh Wokingham and proposed erection of 170 dwellings, we wish to object on the following grounds:

1. No measures have been taken to cope with the increased traffic on local roads i.e. Chatsworth Avenue, Churchill Drive and Baslow Road , as the result of vehicles entering or leaving the development.

2. No measures have been taken to cope with the increased traffic emanating from the proposed development onto the Wokingham Road (A329), King Street Lane (B3030) and the already congested and inadequately controlled Winnersh/Sainsburys crossroads.

Before this development is allowed to proceed, a review should be made not only pertaining to the additional traffic load, but also to include the current traffic calming measures in Chatsworth Avenue, Churchill Drive and Baslow Road. These so called traffic calming measures do little if anything to enhance pedestrian safety and more significantly fail to limit traffic wishing to bypass the Wokingham Road/King Street Lane crossroads.

Yours sincerely

H.R.F. Stillman

D.M. Stillman

HRF & DM Stillman

43 CHATSWORTH AV
WINNERSH
WOKINGHAM
RG41 5EW
2-9-00

HEATHER MORGAN
PLANNING OFFICER
WDC

PLANNING APPLICATION F/2000/2181

Dear Ms MORGAN,

I enclose 2 sheets of comments on the above application.

Yours Sincerely
E M Brown

(E.M. BROWN)

ONS MM
05 SEP 2000
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FILE:

F/2000/2181

16

TRAFFIC IMPACT ON CHATSWORTH AV, BASLOW RD, READING RD

1. Current traffic from the WESTBURY Developement at Beaumont Park plus that from the proposed Basic site will increase the volume of traffic at the Chatsworth / Baslow junction by up to 400 vehicles (2 cars each at 200 houses) plus 20 from the Donetans exit each weekday. Most of this will take place between 7.30 and 9.45 am. The resulting congestion will grid lock Baslow Rd, Chatsworth Av, Churchill Drive back to King Street Lane, since the traffic turning into Baslow Rd (left) from Chatsworth will have precidence over that turning right.

- The volume of traffic will further aggrivate the daily Reading Rd hold-up as 50% of vehicles will head towards Wokingham. It would be difficult to join the Reading to Wokingham stream due to the tail-back from Winnersh cross roads, traffic moving towards Reading and that turning into Baslow Rd to use the King Street Lane short-cut. Once this junction is blocked then traffic could not move out towards Reading. Also, traffic from Arbor Lane could not turn right and this would prevent any vehicle from turning towards Wokingham.

- The problem could be lessened if Reading bound vehicles were directed via the Westbury site at Beaumont Path. Information in earlier developement plans for this site indicated access would be direatly opposite Baslow Rd with secondary access in the region of the public footpath which crosses the proposed site. This should be reconsidered.

2. Developement time will be extensive. The Westbury activities produced a regular flow of heavy trucks delivering materials, Transit vans, diggers and other construction type vehicles. The drivers had little consideration for the residents, speed limits nor the recently installed speed ramps.

How will the construction traffic be controlled in respect of speed and working hours? These vehicles joining Baslow Rd from the Rading Rd, and turning right into Chatsworth Av during peak times will be extremely hazardous.

PLAY AREA

1. Over the recent years, the National Press has periodically raised the problem of harmful radiation from power lines and, to date, this has not been 'disproved. The location at an electricity pylon and overhead power lines within the boundary of a play area should not be allowed.

MEDICAL SERVICES

1. This development could produce up to 550 additional users of the local medical facilities. The quality of treatment to existing patients will be downgraded unless the capacity of the present surgeries is enlarged or an additional surgery is provided by Boots.

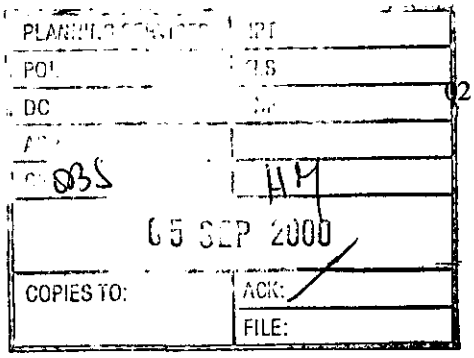
SCHOOLS

1. It is possible that 250 additional school places will be required as a result of this and the Westbury development. Infant and primary school facilities are already under provided for in Winnersh and they could accommodate these additional pupils.

(15)

A.W.Wright
474.Reading Road,Winnersh,
Nr Wokingham BERKSHIRE
RG41 5ET

Fax 01189 787537
Home Phone 0118 9787537
Email albert.w.wright@lineone.net



02 September 2000

John Mitchell
Development Control Manager
Environmental Services Department
Wokingham District Council

Re Land at Chatsworth Ave.

Dear Sir,

Thank you for your letter dated 17/8/2000.

Before any attempt is made to consider this development I feel that the structure of Winnersh , particularly the Reading Road area should be considered in full taking into account other recent developments either started or proposed .Listing a few from memory :

1. Ambulance station development 2. Ruralcraft site development (red notice seen) 3. Butchers shop site development 4. Papershop/bungalow development (red notice seen) 5. Mobile Home area site development 6. Baslow Road site 7. Arbor Lane site development 8. Two houses near post office in Reading Road 9. Dunstan site and now 10. Chatsworth Ave..

It seems from the plans that no attempt has been made to provide a means of controlled access onto the main roads or indeed providing the long awaited Winnersh by pass.It seems that the "MURDER MILE" will be seen again.

Bearing in mind my list ,consideration should also be given to 1. Provision of education in thearea 2. Overall of the main drainage system 3. Improvement to the public transport provision 4. Banking in the area.(not all people understand or have access to the internet) 5.Increase in the number of doctors serving the area,to state a few.

Yours sincerely,

A.W.Wright

(19)

PLANNING SERVICES	PPT
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CS 0035	HM
03 OCT 2000	
COPIES TO:	
Ref: Planning Application F/2000/2181	FILE:

56 Chatsworth Avenue
Winnersh
Wokingham
Berks RG41 5EU

3rd September 2000.

Dear Heather,

With reference to the above planning application, we wish to raise our strongest objections to the proposed development.

We moved to Chatsworth Avenue 2 years ago in order to take advantage of the quiet neighbourhood as we approach our retirement, and are now appalled to discover that our peace and tranquillity is about to be shattered by a new housing development directly opposite our property. The current planning application shows that the house direct opposite ours is to be demolished to make way for an access road. Given that there is only a single route out of this section of Chatsworth Avenue, we fail so see how this can be seen as providing adequate access.

Churchill Road, Chatsworth Avenue and Baslow Road are already congested with both local traffic and also commuters using this as a "rat-run" as has already been recognised by Wokingham Council who have installed "traffic claming" measures. The traffic problem has also increased dramatically due to the recent developments at Miller Drive and Lockyer Close.

The proposed development of some 170 dwellings can expect to increase the number of vehicles using Chatsworth Avenue on a regular basis by some 250-300, further exacerbating the existing congestion, and effectively leaving the properties along this section of Chatsworth Avenue effectively being adjacent to a main road. Notwithstanding the loss of privacy, peace, quite and amenity, this will surely adversely impact the prices of the affected properties. Additionally, we fail to comprehend how adequate access will be possible for emergency vehicles.

Apart from the above stated reasons, the local infrastructure will strain with the additional burden of some 300-400 new residents as no plans have been made for extra local amenities or services such as doctors, shops, nurseries etc.

Over recent years, Winnersh has seen many new developments and is in danger of losing its village identity to become merely an anonymous collection of commuter suburbs if such uncontrolled expansion is allowed to continue. The proposed development not only deprives Winnersh of some of its last remaining unspoiled "green land", but is also situated on a flood plain. If the plans are passed, the proposed dwellings will be subject to flooding and additionally; the disturbance to the water table caused by the "foundation-work" will leave this and surrounding area liable to subsidence due to soil shrinkage. Consequently, household insurance premiums can be expected to increase.

I hope that we have outlined our objections with clarity and strongly urge that this development is not allowed to proceed.

Yours truly,

Mr & Mrs C R Hall.

(13)

26 Chatsworth Avenue
Winnersh
WOKINGHAM
Berks
RG41 5EU

4th September 2000

Application Number F/2000/2181

Dear Ms Morgan,

I write in response to your letter dated 17th August concerning the building of 170 dwellings on the land at Chatsworth Avenue.
I realize that it is necessary to build this quantity of dwellings in the area, but I am concerned about the amount of traffic that this will generate. As I am sure you are aware there is a major problem with heavy traffic in Winnersh and quite frankly I am amazed that a proposal for this amount of properties is being considered when the only access is through Baslow Road and Chatsworth Avenue.
The traffic calming is a limited success, but there is a minority of people who race up and down Chatsworth Avenue day and night and the prospect of 300 plus more cars gaining access is frightening. I am also concerned about all the heavy construction traffic ie noise, dirty roads etc.
I think that access needs to be directed straight out onto the Reading Road but I am not sure how. What about access through the back of Halfords or Sindlesham Mill?
I look forward to hearing from you about any developments on this subject.

Yours sincerely,

Caroline Lief

Caroline Lief

TLS
ENF
OBS HPM
05 SEP 2000
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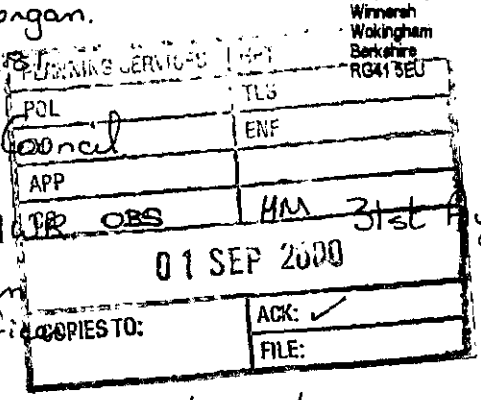
(12)

Mrs M Barnes
35 Chatsworth Avenue
Winnersh
Wokingham
Berkshire
RG41 5EU

Your Ref: Heather Morgan.
F/2000/2181



Wokingham District Council
Shute End,
Wokingham RG40 1BN

31st August 2000.

Attn: Heather Morgan
Planning Officer

Dear Sirs,

Application No: F/2000/2181
Site Address: Land At: Chatsworth Avenue.
Proposal: Proposed erection of 170 dwellings etc.

I refer to the letter from John Mitchell regarding the application to carry out the above development.

Whilst I accept the need for housing in this area, I would like to express my objection to this scheme, particularly on the basis of the increase in traffic that will be generated along Chatsworth Avenue.

I would also like to make the point that it is possible for a straight through access to the Reading Road, thus relieving the increase in traffic in Chatsworth Avenue, and would ask the planners to seriously consider this option.

Yours faithfully.

M. L. L. Barnes

PLANNING SERVICES | HPT
POL | TLS
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PP | HM
CS 05
31 AUG 2000
COPIES TO: | ACK:
FILE:

53 Chatsworth Avenue
Winnersh
Wokingham
Berks RG41 5EU

28th August 2000

Environmental Services Dept.,
Planning Services
Wokingham District Council
PO Box 157
Shute End
Wokingham
Berkshire RG40 1WR

Reference Planning Application F/2000/2181
Site Address: Land at Chatsworth Avenue Winnersh, Wokingham
Proposal: Proposed Erection of 170 dwellings with associated infrastructure

Dear Sir/madam,

I write to inform you of my objections to the above application for development.

The reason for my objection is as follows:

1. The access to the majority of the site is via Chatsworth Avenue and Baslow Avenue and a single road into the development. The development of 170 houses will increase the traffic by 240 cars at least. To calculate this value I have taken the low end of national statistics that states that there are on average two cars per family. When this is added to the existing traffic from the new development at the end of Chatsworth Avenue this will make the Baslow Road entrance to Wokingham road have even worse traffic queues than those already experienced. This has been raised on a number of occasions and indeed in the original structure plan for the area it was stated that a road would need to be built linking the development to the Lower Earley Way to eliminate the already considerable traffic issues on the Wokingham road.

2. Chatsworth Avenue is a residential road with a number of young families, the increase in traffic during the development and after the development is a risk to these children and the added pollution resulting from this traffic is a health risk.

3. The current infrastructure of services particularly the local schools do not have the capacity to take the influx of school children possibly in the region of another 200 children which could not be accommodated in the existing schools.

4. Although the plan submitted states that it includes infrastructure, the children's playground is located under power lines in an area, which cannot be built upon. The children's area should be in the centre of the development.

5. It appears from the limited plans submitted, that no account has been taken of the flood plain at the Bearwood Path end of the development or the stream the runs at the back of the existing Chatsworth Road development, which since the recent developments in the area is subject to flooding if there is a heavy downpour. My concern that any further development will direct excess water into the stream with the increased likelihood of flooding.

6. The social housing detailed on the plan, backs onto the existing social housing on St Dunstans field. As I understand the current Government guidelines, social housing should be evenly distributed and not in easily defined area which this would be.

7. With the current social housing areas in Winnersh all on the this side of the Wokingham road, I believe that we already have more than the normal mix, as so I would not accept the need for any further social housing areas in Winnersh and particularly in this area.

Whilst, I am aware that the land will be developed on in the near future, this application is does not blend in with the current environment and is more like a number of houses dropped on a field with little thought of the environmental impact on the district. Any future development on the land MUST incorporate the following basics:

- Access via Lower Earley Way so as not to impact the Wokingham Road
- Incorporate facilities for schooling/doctors etc

If you require further details on any of the above points, please do not hesitate to contact me.

Yours sincerely,



Dave Laws

PLANNING SERVICES | HPT
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DC | ENF
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CS 055 | HPT
31 AUG 2000
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53 Chatsworth Avenue
Winnersh
Wokingham
Berks RG41 5EU
28th August 2000

Environmental Services Dept.,
Planning Services
Wokingham District Council
PO Box 157
Shute End
Wokingham
Berkshire RG40 1WR

Reference Planning Application F/2000/2181.
Site Address: Land at Chatsworth Avenue Winnersh,
Proposal: Proposed Erection of 170 dwellings with associated infrastructure

Dear Sir/Madam,

My objections to the above application for development are as follow:

1. This area is about the only remaining green space left in Winnersh and it has a large amount of wildlife including badgers, rabbits, fieldmice, shrews, deer, foxes, skylarks, jays, woodpeckers. It seems that there will be no green areas left from the west of Reading through to Bracknell.

2. If the plans go ahead it will open the floodgates to develop the remaining fields and finally finish off any green area between Winnersh and Earley. Hasn't Winnersh had enough development of late, including cinemas, superstores and commercial areas? It seems that all unwanted development comes to Winnersh.

3. The access to the majority of the site is via Chatsworth Avenue and Baslow Avenue and a single road into the development. The development of 170 houses will increase the traffic by 240 cars at least. When this is added to the existing traffic from the new development at the end of Chatsworth Avenue plus those from the Dunstan estate this will make the Baslow Road entrance to Wokingham road have even worse traffic queues than those already experienced. Try getting on to the Reading Road between 8-9 am. The original structure plan for the area that a road would need to be built to link any new development to the Lower Earley Way in order to not overburden a road which is already at saturation point.

4. The current infrastructure of services particularly the local schools do not have the capacity to take the influx of school children possibly in the region of another 200 children which could not be accommodated in the existing schools. Have the local doctors enough spare capacity to cope?

5. It appears from the limited plans submitted, that no account has been taken of the fact that a large pond appears at the Bearwood Path end of the development during the whole of the winter or the stream that runs at the back of the existing Chatsworth Road development, which has always been subject to flooding if there is a heavy downpour. My concern that any further development will direct excess water into the stream with the increased likelihood of flooding our back garden.

6. With the current social housing areas in Winnersh all on the this side of the Wokingham road, I believe that we already have more than the normal mix, as so I would not accept the need for any further social housing areas in Winnersh and particularly in this area.

(9)

PLANNING SERVICES	HPT
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53 Chatsworth Avenue
Winnersh
Wokingham
Berks RG41 5EU
28th August 2000

Environmental Services Dept
Planning Services
Wokingham District Council
PO Box 157
Shute End
Wokingham
Berkshire RG40 1WR

Reference Planning Application F/2000/2181.
Site Address: Land at Chatsworth Avenue Winnersh,
Proposal: Proposed Erection of 170 dwellings with associated infrastructure

Dear Sir/Madam,

My objections to the above application for development are as follow:

1. This area is about the only remaining green space left in Winnersh and it has a large amount of wildlife including badgers, rabbits, fieldmice, shrews, deer, foxes, skylarks, jays, woodpeckers. It seems that there will be no green areas left from the west of Reading through to Bracknell.

2. If the plans go ahead it will open the floodgates to develop the remaining fields and finally finish off any green area between Winnersh and Earley. Hasn't Winnersh had enough development of late, including cinemas, superstores and commercial areas? It seems that all unwanted development comes to Winnersh.

3. The access to the majority of the site is via Chatsworth Avenue and Baslow Avenue and a single road into the development. The development of 170 houses will increase the traffic by 240 cars at least. When this is added to the existing traffic from the new development at the end of Chatsworth Avenue plus those from the Dunstan estate this will make the Baslow Road entrance to Wokingham road have even worse traffic queues than those already experienced. Try getting on to the Reading Road between 8-9 am. The original structure plan for the area that a road would need to be built to link any new development to the Lower Earley Way in order to not overburden a road which is already at saturation point.

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6. With the current social housing areas in Winnersh all on the this side of the Wokingham road, I believe that we already have more than the normal mix, as so I would not accept the need for any further social housing areas in Winnersh and particularly in this area.

Winnersh has been subject to so much development over recent years that I feel that this development will be the final straw for the mounting traffic problems of the area. Please consider this point as a first priority before allowing it to go ahead.

Yours sincerely,

C. A Laws

Catherine Laws (Miss)

By hand 30/8/00.

(8)

PLANNING SERVICES	HPT
POL	TLS
DC	ENF
APP	
CS 8185	HM
31 AUG 2000	
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	FILE: ✓

24 Welby Crescent
Winnersh
Berks
RG41 5SW

30th August 2000

Dear Ms Morgan

Application F/2000/2181

I am writing to you in connection with the proposed development of 170 dwellings at Chatsworth Avenue in Winnersh.

Along with my neighbours and all those with whom I have spoken in connection with this plan, I wish to make the following observations, falling broadly into two categories:

- The development itself
- The impact on the local infrastructure.

Regarding the development itself, I note that it is served by an arterial road (Road 1) together with a number of spurs. From the plans it appears that road 1 is so narrow that a single parked vehicle will create a hazard; will cause a jam and may inhibit or obstruct emergency vehicles.

Road 7 appears to be the link road to any additional development in the adjacent fields. This

Xroads. Overall, the increase in traffic may just be enough to bring the Reading Road / Boston Road / Chatsworth / Cumberland / King St lane area to Grid lock in the mornings.

Secondly, with 170 homes of this size and type there is likely to be up to 300 additional children to be catered for in our local schools. What new school / school room building program will Boris fund to expand the local schools to cope? The additional school bus traffic will only serve to make the jams even tougher to negotiate.

In closing, I would like to know why the plans for the Winnersh by-pass / relief road have not been implemented with this development. A sensible road plan, coupled with appropriate industrial development could be a positive boons for the area rather than the planning disaster that this low cost option from Boris represents.

I look forward to your reply.

Yours Sincerely

Tony Dixon.

road appears even narrower and thus more susceptible to the faults listed for road 1.

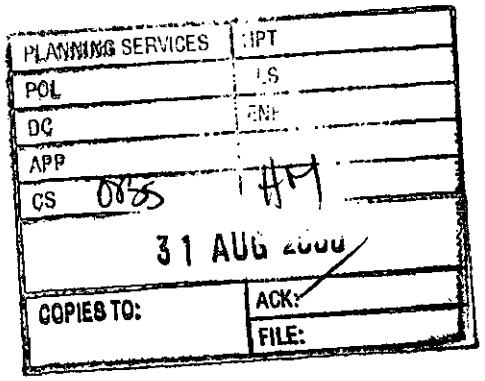
As an example of Bovis' practice, I have had direct experience of their inadequate road widths from their extensive development in Frimley Green in the mid 1980's (Belmoral Way/Oldbury Close etc).

Staying with the development itself, parking for cars for plots 50-56, 62-73 does not appear to be either adequate or well distributed. Also in this area of the plan, emergency vehicle access, particularly Fire vehicles to plots 50 and 73 appears very difficult.

Lastly on the site itself, is plot 39 intended for be a house or a road?

Moving on to the impact of the development on the local infrastructure from 130 private homes and 40 Community homes. This is likely to be significant or severe in some cases.

Firstly the 200+ cars that will come from the main development will clog Basing Road in the morning particularly. Few if any will turn right from Basing Road onto the Reading Road and this will serve to jam the Winnersh cross roads even more than at present. The 30 to 70 cars from the community housing will only exacerbate the issue at the Winnersh



Mr M & Mrs J Pike
29 Chatsworth Avenue
Winnersh
Wokingham
Berkshire
RG41 5EU
28th August 2000

Mrs Heather Morgan
Planning Officer
Environmental Services Department
Planning Services
PO Box 157
Shute End
Wokingham
Berkshire
RG40 1WR

Dear Mrs Morgan

RE: Application Number F/2000/2181

With reference to the above planning application, I would like to make the following comments and objections as listed.

1. We object in principle to more green field sites being used for housing, when there are many brown field sites still available. This is prime agricultural land that is still farmed, and a haven for many types of wildlife including bats, foxes and deer, and building here will reduce the boundary between Winnersh the M4 and Lower Earley.

2. Currently there are several large and mature willow trees behind our property that make a natural screen between us and the recent development in Dunstan Drive. I believe that it was promised to plant trees in several areas when this development was built but they have never been planted. Therefore I would ask for written guarantees that these trees will be kept or replaced with mature trees.

3. The proposed development will greatly reduce our privacy, and with the building of flats and a car park so close to our boundary, I am concerned that this will lead to a lot of noise, especially at night. We believe that the building of flats is not in keeping with the surrounding buildings.

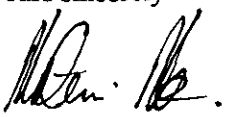
4. We are very concerned about the increased traffic that this development will bring to Chatsworth Avenue and Baslow Road. The extra traffic trying to get on to the A329 Reading Road at peak periods can only cause more congestion and possible accidents. We already have traffic problems in Chatsworth Avenue and recent traffic calming measures have had little effect, with cars speeding between the bumps and an ever increasing number of drivers using Chatsworth Avenue and Churchill Drive as a cut through to avoid the traffic lights at Winnersh Crossroads. I have seen no plans for traffic management control measures at the junction of Baslow Road and the Reading Road, and would ask for this to be a major consideration.

5. At the rear of our property there is a small stream which marks our boundary. This is part of the natural drainage for all the properties and the field. We would like to know if drainage and the stream have been taken into consideration and whether it will be covered up or piped in. We also hope that adequate fencing will be provided to stop children playing in this area and causing disturbance or damage to existing fencing.

6. We object to the placing of Social Housing all in one area. We believe that it should be spread amongst the whole of the development and Winnersh more evenly. We do not want to experience problems with noise and disturbance that the residents at the top of Chatsworth Avenue have had.

Please give the above comments and objections your consideration.

Yours sincerely

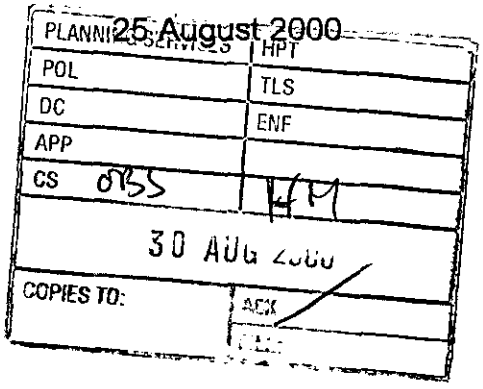


Martin Pike

(6)

45 Chatsworth Av., Winnersh, Wokingham, Berkshire RG41 5EU
Tel/fax; (118) 9773 606

25 August 2000



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

Dear Sir/Madam

Application Number: F/2000/2181

Site Address: Land At, Chatsworth Avenue, Winnersh, Wokingham

Proposal: Proposed erection of 170 dwellings with associated infrastructure..

I refer to your letter Ref Heather Morgan – F/2000/2181 dated 17 August 2000 on the subject above.

I have looked at the layout plans for the above and have the following comments thereon:

1. The flats and Social Housing are located too close to the existing, similar, housing;

2. the layout plan, particularly access point to Chatsworth Avenue, ignores the recently built houses beyond this end of Chatsworth Avenue;

3. proposed development traffic has to travel the full length of this development to one end of Chatsworth Avenue and then back along Chatsworth Avenue to access main roads;

4. The proposed playground area appears too close to the high tension power lines;

5. Baslow Road is now badly congested most mornings – and it is difficult to see that it can cope with additional volume of traffic that will be generated from proposed development.

Yours faithfully

L J Lukomski

Development

(5)

MR. J. MITCHELL,
DEVELOPMENT CONTROL MANAGER,
WOKINGHAM DISTRICT COUNCIL,
P.O. BOX 157,
SHUTE END,
WOKINGHAM RG40 1WR.

MR & MRS. P. ROWELL,
55 CHATSWORTH AVE,
WINNERSH
WOKINGHAM
BERKS. RG41 5EU.

26TH August 2000.

PLANNING SERVICES	HPT
POL	TLS
DC	ENF
CS 065	HM
29 AUG 2000	
COPIES TO:	ACK: ✓
	FILE:

DEAR SIR,

YOUR REF. F/2000/2181 LAND BEHIND CHATSWORTH AVENUE FOR 170 HOMES.

I am extremely angry at the whole idea of demolishing No. 64 to make access for this new development.

The extra volume of traffic, plus traffic from Westbury Homes, Caravan Park and Chatsworth we could be looking at a minimum of 300 cars trying to get out of chatsworth onto the Reading Road. This has to be a joke?

What happened to the Government Inspectors proposals for a By-Pass?

P.T.O.

(4)

PLANNING SERVICES	HPT
POL	TLS
DC	ENF
APP	
CS 0b5	H.M
29 AUG 2000	
COPIES TO:	ACK: ✓

Mr. And Mrs. D H Crocker
28, Chatsworth Avenue
Winnersh
Berks RG 41 5EU

25th August 2000

Heather Morgan
Environmental Services Department
Planning Services
P.O.Box 157
Shute End
Wokingham
RG40 1WR

Dear Ms Morgan

Your ref: F/2000/2181

With regard to the proposed erection of 170 houses on land at Chatsworth Avenue Winnersh, we feel we must voice our objections. Having studied the plans in detail we realize these proposed houses would cause serious traffic problems in an already unacceptably and notoriously congested area. We realize that these houses will go ahead despite what the local residents might feel, and we can appreciate the need for housing in this area. However, before they can be erected something must be done to ensure the traffic problem is not increased. Our main concern is the access into and out of this proposed site, particularly since heavy construction traffic will be using it for many months.

When a site visit is made, we would appreciate if the officer concerned would also call on us to enable him to see our concerns for himself.

Yours sincerely

M Crocker

D.H. & M Crocker

PLANNING SERVICES
POL | TLS
DC | SF
APP
CS Obs | H.M
COPIES TO: | ACK: ✓
FILE:

50 Chatsworth Avenue
Winnersh
Berkshire
RG41 5EU

22nd August 2000

Dear Ms. Morgan,

I am writing to you in regards to the letter I received from John Mitchell dated 17th August 2000 regarding planning application number F/2000/2181, the proposed erection of 170 dwellings.

Although I have not yet seen the plans I intend to view them at Woodley Library at the end of this week once they are received, however I feel I must write to you immediately to voice my disapproval.

I feel that Winnersh has already been over developed especially in the Chatsworth Avenue area, having a new housing estate built at the top of Chatsworth Avenue and also Westbury homes building at the bottom. This has already caused a considerable increase in traffic and the related pollution. By having 170 Homes built you could be looking at an extra 200-340 more cars using the Avenue, thus causing traffic problems on the Reading road and adding to the already appalling congestion at the Winnersh crossroads. I don't see how Winnersh can support this additional transport. Along with these new houses and cars there will undoubtedly be children. Can the borough provide adequate schooling for an additional 200-300 more children and what about after school facilities, what will be offered to "keep them off the streets"?.

I am also concerned with the environment and "green areas". It seems ironic that earlier this year the local paper was holding a photography competition for the best pictures of Blubells in the local woodland. One would imagine the reasoning behind this would be so that we can show our future generations what Winnersh used to look like before it became one big housing estate. I can't envisage Dinton Pastures being developed so why should Winnersh have to pay the price with its green fields, just because it is private land. There may be a so called housing shortage in the area but the property papers seem to always be full of local houses for sale over a wide spectrum of prices so why the need for more houses. Perhaps an alternative to building on our green fields would be to check for any brownfield sites in the borough or what is currently being done by developers in the Reading Road and Arbor Lane areas. Here a house is being bought, knocked down and 4 – 9 houses are being built on its land. This seems to be a viable alternative and would spread the housing throughout the area.

Also I am concerned about the amount of heavy works vehicles that will be using the Avenue during the building process if development goes ahead. It seems that the Site being developed by Westbury homes has been taking forever to complete due to discrepancies with the council which I am sure you are well aware of. I know the appalling conditions that local residents have had to put up with during the building process and know that local councillors were getting involved prior to the local elections and making all sorts of promises but this ceased once the local elections were over. I do know that local houses foundations were affected by the constant drilling and heavy goods vehicles, although Westbury homes advised this could not be proved without spending a lot of money in court. The residents effected had several disputes with Westbury homes all of which had an unsatisfactory conclusion although it seems council residents were taken care of but no assistance was offered to private home owners.

You can tell by the tone of my letter how distressed and concerned I am to have received your recent correspondence and although I know that this has been considered for some time I am determined to do all I can as a local resident to oppose this planning application. I have lived in Winnersh for almost 30 years and have already seen some drastic changes, not all for the better, but it is heartbreaking to see the destruction of our tiny village and watch it lose its identity . I ask that you support your residents by denying this application that in short will only be worthwhile to those who are making money out of it.

Recd 10.45AM 25/8/00

478 Reading Road

Letchworth

PLANNING	
POL Berks.	ILS RG41 5ET.
DC	
APP 24th August 2000.	
CS	
25 AUG 2000 HM	
COPIES TO:	ACK: ✓
	FILE:

Your ref: Heather Morgan
F/2000/2181.

Dear Heather Morgan,

With reference to your letter re. the planning application for 170 dwellings to be built on land behind Chatsworth Avenue, we wish to object on the following grounds.

1. That there will be only one access road to the proposed site, this being in Chatsworth Avenue which is a quiet residential road, having many families with children.

2. Large numbers of Construction lorries going back & forth along Baslow Road and Chatsworth Avenue causing severe wear & tear to roads, drainage pipes, and causing traffic hazards particularly during the peak times.

PLANNING SERVICES
dos
HM
COPIES TO:
ACK:
FILE:

500 Reading Road
Winnersh
RG41 5EX

23rd August 2000

Heather Morgan
Planning Services
Wokingham District Council

Dear Ms Morgan

I am writing to you in reply to planning application number F/2000/2181, 170 Dwellings on Land At Chatsworth Avenue, Winnersh Wokingham.

I do not have any comment concerning the development. I am however concerned at the extra traffic that will be created by the new houses.

From looking at the plans the traffic from the site seems to be channelled along Chatsworth Avenue, Baslow Road and on to Reading Road. I am concerned this will cause large queues of traffic waiting at Baslow Road to turn in either direction on to Reading Road. Firstly the junction there is almost impossible to turn right out of at the moment due to the volume of traffic on Reading Road. This will cause further queues on Baslow Road.

Secondly, I currently find it very difficult to join Reading Road in either direction from my house. This situation can only get worse if more cars are joining Reading Road from Baslow Road just before my house.

I therefore ask that you recommend the above planning application is rejected.

I look forward to receiving your comments and decision.

Yours sincerely

Aidan Robinson

cc John Mitchell

Tel: (0118) 974 6455 (Direct Line)
Fax: (0118) 974 6486
Email: jim.dunning@wokingham.gov.uk
Date: 16 November 2000
My ref: pjd/
Your ref:

HM/ MR

Mr G D White
Simmons and Sons
12 Wote Street
BASINGSTOKE
Hants
RG21 7NN

Environmental Services Department
Planning Services
P.O. Box 157
Shute End, Wokingham
Berkshire RG40 1WR
Tel: (0118) 974 6000
Fax: (0118) 974 6486
Minicom No: (0118) 974 6991
DX: 33506 – Wokingham

Dear Mr White

Thank you for your letter of 14th November. I think that the top table made two relevant points.

Firstly Cllr Mrs Siggery, among others, made the point that the site was allocated in the Loddon and District Plans for housing development.

Secondly, in response to a question, I made it clear that drainage issues had been raised in 1989 and the Loddon plan had been amended to address these issues whilst still allocating the site for housing.

I will pass the information you have now supplied to John Mitchell so that it can be taken into account when preparing the report for Development Control Committee.

I note your concern about the use of the term 'floodplain'. I find that many terms are used by the public in an imprecise way. Green Belt is a good example which is often applied to all open land! As far as many people present were concerned, the fact that water was lying in pools on the surface (which I saw on Sunday 12th) meant that the land was prone to flooding and nothing from the top table would have dissuaded them. As an open meeting, if you felt important information was not being made available to the meeting, it was possible for you to remedy it.

We are going back to the Environment Agency to ask them for their views in the light of recent events. Your information will be of assistance.

If you would like to discuss the matter further please contact me.

Yours sincerely

Jim Dunning
Team Leader, Policy and Plans

J N Coles FRICS, FAAV
S J Brett FRICS, FAAV
G D White ARICS, FAAV
T B Dunn ARICS
K J Clarke ARICS, FAAV ACIArb.

Associates
R J Fuller FRICS, FAAV
T J Giblin BSc, FRICS
R S Moser FNAEA
Caroline Cope
S A Jones BA ARICS ASVA
H J J Riley BSc, CertREA*, FNAEA
J A Soane

Consultants
L J F Mackay FRICS
R White FSVA

SIMMONS & SONS
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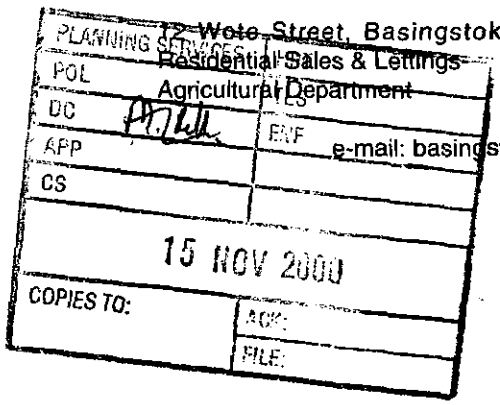
e-mail: basingstoke@simmonsandsons.com



J. Dunning Esq.,
Wokingham District Council,
Shute End,
Wokingham,
Berkshire. RG40 1WR

Our Ref: GDW/MC/96/53

Date: 14th November, 2000

Dear Mr. Dunning,

Re: Land at Chatsworth Avenue – Site W113

As you are aware from previous correspondence, I act on behalf of Hatch Farm Dairies Limited, the owners of the Chatsworth Avenue site. I attended the Public Consultation Meeting in Winnersh Village Hall last night and noted what was being said, both from the floor and from the top table.

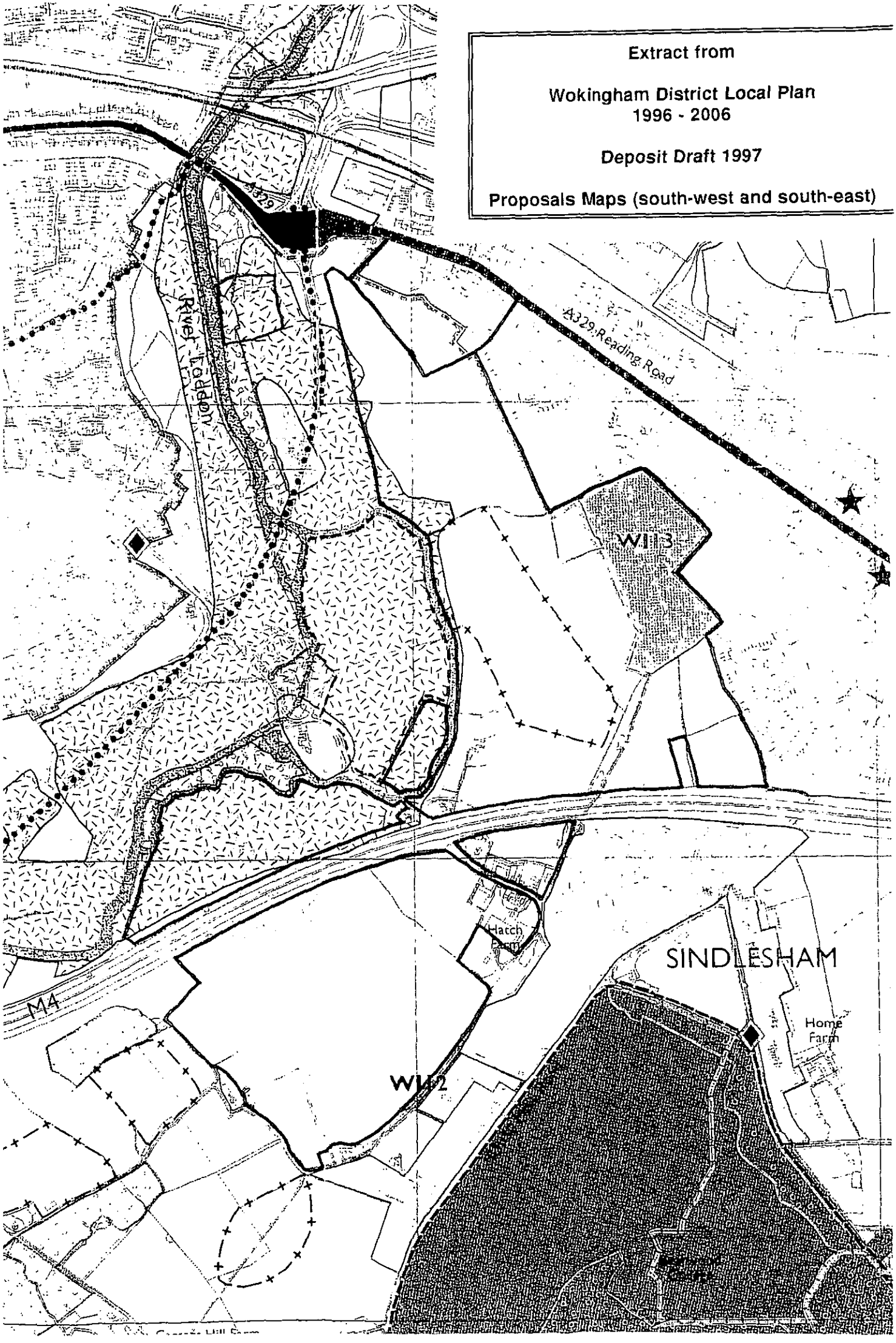
I did feel that the meeting was well organised, well run and the Council Officers that spoke did so in a professional and fair way.

However, I do have one major point of concern. Point number 2 on the Agenda for the meeting was as follows:

"To discuss the viability of building on an area prone to flooding"

After the initial introduction, the next 50 minutes of the meeting related to this particular subject. Speaker after speaker from the floor kept referring to the floodplain and how it should not be built on and the reaction from the top table, be they Councillors or Planning Officers, was basically that they agreed with this. However, this site at Chatsworth Avenue is not on the floodplain and not one person from the top table actually pointed this out to the floor.

I attach an extract from the Wokingham District Local Plan 1996-2006 Deposit Draft 1997 Proposals Map clearly showing that this particular field is not within the floodplain or even near the floodplain. The land owned by Hatch Farm Dairies Limited is outlined in red. I also attach a Photographic Record of Condition of this field which I produced last week. This shows photographs taken on the 7th November and as you can see, there is only a relatively small amount of water lying on the field at the northern end. The ditch around the field is flowing relatively well and is only three quarters full. You can see from the last two photos that on the same day, the car park of the cinema was completely flooded and the water meadows adjacent to Sindlesham Mill were also under water. This was hardly surprising because these water meadows and the car park are in the floodplain.


Extract from
Wokingham District Local Plan
1996 - 2006
Deposit Draft 1997
Proposals Maps (south-west and south-east)
A329
River Loddon
A329 Reading Road
WI 3
WI 2
Hatch Farm
SINDLESHAM
Home Farm
M4

Wokingham District Local Plan
1996 - 2006

Deposit Draft 1997

LEGEND

	Policy/Proposal
District Boundary	
Identified Settlement	WOS2
Proposed Priority Housing Site	WH2
Proposed Reserve Housing Site	WH2
Low Density Development	WBE20
Public Open Space	WR2
Site of Urban Landscape Value	WLL9
Proposed Employment Site	WEM1
Core Employment Site	WEM2
Employment: University of Reading	WEM5, WEM6
Employment: Uses Causing Detrimental Impact	WEM9
Employment: General Industrial/Storage Area	WEM12
Proposed Site for Mixed Use	WSH20, WSH21, WSH27, WSH28, WSH32
Proposed Site for Office Use	WSH22, WSH24, WSH32
Proposed Site for Education Use	WSH23
Proposed Site for Leisure Use	WSH24, WSH26
Arborfield Garrison	WBE21
Proposed Grazeley Housing Site	WSM1
Landscaping/Forest/Recreation Areas in Relation to Grazeley Housing Site	WSM1
Proposed Park and Ride	WSM1, WT11
Green Belt	WGB1 to WGB10
Major Development Site in the Green Belt	WGB7
Countryside	WCC1, WCC4, WCC5, WCC6, WCC7
Green Gap/Wedge	WCC2
Setting of Settlement	WLL6
Area of Special Landscape Importance	WLL2, WLL3
Proposed Country Park	WR15, WR16
Country Park in Progress	
Employment: Reading Business Park	WEM3
National Trust Land	
Proposed Central Berkshire Forest	WCC3
Thames River Valley	WLL4
Other River Valleys	WLL5

By Hand. 6/12/00.

59, Blakeworth Avenue,
Winnersh,
Wokingham,
BERKS. RG41 5EU.

Tuesday, Dec. 5th, 2000.

Heather Morgan,
W.D.C.
Shute End,
Wokingham,
BERKS.

DBS BLP
COPIES TO: ACK:
FILE:

Dear Miss Morgan,

With reference to planning application F/2000/2181 and the public meeting held on Nov. 13th; Staff at Development Control and the Environment Agency may be new to the departments or the area and unaware of the problems concerning flooding, but the residents of Blakeworth Avenue have been writing to W.D.C. regarding this matter for many years.

Enclosed is a rough copy of a letter I wrote in April 1989, together with photographs taken in May 1988, and more recent ones taken on Monday October 30th, 2000. We have had minor floods in-between, and the water frequently creeps under our garden fence.

Have you any further information regarding the demolition of NO61, which is attached to our property, as so far Boris has not had the courtesy to contact us over this matter?

Yours Sincerely,

D.P. Broadmore

MRS. D.P. BROADMORE.

BY HAND 14 APRIL ADDITIONAL COMMENTS

Dear Sir,

I am writing in connection with the Loddon Area Local Plan – namely the development planned for the fields ~~behind~~ to the south west of Chatsworth Ave.

My main concern is the provision of adequate surface water drainage systems. The area concerned is water-logged or flooded all winter & frequently during the summer too. The only drainage system seems to be a small ditch, which runs along the bottoms of the gardens in Chatsworth Avenue, & subsequently into the river Loddon. According to the Engineering Department this ditch also takes surface water from the new development in King Street Lane & beyond.

I have lived in Chatsworth Avenue for 24 years & as development in the area has increased, so has the volume of water rushing into the drainage ditch after heavy rain; ~~resulting in flooded gardens~~ resulting in flooding of the gardens & ~~some cases lapping at the back door of the houses~~ lapping at the back doors of the houses. I enclose photographs taken in 1988 – ~~the problem seems to be~~ in some cases the water was lapping at the back door of the houses

Thank you for taking the time to complete this comment sheet

~~The main problem~~ At one time the water used to seep slowly through ground – Bank on house side lower than bank on field side.

My notes for a longer letter

LODDON
AREA LOCAL PLAN

PUBLIC CONSULTATION DRAFT COMMENT SHEET

PLEASE FILL IN THIS COMMENT SHEET, OR IF YOU PREFER, WRITE A LETTER. IT CAN BE HANDED IN AT ANY OF THE LOCAL PLAN EXHIBITIONS OR MEETINGS OR SENT DIRECT TO THE PLANNING OFFICER

YOUR VIEWS ON THE PUBLIC CONSULTATION DRAFT OF THE LODDON AREA LOCAL PLAN WILL BE TAKEN INTO CONSIDERATION BEFORE WOKINGHAM DISTRICT COUNCIL PROCEEDS THROUGH THE NEXT STAGES TOWARDS THE PLAN'S ADOPTION.

COMMENTS TO BE RETURNED BY 14 APRIL 1989

The Planning Officer
Wokingham District Council
Planning Department
P O Box 157
Council Offices
Shute End
Wokingham
RG11 1WR telephone Wokingham 786833

36945

Tel. (0118) 974 6487 (Direct Line)
Fax. (0118) 974 6484
Email. John.Mitchell@wokingham.gov.uk
Date 6 December 2000
My ref. JRM/SB/F/2000/2181
Your ref.

The Rt Hon John Redwood, MP
House of Commons
LONDON
SW1A 0AA

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

Dear Mr Redwood

MRS D BROADMORE - 59 CHATSWORTH AVENUE, WINNERSH

Thank you for your letter of 21 November 2000 enclosing a letter from Mrs Broadmore dated 10 November.

I will add this letter to the many representations that the Council has received on this planning application and it will be taken into account by Members in reaching a decision.

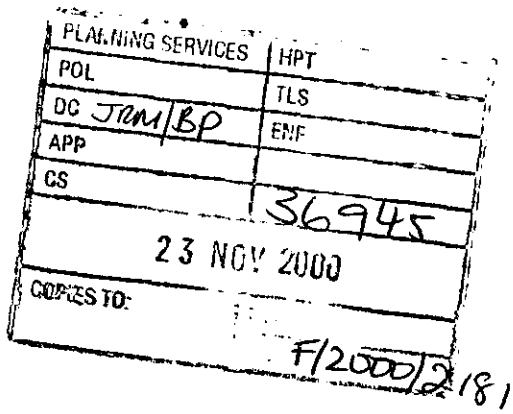
I hope you find this information helpful.

Yours sincerely

JOHN MITCHELL
Development Control Manager

THE RT. HON. JOHN REDWOOD, MP

HOUSE OF COMMONS
LONDON SW1A 0AA



21 November 2000

John Mitchell Esq
Development Control Manager
Wokingham District Council
P O Box 150
Shute End
Wokingham
Berks RG40 1WQ

Dear Mr Mitchell

I enclose correspondence from my constituent, Mrs D Broadmore, of 59 Chatsworth Avenue, Winnersh. She makes a very powerful case against the proposed Bovis development. There is widespread opposition amongst residents to this development for the reasons set out by Mrs Broadmore and demonstrated at the public meeting last Monday 13th November. I do hope the Council will take full account of residents' views before deciding this application.

Yours sincerely

Encls

Email: redwoodj@parliament.uk

59, Chatsworth Avenue,
Winnersh,
Wokingham,
BERKS. RG41 5EU.

Friday, November 10th, 2000.

The Rt. Hon. J. Redwood, M.P.
House of Commons,
London, SW1A 0AA.

Dear Mr. Redwood,

Thank you for your letter dated 8th November. With reference to your recent telephone conversation with Mrs. Rowell, enclosed is a copy of the Boris letter relating to the land at the rear of NO 61 Chatsworth Avenue, together with a document referring to the front garden. Some weeks ago, I tried to raise this matter at a Parish Council meeting, but was told that this was a civil matter, and nothing to do with the Parish Council.

I then passed on copies of these documents to Mr. Frank Browne, leader of the Conservative Group at W.D.C., who promised to look into the matter, but so far I have not heard the results of his investigations.

It is obvious that Boris has been conferring with W.D.C. for some considerable time, and Mr. Graeme Humphrey, Town Planner for Boris, told my husband and me, that the demolition of NO 61, in order to provide an access road into the development site, was the preferred option of the Planning Department at W.D.C. Whilst we cannot always believe the word of a developer, the representatives of Boris

are so adamant that this development will go ahead, that one can understand why the residents feel that the deal has been signed and sealed already, and our opinions and wishes count for nought.

Yours Sincerely,

D.P. Broadmore

MRS. D.P. BROADMORE

P.S. Monday, November 13th, 2000.

With reference to the Public meeting held this evening to discuss the Boris development.

1. The proposed new access road does not meet 'line of sight' regulations, therefore it is proposed to narrow Chatsworth Avenue, and add yet more road calming measures (more road rage), in an effort to reduce traffic speeds to 20 M.P.H. and legalise the new road turning. Mr. Callaghan (Roads Management) denies that this means W.D.C. is colluding with Boris.
2. No one has any idea how surface water drainage will be effected, without further flooding to existing residents. Enclosed is a rough copy of a letter I wrote to W.D.C. in April 1989 warning of flooding.
3. No one has any idea how the drainage ditch, at the bottom of our gardens, can or will be bridged.

DPB.

By Hand 14 April ADDITIONAL COMMENTS

Dear Sir,

I am writing in connection with the Loddon Area Local Plan – namely the development planned for the fields ~~behind~~ to the north west of Chelsworth Ave.

My main concern is the provision of adequate surface water drainage systems. The area concerned is water-logged or flooded all winter & frequently during the summer too. The only drainage system seems to be a small ditch, which runs along the bottom of the gardens in Chelsworth Avenue, & subsequently into the river Loddon. According to the Engineering Department this ditch also takes surface water from the new development in King Street Lane & beyond.

I have lived in Chelsworth Avenue for 24 years & as development in the area has increased, so has the volume of water rushing into the drainage ditch after heavy rain; ~~resulting in~~ flooding, ~~of~~ my garden, ~~some~~ laps ~~which is~~ ~~lapping at the back door of the~~ ~~house~~. I enclose photographs taken in 1988 – ~~the problem seems to~~ & in some cases the water now lapping at the back door of the houses

Thank you for taking the time to complete this comment sheet

~~The main problem~~ At one time the water used to seep slowly through ground – Bank on house side / Field side.

My notes for a longer letter to W.D.C.

LODDON AREA LOCAL PLAN

PUBLIC CONSULTATION DRAFT COMMENT SHEET

PLEASE FILL IN THIS COMMENT SHEET, OR IF YOU PREFER, WRITE A LETTER. IT CAN BE HANDED IN AT ANY OF THE LOCAL PLAN EXHIBITIONS OR MEETINGS OR SENT DIRECT TO THE PLANNING OFFICER.

YOUR VIEWS ON THE PUBLIC CONSULTATION DRAFT OF THE LODDON AREA LOCAL PLAN WILL BE TAKEN INTO CONSIDERATION BEFORE WOKINGHAM DISTRICT COUNCIL PROCEEDS THROUGH THE NEXT STAGES TOWARDS THE PLAN'S ADOPTION.

COMMENTS TO BE RETURNED BY 14 APRIL 1989

The Planning Officer
Wokingham District Council
Planning Department
P O Box 157
Council Offices
Shute End
Wokingham
RG11 1WR

telephone Wokingham 786833

PLANNING SERVICES | HPT
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CS 0835 | HM
20 NOV 2000
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89

36 Chatsworth Avenue
Winnersh
Wokingham
Berkshire RG41 5EU

17 November 2000

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

Dear Mr Mitchell

Re: Application No: F/2000/2181

Please find enclosed a copy of my letter to Mrs Siggery regarding the proposal to build on the field behind Chatsworth Avenue. I trust you will give it the most serious consideration.

Could I ask when are you expecting to hear back from the Environment Agency?

Yours sincerely

Irene Clarke

Irene Clarke

COPY

36 Chatsworth Avenue
Winnersh
Wokingham
Berkshire RG41 5EU

17 November 2000

Mrs E Siggery
Willow
375 Reading Road
Winnersh
Wokingham, Berkshire RG41 5LT

Dear Mrs Siggery

Following on from the Public Consultation meeting on Monday 13 November 2000 to discuss the planning application by Bovis Homes to build 170 homes on land behind Chatsworth Avenue, I wanted to write to you to express again our concern at the prospect of this application possibly being granted.

Most long-term residents of Winnersh were stunned when permission was granted for the Showcase Cinema to be built. We could not understand how those persons whose responsibility it is to make sensible and sound decisions that affect the lives of all who live in Winnersh could have totally ignored the fact that the land in question was liable to severe flooding. We had all witnessed it in the past – and we have all most certainly witnessed it in recent years. The same applies to the land at the Mill and the hotel car park.

Now the same fate is likely to befall us in Chatsworth Avenue – if nobody listens and acts responsibly.

Emergency financial assistance is available for local authorities – but not available to private households following storms and flooding – to prevent an undue burden falling on local taxpayers as the result of local authorities taking immediate action to safeguard life or property, or to prevent suffering or severe inconvenience, in their area or among its inhabitants. Successive Governments have taken the view that to underwrite insurable costs would remove any incentive for people to take out appropriate insurance cover and would penalise those who had acted prudently. But we are trying to act prudently, by asking that development on this land prone to flooding does not take place. Wokingham District Council will be the ones who will be acting imprudently by endangering our futures. We may even find our homes are uninsurable.

If listening is impossible or too humiliating for those in a position to make decisions over our lives, then those who perhaps are choosing not to believe us must be compelled to view the documented evidence of the River Loddon, and its environs. It exists for reference.

At the meeting on Monday, you repeatedly told us that we must try to understand the intricacies of decision-making in WDC matters (my words, not yours – but that was

Your Ref: Heather Morgan/F/2000/2181

35 CHATSWORTH AVENUE
WINNERSH
WOKINGHAM
BERKSHIRE EG41 5EU

10TH November 2000

LEGAL SERVICES	EXP
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16 NOV 2000	
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	FILE:

ATTN: John Mitchell
Development Control Manager.

Wokingham District Council
Shute End
WOKINGHAM
Berkshire RG40 1WH

Dear Sirs,

As a resident of Chatsworth Avenue, Winnersh, I am writing to you with very grave concerns about the recent flooding in our area.

Most of this horrendous flooding was due to the fact that so much building has already taken place on flood-plain eg the Cinema and its huge surrounding car park, Offices on the Triangle, Do It All, Halfords etc etc.

Now with the additional housing being planned for the land behind Chatsworth Avenue instead of the rainwater being absorbed by the field it will now run off roofs, drives and roads to drains, then into the streams which feed into the River Lodden itself. This will cause more flooding over a wider area and even deeper where the flooding occurred last week.

I am enclosing photographs of the water in my garden which came up to the highest point since I have lived there for 20 years. During normal heavy rain the bottom part of my garden floods as the stream overflows, but it has NEVER encroached on the top part which lies some 2' higher.

If the proposed building goes ahead much of the excess water will flow into the streams causing the level to rise even higher all over Winnersh.

Therefore I believe one of two things should happen:-

1. The proposed building should be abandoned - especially in the light of the fact that the government has stated that building should not take place on flood-plain

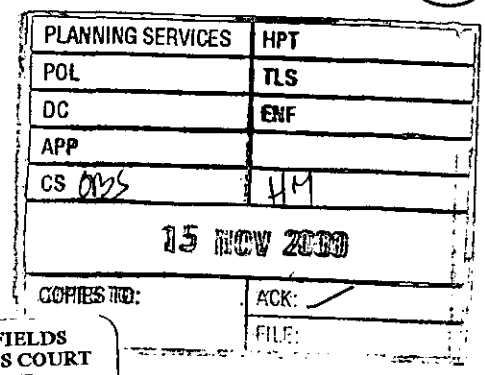
or 2. We must be sure that adequate provision is made with regard to proper displacement of rainwater so as to ENSURE THAT FLOODING DOES NOT TAKE PLACE AGAIN. Surely prevention is better than cure.

Yours faithfully

Margaret Barber

MRS. MARGARET BARBER

(87)



From: Air Commodore & Mrs A E G Hales

SWALLOWFIELDS
ST. MONGAH'S COURT
COPGROVE
HARROGATE
HG3 3TY
TEL: 01423 340081

11 November 2000

Environmental Services Dept
Planning Services
PO Box 157
Shute End
Wokingham
RG40 1WR

Dear Sirs

PLANNING APPLICATION NO.F/2000/2181 - WINNERSH - GREENACRES AVENUE

My wife and I own 34 Greenacres Avenue, Winnersh, which is temporarily let to tenants.

We have been notified via an unsigned piece of paper put through the letter box of 34 Greenacres Avenue that a planning application has been made for the erection of houses to the rear of Chatsworth Avenue and that it is proposed to provide access from the Reading Road to this new development via Greenacres Avenue.

The piece of paper tells us that any objections to these proposals must be lodged with you by 3 November 2000, but we have only just heard of this proposal.

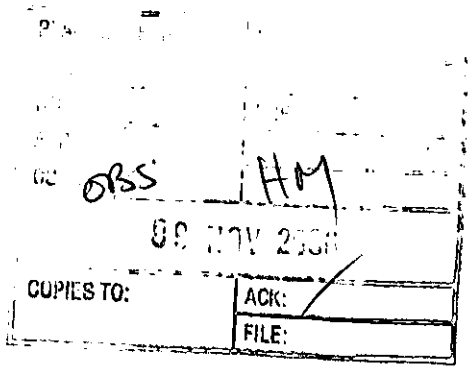
If it is the case that you plan to approve access to the new development via Geenacres Avenue then we strongly object. Greenacres Avenue is essentially a small and narrow residential service road giving access to the existing development and would be quite unsuitable as an access road to any new development.

We should be grateful if you would note these objections - notwithstanding the late date - and inform us of the present position, as well as any future actions proposed.

Yours faithfully

A.E.G. & M. Hales

(86)



Forest Lodge
56 Arbor Lane
Winnersh
Wokingham
Berkshire
RG41 5JD

8 November, 2000

Heather Morgan
Wokingham District Council
Environmental Services Dept.
Planning Services
P O Box 157
Shute End
Wokingham RG40 1WR

Dear Sirs

Re: Application Number F/2000/2181

I was interested to learn of a major planning application as detailed above.

Before determining the application I would ask that the Planning Department and particularly the Highway Authority seriously considers the impact of this development on the already very congested Winnesh Crossroads. I understand there are a number of alternative proposals submitted by the applicants which includes measures greatly affecting neighbouring roads.

I believe the Local Authority is under a legal obligation to publicise and consult with residents if such major highway changes are to be considered.

Winnersh Crossroads is a nightmare situation in the mornings with the respective political parties unable to solve the problem.

There are major Highway issues with Arbor Lane where our newly elected member canvassed all residents but I understand has now rejected the advice of the Highways Department to try and slow down the traffic in Arbor Lane.

Whilst the elected Members and Officers are unable to come up with any suggestions for improving the traffic flow surely there can be absolutely no questions of allowing major developments that would put extra pressure on Winnersh Crossroads and the neighbouring roads.

Would you please advise me as to how this application is being determined and assure me that no decision will be made until all residents are consulted including those of Arbor Lane if there is a proposal to change the traffic flow to and from Arbor Lane at its junction with the Reading Road.

Yours faithfully

D C Auger

TEAM ACTUATE

Karen Howell BA (Hons) ITEC IPTN
2 Sindle Close
Wokingham
Berkshire
RG41 5EE
Tel: 0118 901 8420

MS

PLANNING SERVICES	HPT
POL	TLS
DC	ENF
APP	
CS	MM
07 Nov 2000	
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	FILE:

Dear Miss Morgan

I am writing a letter of objection regarding the Chatsworth Avenue development. My points of objection are :—

(1) the flats are 30 feet from my back garden and will block all the light and the view from my garden.

(2) they will create noise and disturbance

(3) when we bought our house from Toynbee Housing Association in conjunction with Wokingham council no mention was made of any intention to open up the Dunstans estate into a through road with a massive estate at the back. I want to know if at the time we bought our house Wokingham council had plans to do this If there were, I want compensation from

TEAM ACTUATE

Karen Howell BA (Hons) ITEC IPTI
2 Sindle Close
Wokingham
Berkshire
RG41 5EE

Tel: 0118 901 8420

playground at the Dunstans estate will not hold the children of an extra 170 homes.

If Wokingham council do not address these issues then it is in danger of turning Wokingham into ~~of~~ an over populated traffic choked dustbin.

I want to hear your answers to all the above points and I want details of any relevant committee meetings as I want to voice my objections in person.

I look forward to your reply

Karen Howell

BDS

PLANNING SERVICES	HPT
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07 NOV 2000	
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	FILE:

94 Bathurst Road
Winnersh
Wokingham
RG41 5JF

3 November 2000

Dear Sirs

APPLICATION NUMBER F/2000/2181

I understand that included within the housing development at the back of Chatsworth Avenue it is intended to change the traffic flow into the Reading Road to accommodate the very large extra volume of traffic that this housing development will generate. Part of this plan is to not allow a right turn out of Arbor Lane onto the Reading Road.

Obviously living in Bathurst Road I have a view on this. I believe most strongly that this will not alleviate the problems at all. This proposal will result in all vehicles from Bathurst Road, Arbor Lane, Arbor Meadows and the new development off Arbor Lane will have to queue to turn right onto Robin Hood Lane. I really can't see the drivers who are driving towards/away from Winnersh traffic lights giving way easily. This will lead to drivers trying to exit Arbor Lane, 'pushing' their way onto the road endangering themselves and other road users. Has nobody thought about the school children travelling to the local schools who use this part of the road? Has it not been considered that their lives are now being put at even more risk?

It does not take a genius to work out that some drivers will turn left on to the Reading Road from Arbor Lane, immediately turn right into Baslow before executing a U-turn back into the Reading Road. This will obviously endanger anybody and everybody in the vicinity!

The following solutions come to my mind:

1 A mini-roundabout is placed at the junction of Arbor Lane and Reading Road. It seems to me that would be the simplest solution and its certainly one that the Wokingham Authority seem to like using!

2 Arbor Lane is 'closed' by bollards at a half-way point thereby preventing it being used as a 'rat run' by drivers from Robin Hood Lane – who are the ones causing the problems in the first place!

I would be very grateful if somebody could please explain:

A why we in Bathurst Road should be penalised due to a housing development on the **other side** of Reading Road

B how not turning right into Reading Road from Arbor Lane is going to help the traffic flow on the Reading Road when all the traffic is being diverted back to it from Robin Hood Lane anyway

C the measures that will be taken improve the Winnersh X-roads traffic lights, which are already causing enough problems on their own without pushing more traffic into them!

Please, if anybody has any sense, they will **not** allow this absurd proposal to take on life.

I can only imagine that this has come direct from the developers, as I can not believe that anybody living in the Wokingham area is not aware of the problems relating to the Reading Road in the Winnersh area. Certainly those people in 'power' – both those in Planning Services and Councillors of the Authority who are their to serve protect the local people should, I would hope, know better than to come with this ridiculous suggestion!

Among the comments that have been made in relation to the recent flooding, was that if the Local Authority had taken heed of the comments of the local people, councillors etc the building of the Showcase and perhaps Focus Do It All would not have taken place. Therefore, the flooding that did happen probably would not have.

Please, please somebody take notice of us now!!

Yours faithfully

Eckert

Jane Eckert

For the attention of: Ms H Morgan
Environmental Services Department
Planning Services
PO Box 157
Shute End
RG40 1WR

fax: 0118 974 6269

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POL	TLS
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FILE:

805

25, ARBOR LANE,
WINNERSH
BERKS. RG41 5JE.
30th OCTOBER, 2000

DEAR MADAM,

WE UNDERSTAND THAT, AS A RESULT OF A LARGE HOUSING DEVELOPMENT AT THE REAR OF CHATSWORTH AND THE SUBSEQUENT INCREASE IN THE TRAFFIC IN READING ROAD, THERE ARE PLANS TO MAKE NO RIGHT TURN FROM ARBOR LANE INTO READING ROAD.

THIS WOULD MAKE LIFE VERY DIFFICULT FOR THE RESIDENTS OF ARBOR LANE AND ALSO MAKE MUCH WORSE THE ALREADY DIFFICULT SITUATION AT ROBIN HOOD LANE TRAFFIC LIGHTS.

W TRUST THAT THIS SCHEME WILL BE GIVEN VERY CAREFUL CONSIDERATION BEFORE IT IS IMPLEMENTED.

YOURS SINCERELY,

J A Dodsworth.

MISS J. A. DODSWORTH.

D Ewen. MR. D. EWEN.

OS — Reply Req → NOC Rec'd.

HEATHER MORGAN
PLANNING OFFICER
WOKINGHAM DISTRICT COUNCIL
P.O.BOX 157
SHUTE END
WOKINGHAM
RG40 1WR

PLANNING SERVICES
POL
DC HM
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27 OCT 2000
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FILE:

54, Chatsworth Avenue,
Winnersh,
Wokingham,
Berks. RG41 5EU.
25. October 2000

Dear Sirs, MADAM

Re land at Chatsworth Avenue, Winnersh -
Proposed erection of 170 dwellings with
associated infrastructure. Ref. F/2000/2181

I would like to draw your attention to the overhanging power cables near and partly crossing this proposed development site adjacent to Chatsworth Avenue, Winnersh.

In the light of recent published findings, the whole of this proposed project should be considered very carefully: to be abolished or at least put on hold.

It seems that at the moment, under these given circumstances, life - all life, young and old - will or might be exposed to very dangerous carcinomata outfall. My special concern is for the south-west corner now incorporated and set aside as a children's playground, with power cables trailing overhead. I believe it would be prudent to wait for further reaffirmation on this subject.

I enclose press cuttings from the Daily Mail and Daily Telegraph, both dated 22nd. September, 2000, and would ask you to give these your urgent consideration and attention.

Yours faithfully,

A. Franc

(Mrs.) A. Franc.

Encl. PRESS CUTTINGS
PLAN OF PROPOSED BUILDIN SITE

WEBSIDE INFORMATION:

"CHILDHOOD CANCER AND POWER LINES"

"POWERLINE AND HEALTH"

"POSITION STATEMENTON ELECTRIC FIELDS AND IONS"

HAS BEEN SENT TO THE WOKINGHAM ENVIROMENTAL HEALTH OFFICE

PAGE 31

3,000 cancer deaths 'may be linked to power lines'

By **James Chapman**
Science Correspondent

AROUND 3,000 deaths a year in Britain could be linked to living near high voltage power lines, new research suggests.

Scientists claim to have identified sharply higher rates of lung cancer in people living downwind of the lines.

It is thought that the overhead lines charge up tiny particles of airborne pollution, making them more likely to stick to people's lungs.

Dr Alan Preece, of Bristol University Medical School, has concluded that people living within 400 metres downwind of power lines have a 29 per cent greater chance of getting lung cancer.

His work backs up research by Professor Denis Henshaw, of Bristol University's physics department, who has argued that people living near power lines could be up to three times more at risk from airborne cancer-causing pollutants.

Both scientists believe that no new houses should be built near power cables – nor cables near houses – until more research has been carried out. A ban of this sort already exists in the U.S. and Sweden.

Dr Preece last night told BBC Radio 4's Costing the Earth: 'We looked at the postcodes of all the diagnoses of the different sorts of cancer for the whole of South West England.

'We actually found an excess, particularly in lung cancer, in that group of people who had been living within 400 metres of a line at time of diagnosis.

'You are likelier to get cancer there, but only if you live downwind, which is almost proof, or very strong supporting evidence, for the effect of the aerosols driven by the wind.

'I would love to repeat the study in another area of England to see if we got the same effect.' Applied nationwide, it could account for more than 3,000 premature deaths, roughly the same toll as from road accidents.

Professor Henshaw has found that power lines ionise the surrounding air, audible as the well-known 'hissing cable' phenomenon.

He says this charges up particles in the air, including those from car exhausts, making them more likely to stick to people's lungs. Tory leader William Hague has taken a close interest in the issue due to a cluster of cancer cases next to a power line in Northallerton, in his constituency in Yorkshire.



Research: Professor Henshaw

He said: 'In respect to construction of new power lines, the National Grid should look carefully at the new evidence before going ahead with more.'

The findings may lend new impetus to legal claims against electricity firms by people living near power lines who have lost relatives to cancer.

It has been estimated that in the UK there are between 80,000 and 100,000 homes near power lines.

But Dr John Swanson, scientific adviser to the National Grid, said: 'We have never said in a categorical way that power lines are safe.

'What we have always said is that when you look at the totality of studies, then you come to the conclusion that the balance of evidence is that power lines and the fields they produce do not have an effect on health.'

However, the proximity of power lines does affect house prices, said one property expert yesterday.

Yolande Barnes, head of research at consultant FPD Savills, said: 'The scientific argument has been swinging back and forth but people don't like living near power lines. I would say a power cable would easily knock 30 per cent off the value of a property.'

j.chapman@dailymail.co.uk

Power lines 'send cancer agents on the wind'

By David Derbyshire
Science Correspondent

PEOPLE living downwind of overhead power cables are more likely to develop lung cancer, an expert said yesterday.

According to early results from a study of 10,000 people in the South-West, power lines could account for 3,000 premature deaths in Britain each year — more than from road accidents.

A spokesman for the power industry rejected the findings. He said that it was "undesirable" that results from an unfinished study should be made public before other experts had the chance to scrutinise them.

The results come from Dr Alan Preece, an oncologist at the University of Bristol.

They appear to support the theory that high-power cables change the nature of cancer-causing pollutant particles in the air, making them "stickier" and more likely to be inhaled into the lungs.

The statistical significance of the early results has surprised Dr Preece, who described them as "robust".

He told the BBC: "We found an excess, particularly of lung cancer, in that group of people who had been living within 400 metres of a line at the time of diagnosis.

"You are more likely to get cancer there, but only if you live downwind, which is almost proof, or very strong supporting evidence, for the effect of the aerosols driven by the wind."

Dr Preece presented preliminary findings at a Bioelectromagnetics Society conference in Germany recently. Then he said that the average increase in cancer risk was about 29 per cent.

The biggest risk factor for lung cancer is smoking, and it is not clear whether Dr Preece has fully taken smoking into the equation. Until the work is published there are also likely to be questions about his definition of "downwind".

Prof Dennis Henshaw, a colleague of Dr Preece at Bristol, said the findings supported his work into the ionising effect of power lines. He has shown that they produce "corona ions", molecules with an electrical charge.

These attach themselves to particles from exhausts or crop spraying, giving them an electrical charge. When inhaled, they have more chance of being absorbed into the body, he believes.

"There is a strong case for a moratorium on building housing near overhead power lines and new lines in residential areas should be buried."

Dr Michael Clark of the National Radiological Protection Board, the Government's independent watchdog, said: "The physical mechanism for the production of ions is not in dispute. However, it is a big leap to say that it has a measurable effect on health."

Dr John Swanson, an adviser to the Electricity Association, said it was "undesirable" that the findings had been released without details of how the study was carried out. Despite £300 million being spent on studying electromagnetic fields, "neither power lines nor the fields that they produce have been shown to be a cause of cancer".

More than 23,000 British homes are built near high-voltage lines, a practice banned in Sweden and America.

● Women who have suffered from severe depression are at higher risk of developing breast cancer, according to a study in *Cancer Causes and Control*. Researchers suspect that depression alters the body's hormone balance, making it more vulnerable to the disease.

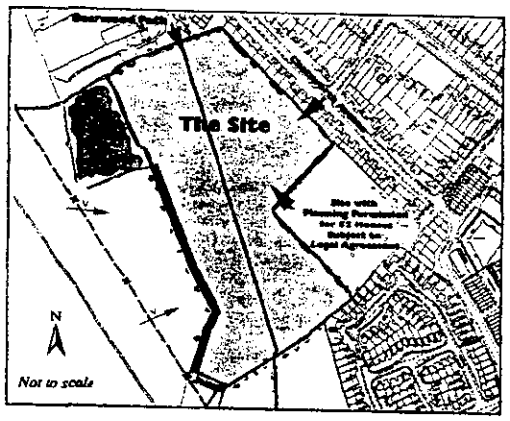
Web Link
www.electric-fields.bris.ac.uk
www.nrpb.org.uk
www.electricity.org.uk

PUBLISHED: WOKINGHAM DISTRICT HOUSING, UPDATE JUNE 1996.
THE PROPOSED DEVELOPMENT SITE IS STILL AS IT WAS IN 1996:
ONLY THE PROPOSED ACCESS TO CHATSWORTH AVENUE HAS BEEN ALTERED.

Site WI13 - Chatsworth Avenue, Winnersh

Location - Field to the south of Bearwood Path, south-west of Chatsworth Avenue.

Developable area - 7.3 hectares/18 acres.



Strengths:-

- Site visually contained by existing houses to the north and east though rural boundaries may require additional planting.
- Close to local shops, employment, recreation and community facilities, a secondary school, cycling network,and in an area well linked by pavements.
- Only 1 km/0.6 mile to Winnersh station.
- Reasonably accessible to a main shopping centre, primary school, the B3030 Kings Street Lane, and a bus route.
- Area well provided with street lighting.

Weaknesses:-

- Impact on archaeological site and nearby listed building (White Cottage, Bearwood Path) to be taken into account when site developed.
- Overhead cables may limit scope of development in south-west corner of site.
- Capacity of access road exceeded and infrastructure contribution required.
- Loss of agricultural land.
- Near River Loddon corridor.

Key for maps:

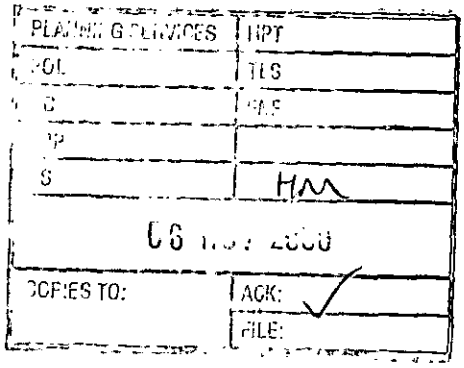
- Site boundary
- Existing hedgerow/tree
- New planting required
- Proposed access
- View into site
- Public footpath/byway
- Power line

(81)

Pat Warrell
124 Bathurst Road
Winnersh
Wokingham
Berks RG41 5JF

805

01 November 2000



Heather Morgan
Environmental Services Dept, Planning Services
PO Box 157
Shute End
Wokingham
RG40 1WR

Dear Heather

Application No F/2000/2181

I have just returned from holiday to find a note regarding proposed changes to traffic flow in Winnersh as a result of a new housing development planned for the back of Chatsworth Avenue.

Although I have not had time to study the plans in detail, as I understand this letter must reach you by November 03, I wish to voice my dismay at the development of yet another housing estate in this already vastly overcrowded area and particularly at the proposal to stop traffic turning right from Arbor Lane into Reading Road. As an inhabitant of Bathurst Road, that restriction would cause me (and I would estimate, at least 90% of other house holders in this road alone), considerable inconvenience every single day.

Would you please therefore place this letter of objection on record?

Yours sincerely

Pat Warrell

Mrs Patricia A Warrell

(80)

80 5

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CS	HM
06 NOV 2000	
COPIES TO:	ACK: ✓
	FILE:

92 Bathurst Road
Winnersh
Berkshire
RG41 5JF

29/10/00

Dear Ms Morgan,

Re: Application No F/2000/2181

It has been brought to my attention that as a result of the proposed housing development near Chatsworth Avenue, Winnersh; it may mean a change to the traffic flow on the Reading Road.

Pertinent to myself and all Bathurst Road, Winnersh residents, we would be severely inconvenienced by any move to prevent our current access to the Reading Road. The idea of preventing a right turn into Reading Road from Arbor Lane is ludicrous and totally unacceptable.

I have scanned the application file at your offices and find the observations and recommendations made by Stuart Michael Associates highly misleading. The idea that the number of right turns from Arbor Lane is "relatively low" is in short nonsense – relative to what? The fact is that over 200 residents living in and around Arbor Lane almost certainly make that turn every day. Is that relative to the 170 new residents on the new development?

We as residents in this area, myself for over 25 years, already suffer huge delays during "rush hours" because of the number of insecure parents taking grown up children to the local schools and hundreds of cars using Arbor Lane as a "rat run" to avoid the traffic congestion at the traffic lights at the Winnersh crossroads.

It would have been more prudent to address those problems rather than compound them totally by thinking of bringing in this latest hair-brained scheme. Please think again before changing the lives of people in this area to benefit people who as yet do not live here at all!

Yours Sincerely,

Maureen C Mullen

Maureen Mullen

1)

BY HAND 3/11/2000

SNS

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APP	
CS	HM

06 NOV 2000

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	FILE:

MS S. EDGELEY
65 CHATSWORTH AVE.,
WINNERSH
WOKINGHAM
BERKS. RG41 5EW
TEL/FAX: (0118) 3778090

02·11·2000

F.A.O: HEATHER MORGAN
REF: F/2000/2181

DEAR MS. MORGAN,

I AM WRITING TO REGISTER MY DISGUST AT THE CONDUCT OF WOKINGHAM DISTRICT COUNCIL IN REGARDS OF THE PROCEEDINGS CONCERNING PROPOSALS SUBMITTED BY BOVIS AND THE SUBSEQUENT PLANNING PROCESS.

OVER PAST YEARS, THERE HAVE BEEN MANY CONSIDERATIONS REGARDING THE LAND BEHIND CHATSWORTH AVENUE, ALL OF WHICH HAVE BEEN SUBJECT TO LENGTHY PROCEDURES, INVESTIGATIONS AND INVOLVEMENT WITH LOCAL RESIDENTS. ADDITIONALLY, PLANS HAVE BEEN MADE AVAILABLE IN PUBLIC AREAS EASILY ACCESSIBLE TO WORKING PEOPLE DURING EVENINGS AND WEEKENDS. ONE SUCH PROPOSAL WAS SUBMITTED BY BOVIS THEMSELVES (1989) AND INCLUDED PLANS FOR A BYPASS WHICH WAS DEEMED NECESSARY FOR ACCESS AND ADDITIONAL TRAFFIC FLOW, THIS PLAN WAS SCRAPPED AS IT WAS DECIDED THAT BY THE TIME THE BYPASS WAS COMPLETED, IT WOULD BE INADEQUATE FOR THE VOLUME OF TRAFFIC.

I WOULD LIKE YOUR EXPLANATION AS TO WHY, THEN:

1) MORE THAN 10 YEARS LATER, FOLLOWING BUILDING DEVELOPMENTS AT EITHER END OF CHATSWORTH AVENUE WHICH HAVE RESULTED IN HIGHER TRAFFIC VOLUME IN AN AREA ALREADY NOTORIOUS FOR ITS TRAFFIC FLOW PROBLEMS, W.D.C. SEE FIT TO GIVE SERIOUS CONSIDERATION TO PROPOSALS WHICH DO NOT ALLOW FOR NEW ACCESS WHICH WAS DEEMED NECESSARY IN ORDER TO EASE TRAFFIC CONGESTION IN 1989?

Planners drug to consider what to believe.

2) ARE W.D.C. NOT CONCERNED BY THE NUMEROUS COMPLAINTS THAT THEY HAVE RECEIVED FROM RESIDENTS REGARDING THE AGGRESSION AND HARRASSMENT WHICH THEY HAVE BEEN SUBJECTED TO BY BOVIS REPRESENTATIVES?

?

3) HAVE YOU IGNORED YOUR OWN FINDINGS (WOKINGHAM DISTRICT HOUSING UPDATE, 1996 NOTED "SITE W113 - CHATSWORTH AVE., WINNERSH - CAPACITY OF ACCESS ROAD EXCEEDED" AND "NEAR RIVER LODDON CORRIDOR".

Spl TD.

2).

FAO: HEATHER MORGAN
REF: F/2000/2181

AND WHY:

4) HAS W.D.C. FAILED TO SUPPLY RESIDENTS WITH REQUESTED INFORMATION & EVIDENCE IN REGARDS TO THE TRAFFIC SURVEY ALLEGEDLY CONDUCTED BY MR. CALLAHAN ON CHATSWORTH AVENUE IN SEPTEMBER?

ARE RESIDENTS OF CHATSWORTH AVENUE EXPECTED TO HAVE THEIR ALREADY BUSY ROAD ALTERED TO THEIR DETRIMENT IN ORDER TO COMPLY WITH BOVIS' REQUIREMENTS WHEN SURELY ANY NEW DEVELOPMENT SHOULD COMPLY TO ROAD SPEEDS/STANDARDS ALREADY IN PLACE AND CAUSE MINIMAL DISRUPTION TO EXISTING RESIDENTS OF THE AREA?

MORE INTERESTINGLY, <u>WHY</u>:

6) ARE BOVIS SO CONFIDENT THAT THEIR APPLICATION WILL BE APPROVED, HARRASSING & BRIBING RESIDENTS TO PART WITH PROPERTY, THAT WHEN THEY SOUGHT STATUTORY DECLARATIONS FROM RESIDENTS (OFFERING FINANCIAL INCENTIVES) REGARDING DISPUTED OWNERSHIP OF A SMALL PATCH OF LAND, THEY FELT COMFORTABLE ENOUGH TO STATE THAT "THE DEVELOPMENT WILL PROCEED WITH ACCESS VIA NO. 61 CHATSWORTH AVENUE, WHETHER OR NOT YOU SIGN A STATUTORY DECLARATION". ?

7) HAVE WOKINGHAM DISTRICT COUNCIL CHOSEN TO DISPLAY ALL RELEVANT PLANS AT THEIR OWN OFFICES (8:30am - 5:00pm MON. TO THURS; 8:30am - 4pm FRI) AND WOODLEY LIBRARY (9:30am - 7pm MON, THU, FRI; 9:30am - 5pm TUES; & 9:30am - 1pm SAT) WITH THE KNOWLEDGE THAT THE AVERAGE WORKING ADULT (ESPECIALLY THOSE LIKE MYSELF WHOM WORK SATURDAY MORNINGS IN ADDITION TO WEEKDAYS) WOULD NOT GET THE OPPORTUNITY TO VIEW THEM - ESPECIALLY AS THIS HAS NOT BEEN IN KEEPING WITH PREVIOUS APPLICATIONS/PLANS?

8) DID W.D.C. CHOOSE THE HEIGHT OF THE HOLIDAY SEASON TO ADVISE RESIDENTS OF A 3-WEEK PERIOD OF TIME IN WHICH TO SUBMIT COMMENTS REGARDING THE PROPOSED DEVELOPMENT (FROM 17·08·00) IN THE KNOWLEDGE THAT MANY OF THEM (SUCH AS MYSELF) WOULD BE AWAY ON HOLIDAY AND THAT THE TIME FRAME PERMITTED WOULD HAVE EXPIRED BEFORE THEY HAD A CHANCE TO SUBMIT COMMENTS?

9) HAVE W.D.C. ALLOWED ONLY 2 WEEKS (FROM 20·10·00) FOR RESIDENTS TO SUBMIT COMMENTS REGARDING PROPOSED ACCESS PLANS WHEN THEY WILL AFFECT NOT ONLY RESIDENTS OF CHATSWORTH AVENUE, BUT ALSO MUCH OF THE SURROUNDING AREA?

3)

REF: F/2000/2181

I WOULD LIKE SPECIFIC ANSWERS TO THE FOLLOWING:

1) IF IT WAS POSSIBLE TO SEND LETTERS OUT TO RESIDENTS, WHY WAS IT NOT POSSIBLE TO ALSO SEND PHOTOCOPIES OF BASIC PLANS (AT LEAST TO RESIDENTS OF CHATSWORTH AVENUE ITSELF) IF PUBLIC VIEWING WAS TO BE MADE SO DIFFICULT FOR THE AVERAGE WORKING ADULT?

2) WHY DID W.D.C. BREAK WITH CONVENTION AND MAKE IT SO DIFFICULT FOR WORKING RESIDENTS TO VIEW PLANS?

3) WHY HAS W.D.C. BROKEN CONVENTION IN ALLOWING SUCH SHORT PERIODS OF TIME FOR COMMENTS TO BE MADE BY RESIDENTS?

4) HAVE RESIDENTS OF BASLOW RD., DUNSTANS DRIVE, RAINBOW PARK, EDEN WAY, KING STREET LANE, ARBOR LANE ETC. BEEN INFORMED OF ACCESS PROPOSALS WHICH WILL UNDOUBTEDLY AFFECT THEM ALL? → No. As the scheme doesn't

I AM GIVEN TO UNDERSTAND THAT BOVIS NEGOTIATED A 2-YEAR OPTION ON #61 CHATSWORTH AVENUE WHICH IS DUE TO EXPIRE IN APRIL OF 2001, AND THAT THEY ARE PRESSURING W.D.C. TO COMPLETE THE PLANNING PROCESS AS SOON AS POSSIBLE AND THAT THEY ARE OFFERING SUBSTANTIAL 'FINANCIAL CONTRIBUTIONS FOR AMENITIES' WHICH WILL BE WITHDRAWN SHOULD THEIR APPLICATION BE REFUSED INITIALLY, BUT SUBSEQUENTLY ALLOWED ON APPEAL. GIVEN THIS INFORMATION, BOVIS' SUPREME CONFIDENCE IN THEIR PLANS AND W.D.C.'S CURIOUS CONDUCT; I BELIEVE THAT THE VAST MAJORITY OF THE POPULACE WOULD SUSPECT THAT THE PLANNING PROCESS WAS BEING SUBVERTED IN THE ABSENCE OF EVIDENCE TO THE CONTRARY.

W.D.C. HAVE A RESPONSIBILITY TO THE RESIDENTS OF THE AREA WHOM SUPPORT W.D.C. THROUGH TAXATION, AND WOULD DO WELL TO LOOK TOWARD LONG-TERM EFFECTS WHICH ANY DEVELOPMENT COULD CAUSE THEM. ADDITIONALLY, W.D.C. HAS A LEGAL RESPONSIBILITY TOWARD THE HEALTH & SAFETY OF RESIDENTS AND THEIR HOMES. THEY ALSO HAVE A RESPONSIBILITY TO RESIDENTS AND THEMSELVES TO BE 'COST EFFICIENT'. IT WOULD BE WORTH REMEMBERING THAT TODAY'S 'AMENITIES CONTRIBUTION' COULD PROVE TO BE TOTALLY

4)

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INSIGNIFICANT COMPARED TO POTENTIAL LEGAL CLAIMS MADE AGAINST W.D.C. TOMORROW. I WOULD LIKE TO MAKE THE FOLLOWING POINTS:

1) WORLDWIDE RESEARCH IN THE SCIENTIFIC COMMUNITY IS PRODUCING EVER-INCREASING EVIDENCE OF LINKS BETWEEN INCIDENCE OF CANCER, AND PROXIMITY TO POWER LINES. A BAN ON NEW HOUSES BEING BUILT NEAR POWER CABLES - OR CABLES ERECTED NEAR HOUSES, ALREADY EXISTS IN BOTH SWEDEN AND THE U.S.A.. DR. A. PREECE, ONCOLOGIST, AND PROF. D. HENSHAW - BOTH OF BRISTOL UNIVERSITY HAVE BOTH CONCLUDED THAT PEOPLE LIVING NEAR POWER LINES HAVE A 29% OR MORE RISK OF CANCER GREATER THAN THOSE LIVING MORE THAN 400m AWAY FROM SUCH LINES. WILLIAM HAGUE, ON INVESTIGATING A CLUSTER OF CANCER CASES OF PEOPLE LIVING CLOSE TO A POWER LINE IN HIS CONSTITUENCY, BRAVELY TOOK A STAND FOR THE PEOPLE IN SAYING "IN RESPECT TO CONSTRUCTION OF NEW POWER LINES, THE NATIONAL GRID SHOULD LOOK CAREFULLY AT THE NEW EVIDENCE BEFORE GOING AHEAD WITH MORE." DR. J. SWANSON, SCIENTIFIC ADVISOR TO THE NATIONAL GRID HAS STATED "WE HAVE NEVER SAID IN A CATEGORICAL WAY THAT POWER LINES ARE SAFE." DESPITE ALL THIS, THE NATIONAL GRID AND THE ELECTRICITY ASSOCIATION HAVE BOTH SAID THAT EVIDENCE DOES NOT SUPPORT SCIENTISTS CLAIMS. OF COURSE, NEITHER WOULD WISH TO AFFECT THE PROFIT-MAKING ABILITIES OF THEIR OWN COMPANIES. THE WHOLE SITUATION IS HIGHLY REMINISCENT OF THAT WHICH TOOK PLACE ONLY A FEW DECADES AGO - WHEN TOBACCO COMPANIES INSISTED THAT THEIR PRODUCT WAS NOT ADDICTIVE AND THAT THERE WAS NO EVIDENCE LINKING IT TO CANCER. ADDITIONALLY, Y. BARNES, HEAD OF RESEARCH AT CONSULTANT FPD SAVILLS HAS SAID: "PEOPLE DON'T LIKE LIVING NEAR POWER LINES. I WOULD SAY A POWER CABLE WOULD EASILY KNOCK 30% OFF THE VALUE OF A PROPERTY."

BOVIS PROPOSE TO BUILD A CHILDREN'S PLAY AREA DIRECTLY BENEATH A POWER CABLE.

1) material consideration

2) MY OWN FAMILY HAVE LIVED IN CHATSWORTH AVENUE FOR 16 YEARS. WE ARE ACQUAINTED WITH RESIDENTS WHOM HAVE LIVED HERE FOR UP TO 35 YEARS. THROUGHOUT THAT PERIOD OF

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2 (CONT.) TIME, THE WATER FROM THE FIELDS & STORM DRAINS HAVE GONE FROM BEING A SMALL TRICKLE IN A DITCH TO BEING A FAST-FLOWING STREAM FLOWING DIRECTLY INTO THE LODDON RIVER. AS PREVIOUSLY MENTIONED, YOUR OWN HOUSING UPDATE (1996) STATED THAT "SITE W113 - CHATSWORTH AVE," IS "NEAR RIVER LODDON CORRIDOR." DURING THE TIME THAT MY OWN FAMILY HAVE BEEN HERE, WE HAVE WITNESSED MANY STORMS - EVEN HURRICANES - WHICH HAVE CAUSED FLOODING OF THE LODDON, BUT UNTIL THIS PAST WEEKEND (LATE SUN. 29.10 & EARLY MON. 30.10) NONE OF US HAD EVER EXPERIENCED FLOODING IN CHATSWORTH AVE. TO THE EXTENT THAT WE WERE USING BUCKETS TO BAIL AWAY WATER FROM THE FRONT OF THE HOUSE THAT WAS ACTUALLY COMING IN FROM THE STREAM AT THE BACK. OF COURSE, WHEN W.D.C. WERE APPROACHED FOR HELP OF VARIOUS KINDS IT WAS DECLINED. WE WERE FORTUNATE TO HAVE THE FIRE SERVICES ARRIVE TO ASSIST IN TIME TO PREVENT FLOOD WATERS FROM ENTERING OUR HOME ON SUNDAY NIGHT, WE WERE NOT SO FORTUNATE EARLY MONDAY MORNING. IT SEEMS OBVIOUS THAT DEVELOPMENTS ON PREVIOUS FLOOD PLAINS AT EITHER END OF CHATSWORTH AVE., (DUNSTAN'S ESTATE, WESTBURY DEVELOPMENT) BOTH DONE WITHIN THE PAST 4 YEARS, HAVE CONTRIBUTED CONSIDERABLY TOWARD THE PROBLEM. A NEW HOUSING DEVELOPMENT CAN ONLY MAKE MATTERS WORSE - NOT ONLY WILL NATURAL DRAINAGE BE DRASTICALLY REDUCED AND FLOOD SITUATIONS WORSENED (THE WATER <u>HAS</u> TO GO SOMEWHERE) - BUT IT WILL BE THOSE CLOSEST TO THE SOURCE (THE STREAM) WHO WILL BE MOST BADLY AFFECTED, IE: RESIDENTS OF THE NEW DEVELOPMENT. IF, HOWEVER, THE WATER IS DIVERTED TOTALLY AWAY FROM THE AREA, IT COULD CREATE A RISK OF SUBSIDENCE TO EXISTING PROPERTIES. THE ULTIMATE COSTS INVOLVED IN TACKLING THESE PROBLEMS COULD PLACE A HUGE STRAIN ON W.D.C.'s BUDGET.

3) ALL PREVIOUS INVESTIGATIONS INTO DEVELOPMENT OF THIS PARTICULAR SITE HAVE CONCLUDED THAT SUCH A LARGE PROJECT COULD NOT BE UNDERTAKEN WITHOUT THE BUILDING OF A NEW ROAD ACCESS, eg - THE LONG-AWAITED WINNERSH BYPASS. BOVIS THEMSELVES AGREED THIS IN 1989. EVEN THEN, IT WAS DECIDED THAT BY THE TIME IT WAS COMPLETED, THE BYPASS WOULD NOT BE ADEQUATE FOR THE VOLUME OF TRAFFIC. MORE THAN 10 YEARS LATER, HERE WE ALL ARE - MORE VEHICLES, MORE TRAFFIC, MORE FRAYED TEMPERS AND A PLAN TO ADD ANOTHER ESTIMATED 300 VEHICLES WITHOUT ADDITIONAL ACCESS TO THE EVER-GROWING BOTTLENECKS.

6)

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AS ANYONE WHO HAS EVER TRIED TO TURN RIGHT FROM KING STREET LANE ONTO THE READING Rd., VIA THE WINNERSH CROSSROADS DURING RUSH-HOUR WILL TELL YOU, DUE TO THE PRIORITIES OF OTHER DRIVERS, YOU COULD BE CONSIDERED LUCKY IF 2 CARS MADE THAT TURN FOR EVERY CHANGE OF LIGHTS. MEANWHILE, VEHICLES WAITING TO MAKE THE SAME TURN STRETCH WELL BEYOND CHURCHILL DR. ON A DAILY BASIS - OFTEN EVEN BEYOND THE MOTORWAY BRIDGE ON KING STREET LA., YET W.D.C. ARE GIVING SERIOUS CONSIDERATION TO PROPOSALS TO WORSEN THAT SITUATION BY MAKING THE ONLY ACCESS TO THE PROPOSED DEVELOPMENT VIA CHATSWORTH AVE. THIS TRULY DEFIES ALL LOGIC. RESIDENTS ARE TOLD THAT A TRAFFIC SURVEY HAS BEEN CARRIED OUT BUT NOT WHAT TIME, DAY OF THE WEEK OR EVEN WHETHER OR NOT IT WAS DONE DURING SCHOOL HOLIDAYS - INDEED, THERE ARE NO WITNESSES OR EVIDENCE FORTHCOMING TO CONFIRM THAT THE SURVEY EVER TOOK PLACE AT ALL! HOWEVER, THE SAME MR. CALLAHAN WHO SUPPOSEDLY CONDUCTED THE SURVEY HAS REVEALED TO RESIDENTS THAT GIVEN AN AVERAGE SPEED OF 30mph, THE 'LINE OF SIGHT' AT THE JUNCTION OF THE PROPOSED DEVELOPMENT AND CHATSWORTH AVE. SHOULD BE BETWEEN 60 & 90 METRES. THE PROPOSAL DOES NOT MEET THESE REQUIREMENTS AND SO IT HAS BEEN FURTHER PROPOSED TO ALTER TRAFFIC PATTERNS ON CHATSWORTH TO MEET BOVIS' REQUIREMENTS. W.D.C. ARE GIVING THESE PROPOSALS SERIOUS CONSIDERATION, LUDICROUS AS THEY ARE, AND ARE DANGLING THEIR 'WE HAVE THE FINAL WORD' ATTITUDE OVER RESIDENTS HEADS. THANK GOODNESS THAT BOVIS DIDN'T TELL THE COUNCIL THAT THEY REQUIRED ALL CURRENT RESIDENTS TO BECOME VEGAN! IMAGINE - PAYING YOUR DISTRICT COUNCIL TO ENFORCE AN UNWANTED & POSSIBLY UNHEALTHY WAY OF LIFE UPON YOU - STILL, THAT SEEMS TO BE WHAT CURRENT RESIDENTS ARE DOING ANYWAY! AT LEAST BOVIS' PROPOSALS TO "RESTRAIN CAR USE" ARE IMAGINITIVE AND HUMOUROUS. LETS LOOK AT A FEW OF THEM: 1) INTRODUCING MORE TRAFFIC CALMING METHODS:- SO FAR, MEASURES ALREADY INTRODUCED HAVE CREATED MORE PROBLEMS THAN THEY HAVE SOLVED AND HAVE PROVED TO BE BOTH INCONVENIENT TO RESIDENTS AND EXPENSIVE IN REGARDS OF MAINTENENCE - STILL, HOW INGENIOUS, SOLVE TRAFFIC FLOW PROBLEMS BY PUTTING MORE VEHICLES ON THE ROAD, AND SLOWING DOWN TRAFFIC ALREADY AT A STANDSTILL! 2) NARROWING THE DRIVING AREA ON THE ROAD:- EVEN BETTER! THAT WAY, IF VEHICLES ARE PARKED ON BOTH SIDES OF THE ROAD, ONLY 1 VEHICLE AT A TIME WILL BE ABLE TO GET THROUGH THE GAP ON A 2-WAY STRETCH - A SUREFIRE WAY TO EASE CONGESTION! WILL BOVIS ALSO SUPPLY THE

7)

REF: F/2000/2181

ALARM CLOCKS REQUIRED TO GET US ALL UP THAT EXTRA HOUR EARLIER SO THAT WE'LL HAVE HALF A CHANCE TO GET OUT OF OUR OWN DRIVEWAYS? 3) INTRODUCE CYCLE LANES:- BRILLIANT! (ESPECIALLY CONSIDERING THAT THE ONLY CYCLISTS AROUND HERE ARE A FEW TEENAGE BOYS) LETS GET LOADS OF TRAFFIC AND FRUSTRATED MOTORISTS ON A ROAD THAT WE'VE NARROWED AND 'CALMED'... THEN INTRODUCE CYCLISTS INTO THE MAYHEM! BUT WAIT - IT WONT BE MAYHEM BECAUSE BOVIS ARE GOING TO 'ENCOURAGE' RESIDENTS TO CYCLE INSTEAD OF USING THEIR VEHICLES! ALL IS SAVED! BUT HOW ARE THEY GOING TO 'ENCOURAGE' THE MOTHER OF 3 CHILDREN TO DROP THEM OFF AT 2 DIFFERENT SCHOOLS, THEN GET INTO WORK BY CYCLE? HOW ABOUT THE COUPLE DOING THE WEEKLY SHOP? THE BUSINESSMAN FOR WHOM 'TIME IS MONEY'? THE CONSULTANT WHO CANT AFFORD TO ARRIVE FOR WORK SOAKING WET, COLD & BEDRAGGLED? COME TO THINK OF IT, WHAT ABOUT ALL THE MOTORISTS WHO AREN'T EVEN RESIDENT YET SIMPLY USE CHATSWORTH AVE AS A SHORTCUT? CAN BOVIS 'PERSUADE' THEM <u>ALL</u> TO CYCLE ON THE BUSY A329? I DONT THINK SO!! 4) ANOTHER WAY BOVIS PLANS TO "RESTRAIN CAR USE" IS TO ENCOURAGE USE OF PUBLIC TRANSPORT. I CAN ENVISAGE THE PROMOTIONAL MATERIALS & LOGO'S NOW - 'CATCH THE TRAIN... A RUSSIAN ROULETTE TYPE GAME THE WHOLE FAMILY CAN PLAY!', OF COURSE THERES THE BUSES, BUT THEY CANT COME THROUGH FLOOD AREAS - SPEAKING OF WHICH, I SHOULDNT BE SURPRISED AT THE 'CYCLE LANE' PROPOSALS GIVEN W.D.C.'S SHORTSIGHTEDNESS AT ALLOWING DEVELOPMENTS ON THE FLOODPLAINS "NEAR RIVER LODDON CORRIDOR" - PERHAPS IT WOULD BE MORE APPROPRIATE TO MARK OUT SWIMMING LANES AND ISSUE US ALL WITH 'WATER WINGS' AS A WAY OF EASING TRAFFIC CONGESTION!

ON A MORE SERIOUS NOTE, RESIDENTS ARE FULLY AWARE THAT ONE WAY OR ANOTHER, THE SITE WILL BE DEVELOPED EVENTUALLY. HOWEVER, ALTHOUGH AWARE OF THE NEED FOR EXTRA HOUSING IN THE AREA, MOST RESIDENTS ARE AGREED THAT GIVEN THE AVAILABILITY OF ALTERNATIVE SITES FOR RESIDENTIAL DWELLINGS, IT WOULD BE LUNACY TO CREATE A RESIDENTIAL AREA ON THIS SITE WHICH WILL BE OF DETRIMENT TO BOTH CURRENT, AND NEW RESIDENTS. THE SITE OF THE PROPOSED DEVELOPMENT SHOULD BE USED FOR A PROJECT WHICH WILL ALLOW CONSIDERATION BOTH TO CURRENT RESIDENTS, AND TO MOTHER NATURE. TINKERING WITH THE ENVIRONMENT HAS ALREADY BACKFIRED BADLY IN THIS AREA - I HAVE THE PHOTOS AND VIDEOTAPE EVIDENCE TO PROVE IT!

(8).

REF: F/2000/2181

INCIDENTALLY, SHOULD YOU WISH TO VIEW SAID PHOTO'S & VIDEO (UNFORTUNATELY TAKEN ON MORNING OF MON 30TH OCT WHEN WORST FLOODING HAD ALREADY SUBSIDED - I WAS TOO BUSY BAILING OUT WATER ON THE SUNDAY NIGHT TO EVEN THINK ABOUT FILMING ANYTHING!) THEN THEY WILL BE AVAILABLE FOR YOUR INSPECTION AT MY HOME ADDRESS MONDAY - SATURDAY, 10:30pm - 6:30am, 21ST DEC. 2000 TO 4TH JANUARY 2001.

I AWAIT A REPLY RATHER THAN AN ACKNOWLEDGEMENT OF RECEIPT TO THIS LETTER.

(S. EDGELEY, 02.11.00)

P.S. - COULD YOU PLEASE TELL ME WHETHER OR NOT IT IS TO BECOME OFFICIAL W.D.C. POLICY TO TACKLE RESIDENT'S PROBLEMS BY ADDING TO THEM WHILST SIMULTANEOUSLY REDUCING THE POSSIBILITY OF PRACTICAL SOLUTIONS?

8DS

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PLANNING SERVICES	HPT
POL	TLS
DC	ENF
APP	
ENVIRONMENTAL SERVICES Dept.	HM
06 NOV 2000	
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	FILE:

TO: HEATHER MORGAN
ENVIRONMENTAL SERVICES Dept.
PLANNING SERVICES,
P.O. BOX 157,
SHUTE END,
WOKINGHAM,
BERKS.,
RG 40 1WR

Mr. R. G. Daniow
8 Bathurst Rd.,
Winnersh,
Wokingham,
Berks.
RG41 5JB

Re. Application No. F/2000/2181

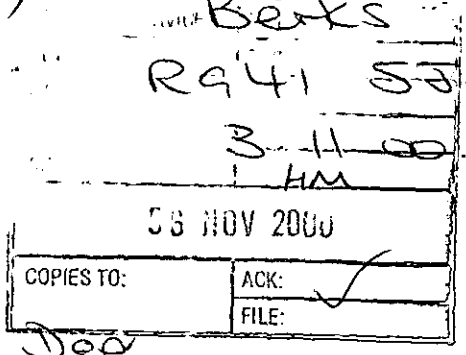
3rd Oct. 2000

Dear Heather Morgan
I am writing to you to register my concern regarding the proposed new housing development at the rear of Chatsworth Avenue.
As I am sure you are aware, over the recent past few years Winnersh has been subject to a massive increase in both, residential construction (brand new estates, and developers replacing one or two houses on a plot with several), and commercial , ie Showcase cinema, Do it all, Halfords, Sainsburys etc. the ensuing traffic increase along the Reading and adjoining roads in general, and the Winnersh crossroads in particular, is bordering on a nightmare.

The proposed plan also to make a left turn only junction at Arbor Lane into Reading Road, would prove only to exacerbate the already dire situation at the crossroads, further increasing motorist, pedestrian and,,I'm sure,residents frustration and, more worryingly, pollution levels.
In conclusion I would urge you to view this application with our already overburdened infrastructure,and the residents quality of life ,at the forefront of your considerations.
yours faithfully

Mr. R. G. Daniow

4, Reburne Close (7)
Winnersh
Berks
RG41 5JG.



F/2000/2181.
Heather Morgan.
Environmental Service Dept
Planning Services.
Dear Ms Morgan.

I am writing to express my concern over the proposed plan to include a NO RIGHT TURN OUT OF ARBOR LANE INTO READING ROAD as a result of a large new housing estate at the back of Chatsworth Ave.

Winnersh has been suffering with the increased congestion at the crossroads for many years particularly since Sainsburys was built. We have been promised a right turn out of Robin Hood Lane onto the Reading Road for a few years, by re-ordering & extending the lighting sequence on the traffic lights.

The build up of traffic on Robin Hood

copies to :-

2000/2181

Mr. J. Redwood, M.P.

Mr. J. Mitchell, Development Control Manager, W.D.C.

Mrs. D. Lomlin, Liberal leader,

Mr. T. Brown, Conservative leader.

HM

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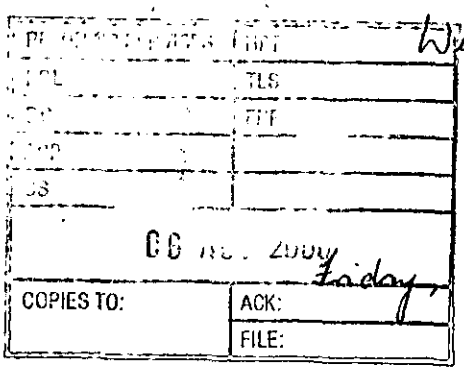
FILE:

(76)

805 59, Chatsworth Avenue,
Winnersh,
Wokingham,
BERKS. RG41 5EU.



Friday, November 3rd., 2000.

Dear Sir or Madam,

For over ten years, I and other residents of Chatsworth Avenue have been warning W.D.C. of the dangers of flooding on the Hatch Farm land, and our adjoining properties, but no one seems to take any notice.

I still have a copy of my letter written on a "comment sheet" for the London Area Local Plan, with a note that it was delivered by hand to W.D.C. on April 14th., 1989. On July 6th., 1992 in response to another planning application — No. 39637 Tesco Stores, I wrote, "The proposed "county park," which is in reality the river flood plain, will not be of much benefit to the residents of Winnersh, as it is normally water-logged or flooded all winter (as is much of the proposed development site)" - - - - -

In 1969 the Reading Road, and all the surrounding farm land, was flooded as far as what is now the Carpet Shop — in those days it was the Caravan Shop.

Each time a new planning application is filed, W.D.C. expresses great surprise at the possibility of flooding, and seems to have no idea what so ever about the drainage system in the area.

On Monday, October 30th., after a night of flooding, and pumping out by the fire brigade, I telephoned Heather Morgan (case officer for planning application F/3000/2181) in order to invite her to see for herself the situation in the area, but unfortunately she was not available. The following Thursday, November 2nd., Mrs. Morgan returned my call, and told me that the Environmental Department had found NO OBJECTIONS to the Boris development plan. Does anyone ever read our letters, or get out of a chair to see the situation on the ground?

The residents are tired of the patronising attitude of W.D.C. We are the people who pay the taxes, which fund the salaries or expenses of council employees, councillors and M.P.s. We do not like being ignored.

M.P.s are voicing opinions that developers, who build on flood plains, should pay for flood defences, and compensation to residents who suffer flood damage to their properties. In Parliament, Hilary Benn, (the Labour M.P. for Leeds Central), urged the Government to make local authorities, who build housing on flood plains, carry the burden of damage done in subsequent storms. On the T.V. Watchdog programme on November 2nd, the Environment minister Mr. Rainsford said, that, if councils disregard flooding information, residents could take legal action against their council.

The residents of Chatsworth Avenue, and other flooded areas of Winnersh heartily endorse these ideas.

Yours faithfully.

D.P. Broadmore

MRS. D.P. BROADMORE.

Recd 2.00PM 3-11-00 BDS 18 Arbor Meadows (75)

PLANNING SERVICES	TPT
POL	TLS
CC	ENF
CS	HM

06 NOV 2000

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	FILE:

Owners Watching Brief requested.

Dear Sir / Madam

Re: Planning App. No. F/2000/2181

It has recently been brought to my attention that changes are proposed to the traffic flow leaving Arbor Lane on to Reading Road at Winnersh.

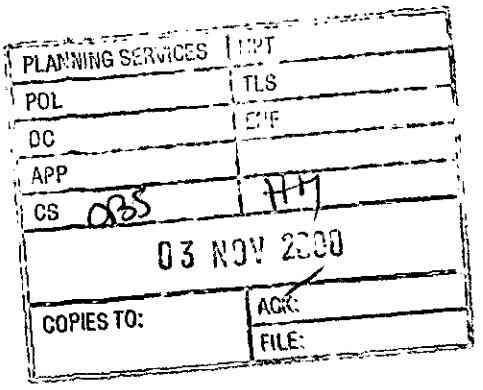
I understand it is highly likely that Arbor Lane will become a left turn in / left turn out on to Reading Road.

I strongly object to this for practical reasons.

1) By forcing all car drivers in Arbor Lane, Arbor Meadows, Bathurst Road, Melody Close, The Beeches and Kelburne Close to exit into Robin Hood Lane and pass through the crossroads to make a right turn will seriously increase the traffic congestion at Winnersh crossroads.

2) Arbor Lane will become a busier road throughout the day with drivers from the above roads using it

Heather Morgan
Environmental Services Department
Planning Services
PO Box 157
Shute End
Wokingham
Berks
RG40 1WR



Ref No.: F/2000/2181

Dear Sir/Madam

Objection to Proposed traffic changes

We are writing to object to the proposed change of traffic flow in Arbor Lane, Winnersh.

We were shocked to discover that you are proposing to make Arbor Lane a NO RIGHT HAND TURN on to the Reading Road, due to the new housing development that is to be built behind Chatsworth Avenue.

Winnersh residents have been told in the past that the traffic lights at Winnersh Cross-roads would be changed to a phased system so that traffic could turn right out of Robinhood Lane and King Street Lane on to the Reading Road. This has not happened, if it has we have not seen any difference to the traffic situation. If the Council could change the traffic light sequence then the no right hand turn would not be needed as the traffic would flow much better.

The residents of Arbor Lane and Bathurst Road have recently filled in questionnaires asking what they would like to happen to Arbor Lane to stop the "rat running " that is happening in the Lane and a No Right Hand Turn certainly was NOT top of our list. The proposed solution by the residents was humps and or a pavement.

Not many residents have a high objection to people using the road to drop off their children safely at the primary and secondary schools, but again if the traffic flow was changed then people would eventually realise that it would be just as quick to wait for the lights to change then sit in the long queue in Arbor Lane waiting to turn right.

As a lot of people in Winnersh work in Reading including both my husband and I, we would be the people this MAD scheme would hurt not the people bringing children to school who live away from Winnersh.

We hope that the local government, that we the residents of Winnersh elected, vote this MAD idea out and find a realistic solution to solving the traffic problems in Winnersh since Sainsburys was built.

Thank you for taking the time to read this letter and we hope the Council will not be bullied by the developers this time and take the thoughts and feelings of the local residents into consideration.

Yours faithfully

Stennant

Mr and Mrs Tennant

7 Bathurst Road
Winnersh

6 Greenacres Ave
Winnersh
Berks
RG40 5SX

OBS HM
Ref. Application No. F/2000/2181 31/10/00
CS
Dear Mr Morgan
COPIES TO: ACK: FILE:

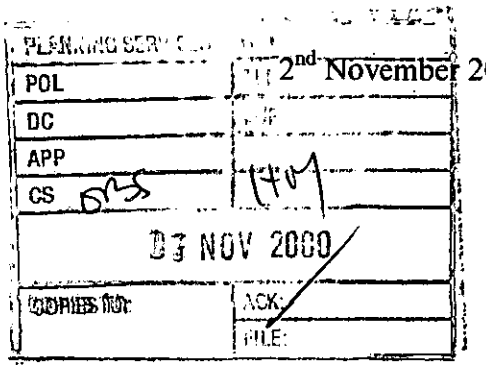
My husband and I strongly object to the proposals by the developers to open up Greenacres Avenue as a thoroughfare from the new estate to the Reading Road.

Yours sincerely

S. J. Foster D. P. Foster

S. J. FOSTER

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



2nd November 2000

Dear Madam

F/2000/2181 – PROPOSED HOUSING ESTATE, CHATSWORTH AVENUE

We object to the developers plans and proposals to open up Greenacres Avenue as a thoroughfare from the new development to the Reading Road.

Greenacres Avenue is a small winding road with barely enough room for two cars to pass in opposite directions. There are many resident and daylight visting vehicles road parked making an increased volume of traffic worse.

The current residents of Greenacres Avenue and Lincoln Close have enough problems of their own exiting onto the Reading Road, with particular emphasis turning right.
To put it simply Greenacres is too small too cope with the extra traffic, let alone the increased danger to the many young children living here.

Winnersh is already a building site with enough inconveniences. If there are to be more developments then they should fall in with the existing environment and not permanently disrupt the long suffering residents lives.

Yours faithfully

K & A Wright

Mr K & Mrs. A Wright
7 Lincoln Close, Winnersh

DAVID HUNT

5 Greenacres Avenue, Winnersh, WOKINGHAM, Berks, RG41 5SX
Telephone 0118 9792208 Fax 0797009137
Email davidhunt@poplargreen.freeserve.co.uk

PLANNING SERVICES RECD 0055 1 NOV 2000 COPIES TO: HEAD TLS EHF ACK: FILE:

Wokingham District Council
Environmental Services Department (Planning Services)
PO Box 157
Shute End
WOKINGHAM
RG40 1WR

1st November 2000

Dear Sirs,

COMMENT ON PLANNING APPLICATION F/2000/2181
(PROPOSED NEW HOUSING TO THE REAR OF CHATSWORTH AVENUE WINNERSH)

As long term residents of Greenacres Avenue, my wife and I are extremely concerned that this proposed new housing development may result in Greenacres Avenue becoming a major access route between the new estate and the Reading Road.

With the current number of houses in Greenacres Avenue and Lincoln Close, it is already difficulty for traffic to leave Greenacres Avenue and join the Reading Road; particularly for traffic that needs to turn right to travel towards Wokingham. If a significant number of additional cars have to use this route, it will result in long tail backs of cars down Greenacres Avenue with noise and pollution.

There is an increasing risk of accidents as cars attempt to find gaps in the traffic; particularly with the cycle path along the Reading Road. The proposal to re-phase the Winnersh cross roads traffic lights would reduce the number of gaps in the traffic flow on the Reading Road in the direction of Reading and thereby accentuate the problem.

At more quiet times during the daytime and at weekends the speed of many vehicles in Greenacres Avenue already poses a real risk to children and, with more vehicles using the Greenacres Avenue, this would undoubtedly increase. This would significantly reduce the tranquillity and spoil the character of the Avenue with the consequential effects on property values.

The appalling state of the drainage system and pumping station serving Greenacres Avenue results in the road flooding after heavy rain with access problems for residents. Vehicles passing through the flooded areas cause waves, which reach some properties. The additional houses will increase the foul and rain water to be carried by an already overloaded system and increase the risk of flooding or damage.

My wife and I wish to register our opposition to any connection between Greenacres Avenue or Lincoln Close that would result in vehicle or foot traffic from the proposed development using Greenacres Avenue to gain access to the Reading Road. We consider that, if the development is unavoidable, the developers should be required to fund a road to Lower Early Way along the line of the proposed Winnersh Bypass.

We would be grateful if you could acknowledge receipt of this letter.

Yours faithfully,

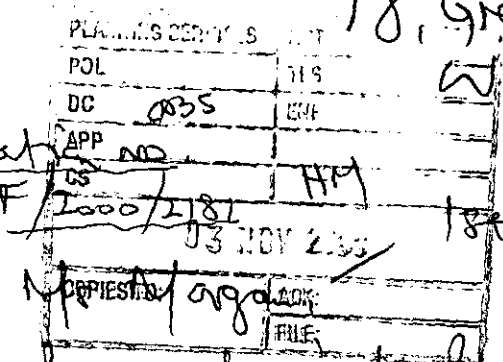
David Hunt

Inge M Hunt

18, Greenacres Avenue
Winnersh
Wokingham.

Application No. F/2000/2181

1st Nov. 2000



Dear Mr. Priestley,

I have only just learned of the proposed development at the rear of Chatsworth Avenue including access to Reading Road via Greenacres Avenue.

This came as a tremendous shock. We originally chose to buy our property in a cul-de-sac where it was quieter and safer for children with reduced traffic volumes.

However, more importantly, I can not contemplate how the Reading Road can take even more volume of vehicles when it is already overloaded. Even as we are, it is currently difficult to get out onto the

(69)

500 Reading Road
Winnersh
RG41 5EX

0855 AM

2nd November 2000

OBJECTION
FILE:

Heather Morgan
Planning Services
Wokingham District Council

Dear Ms Morgan

I am writing to you in reply to planning application number F/2000/2181, 170 Dwellings on Land At Chatsworth Avenue, Winnersh Wokingham.

I do not have any comment concerning the development. I am however concerned at the extra traffic that will be created by the new houses.

From looking at the plans the traffic from the site seems to be channelled along Chatsworth Avenue, Baslow Road and on to Reading Road. I am concerned this will cause large queues of traffic waiting at Baslow Road to turn in either direction on to Reading Road. Firstly the junction there is almost impossible to turn right out of at the moment due to the volume of traffic on Reading Road. This will cause further queues on Baslow Road.

Secondly, I currently find it very difficult to join Reading Road in either direction from my house. This situation can only get worse if more cars are joining Reading Road from Baslow Road just before my house.

I am also against further plans to change the junction at Baslow Road, Arbor Lane and Reading Road. I believe changing the junction to be traffic lights or roundabouts will cause large queues of traffic on Reading Road. These queues will be greatest at rush hour times. The queues will stretch back past the Londis local store where many children cross the road to get to the store and cars are constantly parked at the side of the road while the occupants go into the store.

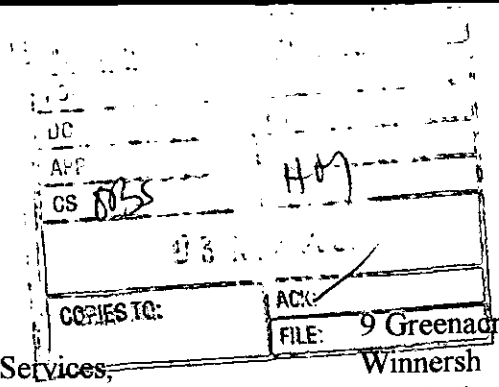
Traffic lights or a roundabout will make it very difficult for me, and all the other residents Reading Road residents in the vicinity of the junction, to pull out of our houses on to Reading Road especially during the rush hour periods.

I therefore ask that you recommend the above planning application is rejected.

I look forward to receiving your comments and decision.

Yours sincerely

Aidan Robinson



Heather Morgan
Environmental Services Dept, Planning Services,
P.O.Box 157
Council Offices
Shute End
Wokingham
Berks RG40 1WR

9 Greenacres Avenue
Winnersh
Wokingham
Berkshire RG41 5SX

1st November 2000

Dear Madam,

RE: Planning Application number F/2000/2181

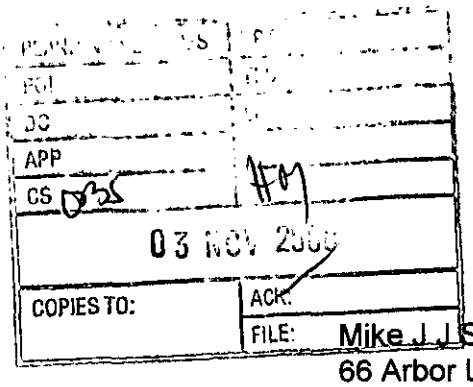
I read with some concern that the above planning application seeks to convert Greenacres Avenue into a through road. Many of the families in this road have young children and moved here specifically because it was a safe environment in which to bring up young children. I have seen a child killed by a car on a housing estate and consider it irresponsible of planners to build any housing estate with a through road. The life of just one child is too high a price to pay!

If there must be better access to the Reading Road I would have thought putting traffic lights at the cross roads of Arbor Lane, Baslow Road and the Reading Road would be more appropriate. Turning right on any of these junctions is highly dangerous and would benefit greatly by being managed. There is also a shop used by many of the community at this junction that would be much safer to access with a pelican crossing integrated with traffic lights.

Yours faithfully

Tim Howling

(67)



Ms Heather Morgan
Environmental Services Dept
Wokingham District Council
PO Box 157, Shute End
Wokingham
RG40 1WR

F/2000/2181

Mike J J Smith
66 Arbor Lane
Winnersh
RG41 5JD

01183774555
30October 2000

Dear Ms Morgan,

NO RIGHT TURN ARBOR LANE/A329

I have just received an anonymous note deprecating the above change and urging me to write to you and complain.

Far from complaining, should this change be possible, then I and many other Arbor Lane residents would welcome it.

Anything else that will reduce traffic levels and deter dangerous driving will also be welcomed, in spite of any inconvenience that such 'improvements' might cause.

Yours sincerely

M J J Smith

Copy:

Mr. M, Moon.
Head of Engineering Services
Wokingham District Council
PO Box 150
Shute End,
Wokingham,
Berks. RG40 1WQ

(66)

REF.: HEATHER MORGAN
NO.: F/2000/2181

03 MAY
COPIES TO: ACK:
FILE:

Mrs. A.F.M. FRANC
54, CHATSWORTH AVE.
WINNERSH, WOKINGHAM
BERKS., RG41 5EU
31 October 2000

Dear Mr. Morgan,

these Traffic plans instigated by Bovis and investigated by the Wokingham District Council, to accommodate extra Traffic into Reading Rd. via Chatsworth Ave., is not impressive. One has the feeling of a forgone conclusion, that the whole building project will go ahead.
By Bovis finding a property at 63. Chatsworth Ave. to be demolished and therefore build a new road to gain access to Chatsworth Ave., they seem to be in charge of everything and everyone.
There is a question of ownership of plots of land within and without this mentioned property! Has it been resolved?

Surely the Councillors must be aware that over years, the Bovisgroup has been trying hard to put their ideas into practice. Their planning has been always rejected, as a bypass should be build and overhead powercables should be buried.

The whole situation of <u>all</u> the objections at those times still exist, accept that the powercable issue has come even more into the foreground with its outfall of IONS which should be addressed urgently and not be deemed safe. So many warnings in connection with cancerous growth are being given and investigated.

To narrow Chatsworth Ave. to install cycle lanes is of no help. Parking will be virtually impossible for visitors and service firms etc. cycle lanes do not serve the interests of commuters. They have to travel further afield. They are only good for everyday errands: postman, rides to accessible schools for older pupils and relaxation + enjoyment.

Commuters would not leave their bykes at the station, come back at night and find them stolen? - And where would they leave their protective clothing + headgear? Take those with them to their place of work? Or will there be changing sheds erected with lockers? What a time wasting exercise! - So much for wishful thinking!

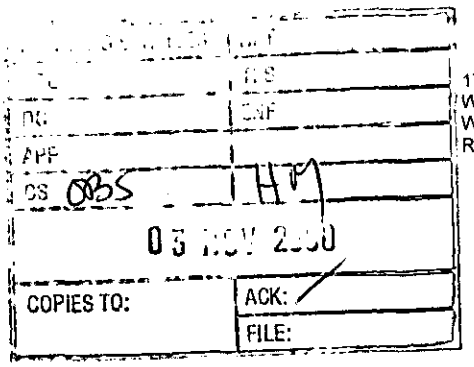
I am completely opposed against these plans.

Sincerely

M. Franc

65

17 Lincoln Close
Winnersh
Wokingham
RG41 5SZ



30 October 2000

Heather Morgan
Environmental Services Dept
Planning Services
PO Box 157
Shute End
WOKINGHAM
RG40 1WR

Dear Ms Morgan:

Application Number: F/2000/2181

We have recently become aware of the above referenced plans that will change the traffic flow through Greenacres Avenue to allow access to a new housing development planned at the back of Chatsworth Avenue.

We are writing to strongly protest and oppose this proposal, as this will:

- Greatly decrease the quality of life in the Greenacres area.
- Increase the danger to the children living in this area due to the increase in traffic.

In addition, there is already adequate access to Chatsworth Avenue via Baslow Road.

We object to this plan and any proposals that will change the flow of traffic through the Greenacres area. We firmly recommend that this plan is refused.

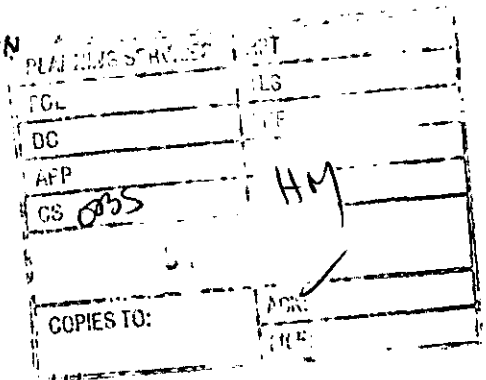
Yours sincerely,

Abdul Rauf and Sohail Majeed

(64)

REF. HEATHER MORGAN

No.: F / 2000 / 2181



Mr. E. (EDMUND) FRANC
54, CHATSWORTH AVE.,
WINNERSH, WOKINGHAM
BERKS., RG 41 5EU
31. October 2000

Dear Ms. Morgan,

I am completely opposed to the revised plans to the transport considerations, relating to the proposed housing development at the side of Chatsworth Ave. - round Abouts, traffic lights, no Right Turns, will not make the flow of traffic make smoother. So many vehicles, generated from the new housing sites, all would be exit at the same time! Bicycles lanes will not relieve this pressure.

The new road from Bovis new development, coming in onto Chatsworth Ave. will bring disruption to our way of life, as we are living right opposite this opening. It encroaches into our privacy and safety.

Lights from oncoming traffic will invade trough our wall of glass (picture window) into our living room.

Serfety in the front garden will be minimalised, as the lay out of this Rd. is open planned, no firm boundaries being allowed towards the road, as laid down in the Deeds. It would only be a matter of time, before an out of control vehicle will be landing on our lawn. - We have enough exsperience of this happening from London, before we escaped to Winnersh. Half a brickwall + a 6FT wooden fence + an over 6FT Privet hedge did not deter a car from landing into our garden! At least its momentum was broken, but here, it would come in with full force.

and someone might be unfortunately be in its way.

My wife is handicapped, gardening on her knees crawling. WHAT CHANCE WOULD SHE HAVE?

I leave this to your imagination!

Sincerely

E. Grace

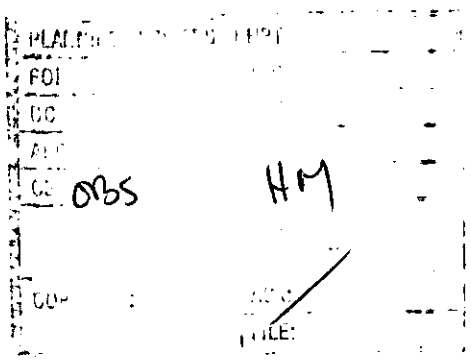
(63)

Environmental Services Dept, Planning Services,

PO BOX 157
Shute End,
Wokingam
Berks
RG40 1WR

Ref: F/2000/2181

Att: Heather Morgan



Mr Thompson & J. Reid

7 Arbor Lane
Winnersh
Wokingham
RG41 5HY
31/10/00

Dear Madam,

I have become aware of a new housing development planned at the back of Chatsworth Avenue.
This will generate a large volume of traffic to a very busy road and what do they suggest to combat this! Stop Arbor lane turning right, now why should we be affected by this ever demanding requirement for house's in the area this will mean myself & partner will have to the other end of Arbor lane and join the long queue at the traffic light at Robin Hood rd this will put at least 20 min on my journey time,

We have lived in Arbor lane for many years there have been plans to put speed humps down because to the constantly supply of people cutting through Arbor lane but lack of funding prevented this but where asked about making Arbor lane one way which we opposed, does this not account for anything!.

The only alternative I could suggest is to make the Reading Road a 30-mile limit in certain areas This will reduce congestion, and will also favour young families living directly on the Reading Road.
This alternative will push car owners back onto the motorway instead of using the reading road as an easy option.

We bought our home because of its location and easy access to the motorway.
I feel very angry how this has been handle we should not be neglected if they need to build theses house it shouldn't be at our expense
They should look into alternative methods of solving the problem or look else where to developed

Winnersh is a small town and should stay that way.
Winnersh has not got the resources, or big enough roads to endure the extra traffic I can't stress enough how important it is to turn down this application, or find another solution that will meet all our needs.

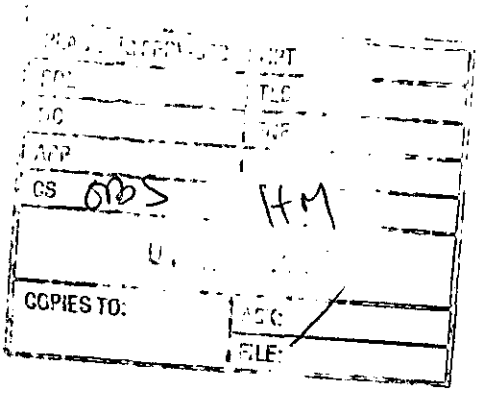
I hope my letter will be acted upon.

Yours faithfully
Miss j. Reid & P.Thompson.

J Thompson

(62)

Heather Morgan,
Environmental Services (Planning Dept.)
Wokingham D.C.



From:

Paul Goddard
Kelburne Cottage
85 Arbor Lane
Winnersh, RG41 5JE

Reference F/2000/2181

Dear Ms. Morgan,

I have lived at my cottage in Arbor Lane for 23 years and I am horrified at the way developments have been shoe-horned in all over the Parish. I am aware of the need for housing in the South of England but this particular proposal at Chatsworth Avenue has been brought to my attention for the way it potentially affects traffic flow.

The traffic chaos caused by the Sainsbury Store at Winnersh Crossroads means that it can take Arbor Lane residents 20 minutes to get on to Reading Road at the junction with Arbor Lane effectively adding that time to journeys in the morning. Traffic in Robin Hood Lane often reaches Arbor Lane as it waits to turn right at the Winnersh Crossroad and as only 3 cars can turn at any one phase I can understand why people take a "short-cut" along Arbor Lane.

One suggestion is that traffic should not be allowed to turn right onto the Reading Road from Arbor Lane and that would make the situation for residents of Arbor Lane, Melody Close, Kelburne Close, Bathurst Road, and all the bits of local housing recently added untenable.

Many developments are refused or scaled down because of the inability to get suitable access and if this one is going to significantly affect traffic flow it should be refused. It clearly needs access onto the Reading Road at its Westerly end as well as at the Chatsworth Road end and without that access to the west of Arbor Lane this proposal should be rejected.

It is also relevant in light of the recent floods to consider whether any development in this area is desirable as the hard surface water run off has had such a serious effect.

I can be contacted on 07966 490732 should you wish to speak to me but in the meantime I hope you consider these views as widely typical when you consider this application.

Yours sincerely

Paul Goddard

Paul Goddard
1/11/2000

(61)

OBS HM

ACK:
FILE:

MRS SUE WAGER
3 ARBOR LANE, WINNERSH, WOKINGHAM
BERKSHIRE, RG41 5HY

TELEPHONE: 0118 9784983.MOBILE: 07881 916462

31st October 2000

APPLICATION NO: F/2000/2181

Heather Morgan
Environmental Services Dept.
Shute End
Wokingham
Berks
RG40 1WR

Dear Heather

RE: PROPOSED TRAFFIC CHANGES TO WINNERSH

We have lived in Arbor Lane for over fifteen years and have seen the quiet lane gradually turned into a "Rat Run" by over development of the area. There have been many plans to deal with the general traffic problems along with the growing problem in Arbor Lane. However, none have yet been implicated and to have no right turn out of Arbor Lane would not cure the general traffic problems or that of Arbor Lane but just inconvenience the long suffering residents by making their journeys more difficult.

We believe that if Chatsworth Avenue should not be developed any further unless proper plans are made to help with the extra volume of traffic expected to be generated, such as building the new road, which was promised years ago to take a lot of the traffic off the Reading Road. Another help would be if the traffic lights at Winnersh were to be changed to four way lights thus alleviating some of the queues in Robin Hood Lane by enabling vehicles to turn right towards Reading or alternatively changing the lights to a roundabout.

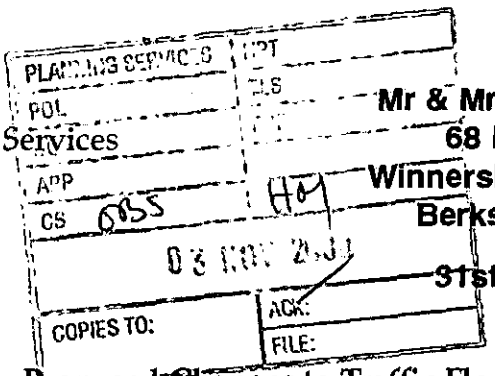
We do not think that any traffic problems will be solved by having no right turn out of Arbor Lane, however the "Rat Run", through Arbor Lane could be stopped by closing the Lane at the bridge.

Yours sincerely

Sue Wager (Mrs)

(60)

Attn. Ms Heather Morgan
Environmental Services Dept. Planning Services
PO Box 157, Shute End,
Wokingham, Berks
RG40 1WR



Mr & Mrs D J Collison.
68 Bathurst Road,
Winnersh, Wokingham,
Berkshire RG41 5JF

31st. October 2000

Ref. Application Number F/2000/2181 - Proposed Changes to Traffic Flow in Winnersh

Dear Sirs

My family have been resident in Bathurst Road for twenty years, in which time we have seen a gradual yet significant increase in housing and associated traffic in the area, from Lower Early to the backland developments which have cropped up along the Reading Rd.

Arbor Lane was once the only left hand turning between Loddon Bridge and the Winnersh Cross Roads, now it is only one of several. The residents of Bathurst Road and Arbor Lane have always used the Reading Road exit to reach the Loddon Bridge Roundabout and all points beyond to the Motor Ways. The new proposed restriction to residents of no Right Hand Turn into the Reading Road is a direct affront to those of us who will be affected by this needless change to traffic flow.

It has long been the intention of the Local Council to create a traffic calming situation in Arbor Lane to prevent it being used as a rat-run for drivers avoiding the sluggish progress of the Winnersh Triangle Junction, made all the more congested by the poor planning of the outlet from Sainsbury's.

Now as we see it, the plan is to create even greater congestion by redirecting all traffic towards the Winnersh Cross Roads, some in the opposite direction to which it wishes to travel, apart that is from the residents of the proposed new 'Flood Plane' housing.

Rather than prevent the Right Turn of traffic coming into the Reading Road from Arbor Lane, a more sensible and acceptable method of control would be a set of traffic lights at the junction which would ensure a regulated flow of traffic, safely and far more acceptably than current plans suggest. This would also act as a traffic calming device to help control non residents in their quest to beat the hold-ups created elsware.

The outlet for the New comers might also be redirected to the par-built access road between Do-It-All and Halfords to prevent massive conjestion building up too soon after the Winnersh Cross Roads junction.

Perhaps a more intelligent approach would be to avoid building on the 'Loddon Flood Plane' in the first place.

Your's faithfully

D.J. Collison
Resident, Objector and Council Tax Payer

(59)

67 Bathurst Road Winnersh Wokingham Berkshire RG41 5JF
TEL : 0118-979 3451 E-MAIL : THEOLDJB@AOL.COM

POL	TLS
DC	ENF
APP	
CS 8035	HP
03 NOV 2000	
COPIES TO:	ACK:
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Planning Services
Environmental Services Department
PO Box 157
Shute End
Wokingham RG40 1WR

2nd November 2000

Dear Sirs,

PLANNING APPLICATION No F/2000/2181

I would like to register an objection against one aspect of the above planning application, namely the creation of a "No Right Turn" out of Arbor Lane into Reading Road.

I am directly affected by this, as I use this route once or twice a day, sometimes more. It is never a straightforward turn, but believe it or not, it is easier during the rush hour when traffic speeds are low than outside this time when speeds are much higher despite the speed cameras (which never seem to have any film in them !).

One alternative is turn right out of Bathurst Road along Arbor Lane, then right again into Robin Hood Lane, queue for ages at the traffic lights at Winnersh crossroads, and then turn right into Reading Road - more time, more mileage, more queuing leading to more pollution. This is not a satisfactory alternative from any point of view.

The second alternative, which is a real pain but one which I am sure many Bathurst Road residents will carry out, is to turn left out of Arbor Lane into Reading Road, immediately right into Baslow Road and then do a three-point turn to come back on to the Reading Road. I am sure nobody wants this to happen, least of all the planning committee, but that will be the effect of your proposed actions.

As I see it, the planning committee has two realistic options if it wants to retain the goodwill of Bathurst Road residents :-

A) Leave the right turn in place from Arbor Lane into Reading Road. As I said, it is not easy, but it gets easier if there is more traffic along Reading Road.

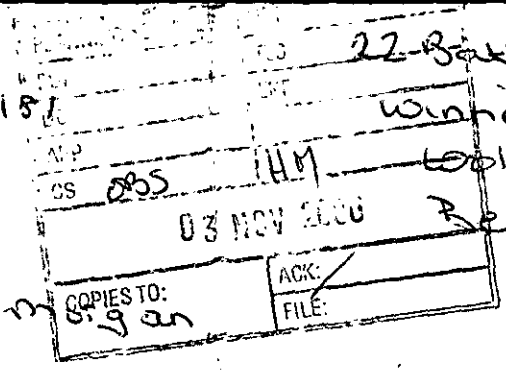
B) Create a double mini-roundabout on the Reading Road, one at the Arbor Lane junction and one at the Baslow Road junction. There is plenty of room to do this as the junction verges are quite large at these points. This would also have the added benefit of decreasing traffic speeds in Reading Road from both directions - which the speed cameras have not been able to do.

The council will never be able to eliminate traffic accidents, but those that happen at low speeds are less injurious than those at higher speeds. This is an opportunity to reduce speeds on the Reading Road, and I commend this course of action to the Planning Committee. You might save a life.

Yours faithfully,

J R H Bates

Application no
T/2000/215



Dear Mrs M[illegible]

approximately a year ago we were proposed changes to Arbor Lane. They wanted to put barriers up under the railway bridge to make Arbor Lane safer for walkers, as there we no pavements. Now they want us all to use Arbor Lane!!

Some mornings it can take up to 5 minutes to cross Robin Hood Lane (by foot) and now they're proposing to put more traffic on this road. The traffic lights are going to get so congested. Surely it's easier to let people turn Right in to Reading. I feel people will only turn left on to the Reading Road, to then turn Right in to Barlow, to then turn Left in to Reading. Surely this is dangerous.

Yours faithfully

Mrs T J Hamer

CS 6BJ	HM
03 NOV 2000	
COPIES TO:	ACK: / FILE:

Mrs D S Woodcraft
18 Bathurst Rd.
Linnerish
RG41 5JB
02/11/00.

(52)

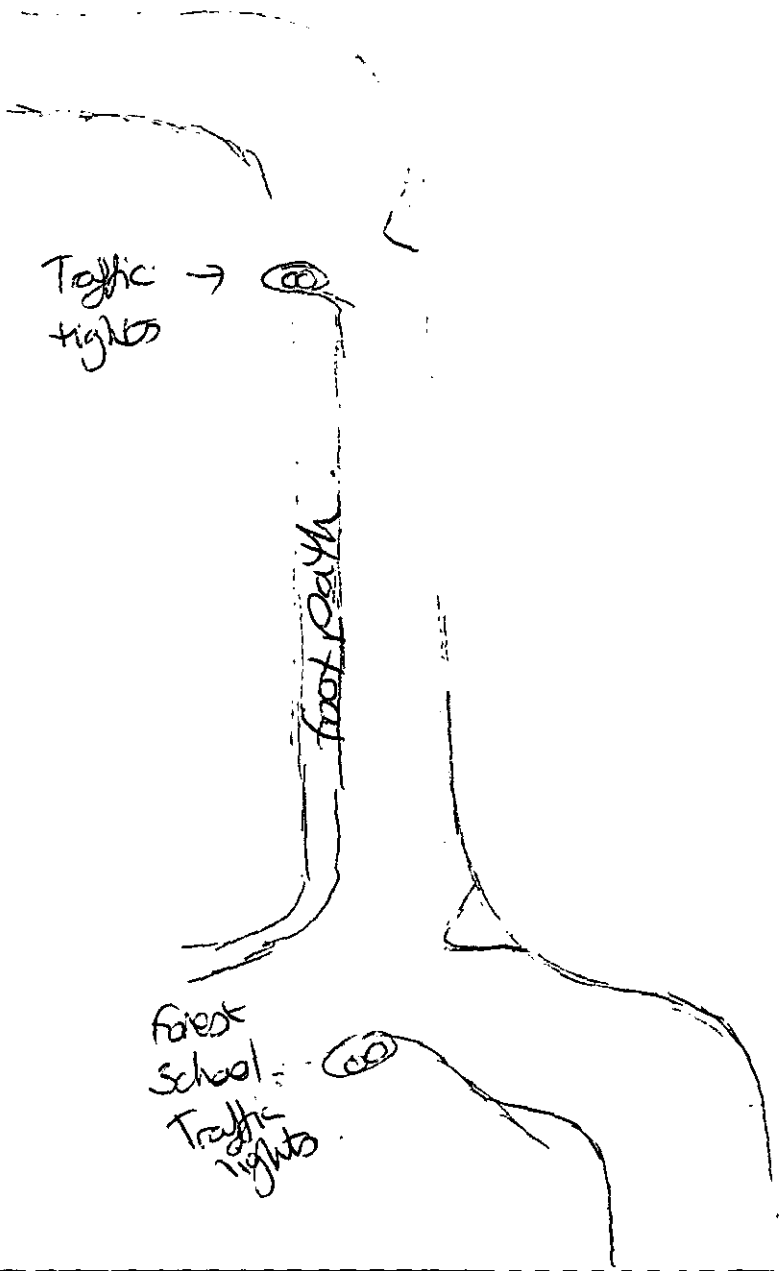
Dear Heather Morgan, F/2000/2181

I strongly object to the new proposals to stop residents of arbor lane, arbor meadow & Bathurst Rd turning right at the reading road exit. ~~[illegible]~~

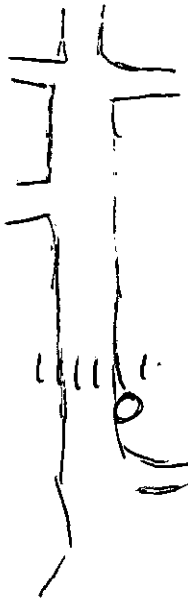
I feel that if a way of restricting the through traffic cant be found with out disrupting our lives as radically as this then perhaps the highways commission are in the wrong job.

there ~~are~~ are other ways of restricting traffic -

a)



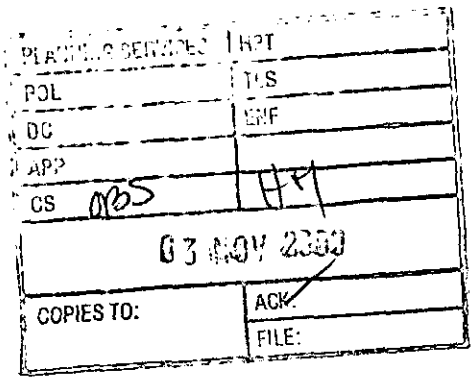
I also think that a pedestrian crossing would be an idea unless ya wanta childs Bloods on your hands to cross the Robin hood lane.



With the addional traffic Passing down this already busy Stretch Between the two schools its only a matter of time.

Yours Sincerely

Debbie Woodcraft.



45 Bluebell Meadow
Winnersh
Wokingham
Berks.
RG41 5UW

Tel: 0118 989 4139

3 November, 2000

C.c: Mr T Callaghan

Dear Ms Morgan,

Re: F 2000/2181 Land at Chatsworth Avenue, Report on Transport Considerations

I read this report with great interest and I have a number of observations to make, both on what is in it, and on what isn't in it but should be. I hope you will take my thoughts into consideration. I am copying this letter to Tom Callaghan so that Highway Development are also aware of my views.

1. The proposed development of 170 houses will cause extra traffic on King Street Lane. The developer-commissioned report tries to suggest this will be minimal. As a local member I feel I should point out that King Street Lane is already severely congested at morning peak for traffic heading towards the cross-roads. Traffic normally queues past the M4 motorway bridge and not infrequently up to the mini-roundabout at the Bearwood Road junction. Vehicles turning right from King Street Lane at the Winnersh cross-roads towards Wokingham have the utmost difficulty in getting through the traffic lights at the moment. This is true at most times of the day. I presented a petition to the Council on this subject earlier this year. Any extra traffic movements requiring a right turn from King Street Lane at the cross-roads should not be contemplated unless changes can be made to the cross-roads junction to facilitate such movements. I would anticipate that a developer contribution would be required to fund any such changes.
2. The proposals in the Report include changes to the junction of Arbor Lane and Reading Road which would prevent right turns out of Arbor Lane. WDC needs to take into consideration the fact that removing the ability to turn right out of Arbor Lane will drive yet more traffic through the cross-roads via Robin Hood Lane. Traffic turning right out of Robin Hood Lane at the cross-roads suffers in a similar way to the traffic turning right out of King Street Lane. In this case the additional volume of traffic being forced through the right turn at the cross-roads is considerably greater than that being added via King Street Lane. At peak times Arbor Lane is a vital safety valve for Robin Hood Lane.
3. As for the proposal to ban right turns into Arbor Lane from Reading Road, this will cause other problems. Traffic coming from Wokingham will have two choices. Firstly, it could turn right at the traffic lights and travel down Robin Hood Lane to reach the other end of Arbor Lane. Robin Hood Lane is already congested in that direction particularly at the start and end of the Forest School day. The other choice for right turning traffic would be to continue all the way down to the Loddon Bridge roundabout and then turn back towards Winnersh, so enabling a left turn into Arbor Lane. Large lorries, such as removal vans, would be forced to use this route if they needed to reach houses in Bathurst Road or the Reading Road end of Arbor Lane because of the low railway bridge in Arbor Lane itself. Both these choices will add to the length of people's journeys.
4. Consideration also needs to be given to the fact that traffic from Arborfield and Barkham uses the Churchill Drive/Baslow Road route to reach Arbor Lane. This would be stopped by the developer's proposals, driving yet more traffic through the cross-roads.
5. With regard to Arbor Lane, I would like to point out the need to balance residents' access to their own road (there are more than 200 houses affected) with the need to curb speeding rat-runners. I

do not know whether you are aware that the Highways sub-committee approved the principle of traffic-calming for Arbor Lane at its July meeting, though no detailed scheme has yet been drawn up. I believe the current intention is to link such a scheme to measures suggested under the Safer Routes to Schools banner for Forest School. I know that some residents are likely to be in favour of a left turn only out of Arbor Lane because it will cut down on the amount of traffic in the road, and others are vehemently opposed. Any measures which affect this road must be properly consulted on before they are implemented. My own belief is that it is necessary to keep Arbor Lane open as it is now for the sake of the cross-roads and for the significant numbers of residents who wish to turn right towards Reading without having to drive round three and half sides of a square via the Winnersh cross-roads. However, I am also very keen to pursue traffic-calming measures for the safety of residents and school pupils (there is an entrance to Forest school off Arbor Lane; boys also have to use Arbor Lane to reach part of the playing fields). If the proposed development affects traffic movements in Arbor Lane, as it appears it will do from this report, then funding for traffic calming in Arbor Lane should be included. Moreover, I note that the developers themselves suggest that some form of Safer Routes funding may be appropriate. Forest School is one of the schools which one might expect to take pupils from the proposed houses and thus a traffic scheme in Arbor Lane would fall within this Safer Routes' heading.

6. Children from the proposed development would also be attending local primary schools. Leaving aside the fact that as far as I am aware both Winnersh Primary and Bearwood schools are full (educational provision is not the subject of this letter), the nearer school of the two is Bearwood Primary. There is an issue to do with Safer Routes to Schools connected to Bearwood which is also directly affected by the Bovis proposals. As a result of the new houses more children will be walking to school by using Dunstans Drive and Churchill Drive. From the Dunstans Drive junction as far as Russell Way there is footway only on one side of the road along Churchill Drive, on the opposite side of the road to Dunstans Drive itself. Therefore at the moment in order to walk on the pavement children have to cross Churchill Drive on a blind bend. Asking Bovis to fund the provision of a footway between Dunstans Drive and Russell Way would seem a very sensible idea.
7. There is also a transport related issue actually at the Bearwood Primary School site. Extra children at the school means extra journeys. Some of these journeys will be made by car. Parking at the school is already extremely difficult. More vehicles will make the situation in Bearwood Road worse. It would be possible to look at creating a proper car park and turning area within the school grounds. This would require extra land to be purchased. I believe that the cost and feasibility of doing this should be investigated and an appropriate contribution from the developer should be sought towards the cost of such a car park. I should add that I have not discussed this suggestion with the school, and that proper consultation with the school should take place before any decisions are made.

These are the main things I wanted to raise with regard to this Report. Please do not hesitate to contact me if you wish to discuss any of the points I have raised in this letter.

Yours sincerely,

P. Bray

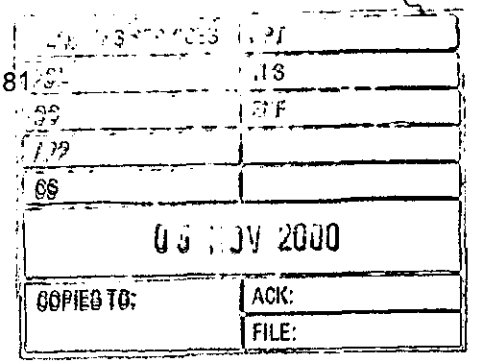
Prue Bray
Member for Winnersh

Please book in

55

Heather Morgan

From: Pauline Davis
Sent: 31 October 2000 09:46
To: Heather Morgan
Subject: FW: Attn; Heather Morgan - re planning app 2181



NO ADDRESS

Heather,
The attached e-mail was sent to the corporate e-mail address.

Pauline Davis
Information Manager
Wokingham District Council
e-mail: pauline.davis@wokingham.gov.uk
web: www.wokingham.gov.uk

-----Original Message-----
From: BarryChandler [SMTP:barryc@digitalmail.com]
Sent: Monday, October 30, 2000 11:03 PM
To: wokinghamdc@wokingham.gov.uk
Subject: Attn; Heather Morgan - re planning app 2181

Re: Planning Application F/2000/2181 & Arbor Lane Traffic calming

After an anonymous leaflet drop this weekend, I called into the Council Offices today to check the rumours and read the planning application.

Firstly, I have been waiting to see for a while what has happened to the traffic calming scheme for Arbor Lane which BOTH prospective councillors parties, prior to this years council elections, claimed to be their 'achievement' but which has now gone rather quiet/failed to happen/been shelved: What is Happening ?

Secondly, my objections to parts of the above planning application are:

a) the whole area (Winnersh-Wokingham Rd.) is traffic saturated in morning rush hours - and can often be very unpleasant on a Saturday. The area cannot cope with more houses without major road building - though

b) I agree with modern public policy that building more roads is no solution to peak time congestion.

c) Therefore the only solution is build NO houses.

Thirdly, on a personal note, any proposal including a NO Right turn out of Arbor Lane onto the Reading Road is unacceptable to me as a resident of Arbor Lane. It is crazy to penalise the residents for 23hrs a day when the rat-runners want it for only 1hr a day.

I suggest the correct solution for Arbor Lane is significant traffic calming - put it back to single track with passing places like it was 15 yrs ago, and a 20mph limit - (costs motorists at most 20-40 seconds in off-peak and nothing at peak time - but will feel so much safer for pedestrians ALL the time). Mini Roundabouts for both Baslow and Arbor Lane on the Reading Road will probably work ok - the Reading Road is so congested and traffic flow limited at Winnersh Crossroads and Showcase MegaJunct that these will be beneficial to maintaining a safe 40mph between these junctions on the Reading Road.

Why were the residents of Arbor Lane not informed officially of the "planning" to close right turns onto Reading Road ?

BY FAX TO 0118 974 6484

0118 9619653
0118 9619657 (facs)

12, Welby Crescent,
Winnersh,
Berks. RG41 5SW

COPIES TO:

ACK:

FILE:

2nd. November 2000

Dear Ms. Morgan,

Re:- Houses Erection at Chatsworth Avenue, Winnersh.
Application Number F/2000/2181

1. I have examined the revised plans of the erection of houses at Chatsworth Avenue and find that the impression that I am given is that the problems which will arise from the extra 250 – 300 cars that will probably emanate from this new estate need not be of much concern because it will add to the frustration of the motorists who will then not use their cars and will thus be in line with the Government's and Council's policy.
2. I am surprised that it is thought that these extra cars will make little difference at the junction of Churchill Drive and King Street Lane. Are they all going to go down Baslow Road ?
3. The thought seems to be that if it is all made very difficult then the motorist will then prefer to join the already very overcrowded main roads and wait in line at the Winnersh cross roads which will of course be much worse than it is now because of the extra vehicles. There is no proposal for any improvement at this cross road.
4. It is thought that 18% of the traffic could be made to change to "other Modes". This must be pie in the sky. Buses might be handy and also the trains but few people work conveniently at the end of a line or a bus route. Public transport is far too slow not only from traffic congestion but from the number of stops that it is forced to make to pick up passengers. Most people would have to make several changes to get to their destination. Even if one is going shopping locally do you really think that they are going to hop on their bicycle and then bring the shopping home on it?
5. Public transport is also far too expensive especially if one has several changes in one's journey or there is more than one person or a family.
6. It is suggested that roundabouts could be put in at the end of Baslow Road and also Arbor Lane. In my opinion this will

NOT work because you are required to give way to the right on roundabouts so one would be waiting for a break in the traffic before one could move. How long would that be along the Reading Road ? One could move onto the Reading Road without the roundabout when there is a break in the traffic. It would only help slightly those wishing to turn right out of Baslow Road.

7. The suggestion of traffic lights is a good one and WOULD work especially if, in the non busy times – the lights would be activated by the arrival of a car so that the main road traffic is kept moving.

8. There is the suggestion that there will be a Phase 2 for more traffic calming in Chatsworth Avenue ! Where is all this money coming from for this rubbish ? All this for about a mile of sidestreet !!

9. This is rather like making ALL trains use just one set of rails

10. I notice that none of the other problems that will arise such as – Water consumption, schools, dentists, doctors, sewerage etc have been addressed so I assume that in the usual way it will be ignored and the problem left for somebody else in the future.

11. **If the Government and the Council wish to stop the rise in traffic then the action required is to STOP the encouragement of more industry into this area, STOP the building of more offices and STOP the building of more houses. The inevitable result if a stop is not made is a rise in traffic and no anti motorist campaign will stop it. This is the basic truth of the matter and therefore the answer lies with those bodies who need to get back to the basics.**

Yours sincerely,

R. A. Pheasant

Wokingham District Council,
Heather Morgan,
Environmental Services Department,
Planning Services,
P.O.Box 157,
Shute End,
Wokingham RG40 1WR

(53)

PLANNING SERVICES | RPT
POL | TLS
DC | ENF
APP | 885 | AT1
03 NOV 2000
COPIES TO: | ACK | FILE:

Ms.Heather Morgan
Wokingham District Council
Shute End
Wokingham
Berks
RG40 1WR

39, Chatsworth Avenue
Winnersh
Wokingham
Berks
RG41 5EU

Wednesday 1st November 2000

Dear Heather Morgan,

Ref. NO. F/2000/2181

Yet again I have reason to complain regarding a recent letter concerning traffic calming measures in conjunction with the proposed Bovis development at the rear of Chatsworth Avenue.

Does the council take the residents of Chatsworth Avenue and surrounding Roads to be complete idiots? I refer of course to a mere £90,000 proposed spending on traffic calming measures, which equates to the sale of one Bovis house. This is an incredibly small amount of expenditure, compared to the construction of a "Winnersh bye-pass". The council has clearly made a serious error in judgement by not insisting that the developer (Bovis) should fund a substantial part of a Winnersh bye-pass. One can only conclude that an "agreement" has taken place, with blatant disregard to the chaos facing residents (old and new) if the proposed development and associated road restructuring proceeds

I cannot seriously accept that someone in authority at the Council has stated that ***theoretically*** Chatsworth Avenue is capable of absorbing the proposed traffic load. When did such measurements take place? Probably in summer when the children were not at school and half of Great Britain was sunning itself in Spain?

Further more, to suggest that residents take to their bicycles, is a political statement of the District Councils wishes, but does not represent any form of reality. The suggestion is ludicrous because it is meant to convey that not only can Chatsworth Avenue accept the proposed traffic load, but can also be narrowed to accommodate a cycle lane. I have yet to hear a more stupid and contradictory argument!

I also wish to complain regarding the small amount of time given to allow residents to formulate answers to proposals, which have a significant impact on the environment. We are dealing here, with a multi-million pound proposed development and there must be more time given allow groups of residents to communicate and form groups to respond to the developers proposals. Has the council forgotten that it is residents who voted for adequate representation and who fund the representatives through

heavy duty Council Tax? Where is the representation that is demanded, or does the council only think its duty is to bow down like a bunch of frightened children in front of developers!

May I also make mention of the recent flooding which took place in Winnersh on 30/31 October 2000. I state categorically that building additional houses to the rear of Chatsworth Avenue is not going to improve the flood plain of the river Loddon. I believe it has now been adequately proven that building near the flood plain (e.g. – Showcase Cinema) is begging to create more environmental problems. Public representations have already been made to John Prescott stating that the number of houses to be built in Berkshire should be substantially downsized in view of the ever-increasing and dramatic climatic effects now commonly attributed to "Global Warming".

In conclusion, I state once again that a Winnersh Bye pass is a pre-requisite of any form of development at the rear of Chatsworth Avenue and the most desirable means of managing traffic flows. Further more the power cables should be buried underground as there is now serious concern that building within 400 metres of overhead power cables can be injurious to health. Like the current ongoing BSE crisis, compensation for victims' claims in relation to overhead power cables could run into several millions of pounds in the future. Money, which could be more sensibly, diverted into more justifiable public programs over a longer term.

I sincerely hope that the responsible members of the Council will seriously consider the outcome of courting the Bovis development with regard to the distrastrous effects that will be experienced by the populous of Winnersh and especially resident's reaction when the time comes for councillors to seek re-election.

Please advise in writing, how I can complain to a higher authority, as I believe serious complaints have to be voiced regarding circumvention of the planning process in favour of the developer and insufficient attention focussed on the paramount views of local residents.

Yours sincerely

John Franc. C.B. M.I. Biol

0835 HM
ACK:
FILE:

11, Greenacres Avenue,
Winnersh,
Wokingham,
RG41 5SX

For the attn. of Miss. Heather Morgan,

2nd November, 2000

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

Dear Sirs,

Re: Application No. F/2000/2181

With regard to the above planning application, we understand that proposals maybe in hand to open up Greenacres Avenue as a thoroughfare.

Should any such proposals be pending, we wish to lodge an objection and request that we be kept updated should any proposals arise either now or in the future.

Yours faithfully,

J.V. Clark (Mrs)

J.V. CLARK/ S.A. CLARK

F/2000/2181

29.10.00

DT	
TOL	
DC	
APP	
CS	
03 NOV 2000	
COPIES TO:	ACK:
	FILE:

Mr H. J. Crook
38 Bathurst Road
Winnersh
Berks RG41 5JB
Tel: 0118 9775709

(S)

I wish to ~~raise~~ a strong objection to Planning Application F/2000/2181, that is THE NO RIGHT TURN OUT OF ARBOR LANE. I use this right turn every day on my journey to London Heathrow Airport and it will increase my mileage and also increase my travelling time and petrol usage.

I also think it is wrong that I was not notified of this application by the Council as it will directly effect me and all the other residents of Bathurst Road

Yours Faithfully

H Crook

OBS HM

47. BATHURST RD
WINNERSH
WOKINGHAM
BERKS
RG41 5SB.

Dear Madam.

It has just come to our notice of the plans of a NO RIGHT TURN out of ARBORLANE.

We feel like a lot of other people this will make the bottle neck of traffic on to the READING ROAD even worse.

We do hope you will reconsider this proposal & not ignore a lot of the letters you will receive

Mr Mrs. Patton

APPLICATION NO. F/2000/2/181

Recd 3.15pm 2.11.00

49

	TPS
	TLS
	EHF
03	HM
23	

03 NOV 2000

COPIES TO:	ACK:
	FILE:

51 Chatsworth Avenue
Winnersh
Wokingham
Berks. RG41 5EU

2 Novembes 2000

Heather Morgan
Planning Services
Shute End
Wokingham RG40 1WR

Dear Ms. Morgan,

Application No. F/2000/2181

I objeer to the revised/additional plans of the transport considerations because:

1. Traffic from Chatsworth Avenue heading towards Wokingham, via Churchill Drive and King St. Lane, is not able to turn right at Winnersh Cross Roads now unless one goes through on a red light.

   Until the lights are arranged to allow a separate right turn for King St. Lane and Robin Hood Lane, this new scheme will be impossible.

2. It seems silly to use more petrol going up to the Winnersh Cross Roads to get into Arbor Lane, when the entrance is nearby and just across from Baslow Road.

Also, with regard to the recent flooding, several times, since the St. Dunstans Drive development has been completed, our garden has been flooded this time almost to the house. The ditch that flows behind our house has been piped in adjacent to this development + we understand their surface water drains into it now. Presumably this is why we are being flooded along Chatsworth Avenue more often now.

I am concerned further development will cause even more flooding.

Yours sincerely

J. P. Boxall (MRS. J. P. BOXALL)

28th Oct. 2000

PLANNING SERVICES	HPT
POL	TLS
DC	ENF
APP	
CS BDS	HOA
31 OCT 2000	
COPIES TO:	ACK:
	FILE:

Mrs A Franc
39, Chatsworth Ave,
Winnersh,
Wokingham
RG41 5EU

Ref. Heather Morgan
No. F/2000/2181
Copy to Mr John Mitchell (Development Control Manager)

Dear Ms Morgan'

Further to my letter dated 28th October, relating to revised/additional plans for transport considerations in relation to the proposed housing development to the rear of Chatsworth Avenue. I would like to voice my concern about the manner in which the whole of this planning application is being conducted.

From the beginning the particular developers involved namely Bovis have been far more aggressive and ruthless than any other developers who have previously applied to develop the site. We and other home owners in Chatsworth avenue were continually harassed by Bovis representatives trying to get us to part with our homes or our gardens to facilitate their development, which they insisted from the outset that they would push through whatever our objections. My husband complained to the council (who were apparently already in consultation with Bovis) about the harassing and abusive phone calls that we had received from Bovis, and was told there was nothing they could do. It appears, from recent indications as to the likely outcome of the planning application, that the council did not wish to do anything to upset Bovis, rather than they couldn't do anything.

It seems to me and many residents of Chatsworth Avenue that this particular development plan is being railroaded through by Bovis and that the council are prepared to roll over and allow it, rather than question it and send it to a public enquiry, as has always been the case in the past. How can you allow a plan of this magnitude to be hurried through the process, thus not allowing time for proper and detailed and independent assessment. You know full well the catastrophic effects it could have, not only for the residents of Chatsworth Avenue, but also to the traffic problems of the whole of Winnersh and the surrounding areas. You surely can't treat a plan of this magnitude in the same way as you treat an application for a house extension. It appears that Bovis are now leaning on the council in the same way as they leaned on the local residents, implying the possibility of monetary sanctions if their application is not considered by certain dates or what is even more worrying implying incentives if their plan is considered favourably. It is up to the council to stand up to them and do what is right for existing and future residents even if it does mean incurring monetary penalties.

The new traffic proposals have implications for the whole of Winnersh, but how many of the residents of Winnersh (apart from the residents in Chatsworth avenue who have previously raised objections to this plan) actually know about them? My guess is not many and it seems that neither

the developers nor the council want them to know, as this might generate more opposition to the plan. All previous plans have been much more widely publicised and accessible, with detailed plans available at social hours (i.e. after work) at Forest School.

Why have the council failed to insist on the development of a new road to ease traffic congestion, prior to the building of this proposed new development?. This has always been fundamental to all previous applications and has been brought out in public enquiries from every previous planning application for this particular site. It seems that this particular council is singularly failing to protect the interests of local residents, while assisting the monetary interests of this particular developer.

Will this planning application be the subject of a public enquiry? And if not, why not?

I have lived in Chatsworth avenue for 18 years and I have been party to several of the other planning applications relating to this site and the public enquiries that have accompanied them. This is why I find the conduct of this particular application so worrying.

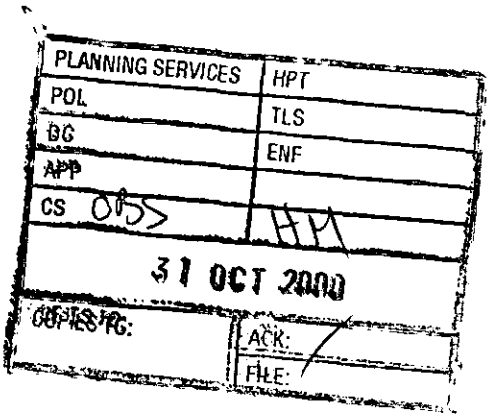
I am afraid that if I do not receive satisfactory answers to all of my comments and questions then I will be forced to conclude that this council is putting the interests of the developer before the interests of its own residents. I will then have no option but to consult the 'Planning Ombudsman' to see if he will investigate the way in which this particular planning application has been and is being dealt with.

I am also sending a copy of this letter to John Mitchell, the Development Control Manager. I await a prompt reply to my letter either from either you or John Mitchell, as is appropriate.

Yours Sincerely,

Anne M.L. Franc M.I.Biol. C.Biol.

(42)



104 Bathurst Road
Winnersh
Wokingham
Berkshire RG41 5JF

29th October 2000

Ms Heather Morgan
Wokingham District Council
Environmental Services Department
Planning Services
PO Box 157
Shute End
WOKINGHAM
Berkshire RG40 1WR

Dear Ms Morgan

RE: APPLICATION NO. F/2000/2181

As residents of Bathurst Road, we are TOTALLY OPPOSED to the above planning application.

Apart from the fact that the volume of traffic in the Winnersh area is already extremely heavy, and this proposed development will only add to that, we understand that a side effect of this development would be to stop traffic turning right out of Arbor Lane, onto Reading Road. Both of us need to turn right onto Reading Road each morning to get to work; telling us that we must go to the other end of Arbor Lane and join the extremely long line of traffic at Winnersh Crossroads is totally unacceptable - not only will it add at least 15 minutes to our respective journey times, but it will just add to the serious congestion at these crossroads during the rush hour.

Yours sincerely

R Harding

MR R HARDING

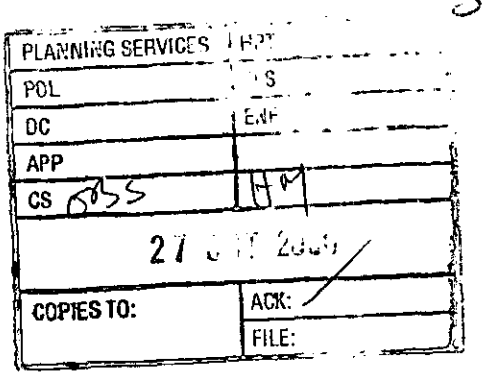
A Harding

MRS A HARDING

52 Chatsworth Avenue,
Winnersh
Wokingham
Berkshire.
RG41 5EU.

46

25/10/00



Application Number: F/2000/2181

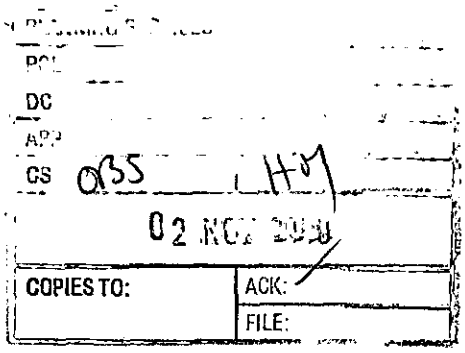
Dear Ms. Morgan,

Having recently viewed the additional plans showing a summary of transport considerations associated with the proposed erection of 170 dwellings on land at Chatsworth Avenue, Winnersh, Wokingham, we have the following concerns:

Firstly, we are very worried about our ability to gain access to our home. It would seem that traffic management is either going to prevent us from turning right into Reading Road, from Baslow Road, so that we can't travel towards Wokingham, or alternatively we will be prevented from turning right into Baslow Road when travelling from the Reading direction. I presume that this will involve us either entering or exiting via Chatsworth Avenue, Churchill Drive and King Street Lane.

This will obviously involve more traffic using this route which has already needed traffic calming measures because it is a "rat-run"

42 Chatsworth Avenue
Winnersh
Wokingham
RG41 5EU



31 October 2000

Heather Morgan
Environmental Services Dept
Planning Services
PO Box 157
Shute End
Wokingham RG40 1WR

Dear Ms Morgan

Re: F/2000/2181

We have looked at the revised plans for Chatsworth Avenue and the only change is to the traffic plans for the Baslow Road/Reading Road junction.

The same number of houses are still being built, with the majority of traffic passing our house and therefore we still object to this development.

Yours sincerely

Mrs C Callaghan

(44)

PLANNING SERVICES	HPT
POL	TLG
DC	EJF
APP	
CS 0855	HM
02 NOV 2000	
COPIES TO:	ACK:
	FILE:

85 Bathurst Road
Winnersh
Berkshire
RG41 5JF

Heather Morgan
Environmental Services Department
Planning Services
PO Box 157
Shute End
Wokingham
Berkshire RG40 1WR

30th October 2000

Ref: F/2000/2181

Dear Heather Morgan

Proposed changed traffic flow, Arbor Lane, Winnersh

We write to protest most strongly to the proposal that traffic should not turn right out of Arbor Lane into Reading Road.

We feel it is a liberty to restrict the drivers of vehicles who live in Arbor Lane, and Bathurst Road which is a turning off Arbor Lane, from turning out of their roads. It surely would be more appropriate to stop those who use Arbor Lane as a short cut to avoid the traffic lights at Robin Hood Lane/Reading Road.

It would also make more sense to convert the present Winnersh Crossroads from traffic lights to a roundabout which would give a much more even flow of traffic from all four roads - Robin Hood Lane, King Street Lane, and Reading Road towards Wokingham and towards Reading.

Yours sincerely

Gillian and Graham Gatehouse

PLANNING SERVICES	HPT
POL	TLS
DC	ENF
APP	
CS 035	HM
02 NOV 2000	
COPIES TO:	ACK

478 READING ROAD
WINNERSH
BERKS. RG41 5ET.
31st OCTOBER 2000

Dear ~~Heather Morgan~~,

Application No. F/2000/2181.

Having studied the revised/additional plans of transport considerations re Bovis development proposed for land behind Chatsworth Avenue, I think that it would be sheer lunacy to erect traffic lights at the junction of Barlow Road and the Reading Road.

The traffic lights at Winnersh Crossroads have caused much congestion and tail backs during the past year and to install another set would just cause grid-lock — plus vast problems for people exiting and entering their house driveways.

The other proposal of making no right hand turns out of Barlow Road

Reading Road is causing great stress on our local drains and sewage installations. I know this, because one of the sewage drain inspection traps is situated in my front garden, and it was blocked on the night of 1st September and the Water Board had to come out to clear it.

Allowing Bovis to build 170 houses will only cause greater problems to local roads and all service amenities.

Yours Sincerely,

M. E. Clark

PLANNING SERVICES | HPT
POL | TLS
DC | ENF
APP |
03035 | HM
02 NOV 2000
COPIES TO: | ACK:
FILE:

32 Greenacres Avenue,
Winnersh,
WOKINGHAM,
29th October 2000

Ref: Planning application number F/2000/2181

Dear Ms Morgan,

We have recently viewed the "Proposed changes to traffic flow in Winnersh" (F/2000/2181). We note the following advantage of the scheme...

- The plan to place a pedestrian crossing with traffic lights across the Arbor Lane/Baslow Road/Reading Road junction is welcome. This makes the journey to Winnersh Primary and Forest schools safer.

However, we also wish to make the following points about the traffic plan (and the associated plans for additional housing behind Chatsworth Avenue)...

- The plans appear to assume that the increase in traffic will be less than usual, because fewer householders in the housing development will have cars, and because more householders will use other forms of transport. Both of these assumptions are highly dubious and, frankly, unbelievable.
- The assumption that few people turn right out of Baslow Road and Arbor Lane is over-simplified. Many more would do so if the traffic allowed it. The reason that so few do so now is because there is too much traffic on the roads. On a personal note, we have given up turning right onto the Reading Road (out of Greenacres Avenue) because of the impossible levels of traffic.
- As is noted in the plans, the traffic in this area of Winnersh is already at full capacity at the peak times. Any extra increase will have a disproportionately large effect - ie the extra small increase will cause a much larger impact on the traffic as a whole.
- The effects of the lack of spare capacity has been observed many times in the recent past; such as
    - digging up the road/pavement for cable laying.
    - delays on other major roads (particularly the A329M) - swelling the volume of traffic on the Reading Road.
    - effects of the weather, such as flooding,

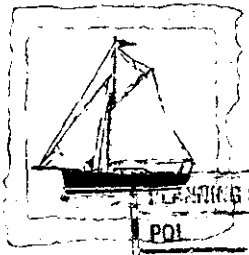
  On such occasions, the roads approach gridlock and road journeys take *much* longer than usual. These occasions are being more and more frequent.
- It is disappointing to note that the plans address only the negative question - to try to assure us that "the traffic will not get worse". Where are the plans to assure us that traffic will get *better*? We have seen a gradual increase in the traffic over the years and this is just another contributory factor to that increase. At what point are new housing developments banned altogether? It seems as though an indefinite amount of in-filling is permissible.
- The above points have considered only the traffic flow aspects. What about the rest of the infrastructure in Winnersh? The two primary schools in Winnersh are already full - where are the extra school children to be educated? Where is the Winnersh library? Another concern in the recent past has been the amount of flooding in the area. These houses will be built close to the River Loddon - are they likely to be flooded? What about the effect of any flood-management contingencies that might be deployed - will other areas close to the river be affected?

Finally, what other plans might affect Winnersh? We only found out about this particular plan at the last minute through a concerned neighbour. How do find out what other plans are being considered - particulary in our area of the village?

Yours Sincerely,

R Pallister M Pallister

Robin & Margarita Pallister



Mrs P.U. Amin
3 Melody Close
Winnersh
Wokingham.

PLANNING SERVICES
POL 31-10-00
DC
APP
CS ABS AM
02 NOV 2000
COPIES TO: ASK

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

Dear Mrs Morgan

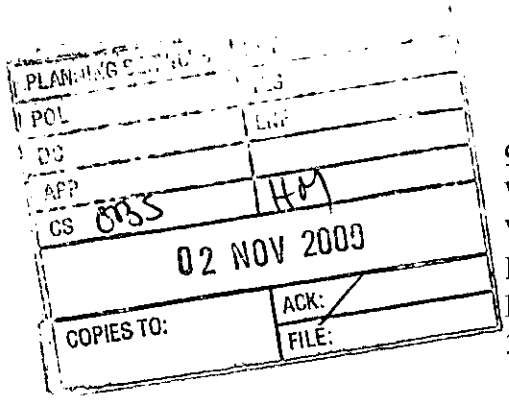
Re: Application No. F/2000/2181

I am writing to object the NO RIGHT TURN out of Arbor Lane into Reading Road. This will cause a lot of inconvenience and delays to my journey in the ~~or~~ morning. As it is there is lot of traffic on the ~~the~~ Robinhood Lane towards the crossroads. This sort of "No Right Turn" will make the matter worse. Alternatively you could perhaps put another traffic light at the junction of Arbor Lane into Reading Road.

Yours sincerely

Mrs P. Amin

(8)



97 Arbor Lane
Winnersh
Wokingham
Berks.
RG41 5JE
31/10/00

Heather Morgan
Environmental Services Dept
Planning Sevices
PO Box 157
Shute End
Wokingham
RG40 1WR

Application Number F/2000/2181

We wish to appeal against the proposed housing development at the back of Chatsworth Avenue. Our reasons are detailed below.

- We are concerned about the extra large volume of traffic which will inevitably use the Reading Road and add to the traffic chaos which we are currently experiencing daily.
- It is grossly unfair that the residents of Arbor Lane should be affected adversely by the proposed development. They would suffer the inconvenience of having significantly more traffic using the lane as a direct result of the plan to include "no right turn" out of Arbor Lane into the Reading Road. If the plans go ahead anyone living in Arbor Lane itself or the developments leading from it, together with residents from the Bathhurst Road estate , would have no alternative but to use Arbor Lane and Robinhood Lane to reach the Winnersh Crossroads when wishing to travel in the Reading direction. Would it not be more sensible and practical to put traffic lights at the junction of Arbor Lane and Reading Road? Arbor Lane is currently used regularly by numerous people as a "rat run" to avoid the crossroads. It is often difficult to make a right turn out of Arbor Lane as traffic on Robinhood Lane is usually backed up at least as far as the junction. There has been no noticeable progress to the traffic flow at the crossroads. We were expecting an experiment with 4-way lights. What has happened to that idea?
- We feel very strongly that the traffic situation for Winnersh should be thoroughly reviewed and until a proven satisfactory solution is found any further development in the area should be forbidden.

Sincerely

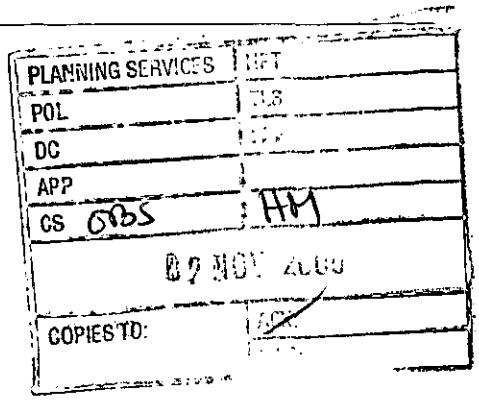
J.V. & J.D. Panter

(39)

15 GREENACRES AVENUE . WINNERSH . BERKSHIRE . RG41 5SX

TEL: 01189 629900
FAX: 01189 629955

E-MAIL: interlinksystems@talk21.com



30th October 2000

Ms. Heather Morgan
Environmental Services Department
Planning Services
P.O. Box 157
Shute End
Wokingham
RG40 1WR

Dear Ms. Morgan

REF. APPLICATION NO. - F/2000/2181
GREENACRES AVENUE, WINNERSH

It has been brought to our attention, with regard to the above application, that there may be future proposals to use Greenacres Avenue as a thoroughfare, in order to ease future traffic congestion from proposed new housing developments to the rear of Chatsworth Avenue. We have visited the local planning office, but unfortunately did not find the proposed changes very explanatory.

We would like to state quite clearly that we are extremely concerned regarding any proposals which would affect the existing traffic flow in Greenacres Avenue. It is a small residential estate, and in no way is the road width and condition conducive to heavy traffic. We appreciate that housing development must continue, but access to and from these new estates should be of paramont importance and a priority before any building takes place. Or is the council only interested in what the developers have to say?

We also object very strongly to any future applications or proposals that could affect the thoroughfare of this quiet, family estate.

In view of the seriousness of this situation, I would be glad if you could please inform me of the outcome of the next discussion of this application, so that the residents may take the matter further if necessary.

Yours sincerely

Julia A. Wicks

David J. Wicks

PLANNING SERVICES | INIT
POL | LS
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APP |
CS 035 | HM
02 NOV 2000
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FILE:

19 Lincoln Close
Winnersh
Wokingham
Berks
RG41 5SZ

Heather Morgan
Environmental Services Dept
Planning Services
PO Box 157
Shute End
Wokingham, Berks
RG40 1WR

31 October 2000

Dear Ms Morgan

Planning Application Number F/2000/2181

I wish to register an objection against the proposals contained in the above planning application on two grounds.

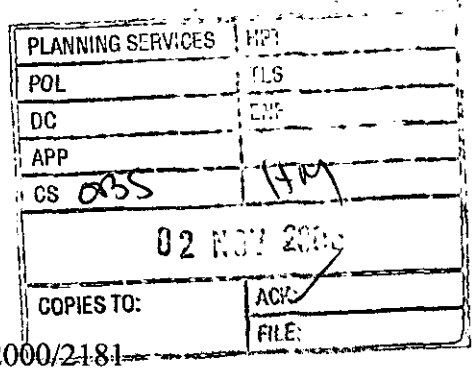
a) Traffic
The Reading Road, A329, is at times already at saturation point leading to great difficulty in local residents being able to drive on to the road. The addition of the extra traffic generated on to the A329 as a result of the proposed 170 house development would cause even greater delays to local residents and would significantly increase the accident risk. The proposals to restrict directions of turn at Arbor Lane and Baslow Road do nothing to address the basic potential problem of the increased traffic. The Consultants state that it is unlikely that any further capacity enhancements could be made to the Winnersh Crossroads. However the Arbor Lane/Baslow Road proposals, if agreed, would cause even more congestion there; even discounting the extra traffic generated by any development..

b) Drainage
The run off of water from the proposed new roads and areas of concrete would further increase the risk of flooding in the local area. Recent building in the area of the River Loddon has resulted in there being nowhere for the water to go after periods of above average rainfall.

Roger Adams

Ms Heather Morgan
Environmental Services Dept. Planning Services
PO Box 157, Shute End
Wokingham
Berks RG40 1WR

Mike & Gill Brown
12 Lincoln Close
Winnersh
Wokingham
Berks RG41 5SZ



Wed 1st Nov 2000

Dear Ms Morgan,

Re: Planning Application Number F/2000/2181

With reference to the above noted planning application we wish to register our objection.

Currently Greenacres Avenue and Lincoln Close is a quiet cul de sac, but there is still great difficulty in exiting to and entering from the Reading Road.

If the proposed plans are approved and Greenacres Avenue becomes the access road to the new development then apart from drastically lowering the safety and environmental calm of this road, it will also create a traffic bottle neck.

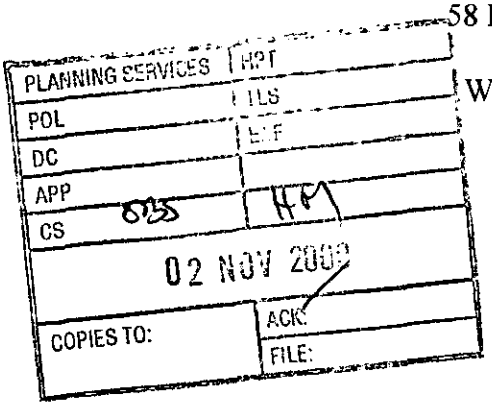
Much better that any access to the new development should be through the the Halfords and Do It All industrial area.

Yours sincerely,

Mike & Gill Brown

(58)

Mr & Mrs. J. Crittenden
58 Bathurst Road
Winnersh
WOKINGHAM,
Berkshire.
RG41 5JB



Heather Morgan.
Environmental Services Dept,
Planning Services.
P.O. Box 157.
Shute End.
WOKINGHAM
RG40 1WR

29 October 2000

Re. Application F/2000/2181

Dear Mrs. Morgan

I am very concerned over the proposal to put a no right turn out of Arbor Lane onto Reading Road for a number of reasons.

As you can see from my address we live off Arbor Lane at the Reading Road end and we object to the fact that although we have lived here for a number of years and have watched the deterioration of Winnersh to accommodate more large houses and numerous cars why should we have our right of exit refused.

Most mornings the traffic queue in Arbor Lane is past the railway bridge and this is because the queue for the traffic lights at the crossroads reaches down to the end of Arbor Lane with its junction with Robinhood Lane.

If traffic cannot turn right out of Arbor Lane then it will encourage more cars to do what a number already do and that is to turn left out of Arbor Lane then turn directly right into Baslow Road to come straight back out again towards Reading.

Because of the problem turning right at the traffic lights a number of cars go straight across from Robinhood Lane into Kingstreet Lane to then turn right into Churchill Drive, through Chatsworth Avenue to join the Reading Road by coming out of Baslow Road.

Surely with the amount of area available and the effort involved could we not have the developers put a roundabout in at the junction for Arbor Lane and Reading Road so as to ease the congestion already put upon us existing residents by all the development already in Arbor Lane.

Yours sincerely,

J.Crittenden.Lcg. Lae. Amimi.

Mr & Mrs D. R. Naish
56, Bathurst Road
Winnersh
Wokingham
RG41 5JB

PLANNING SERVICES | HPT
POL | TLS
DC | ENF
APP
CS 0855 | HP
02 NOV 2000
COPIES TO: | ACK:
FILE:

29th october 2000

Application number : F/2000/2181

As residents of Bathurst Road . we object to the proposed plans regarding the traffic flow on Reading Road .

Yours sincerely,

D. Naish
Mr. Naish

C. Naish
Mrs. Naish

J4

13, KELBURNE CLOSE
WINNERSH
WOKINGHAM
RG41 5JG
OCT. 30 2000

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POL
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APP
ES 0155 HM
02 NOV 2000
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FILE:

F/2000/2181

DEAR MADAM,

I WRITE TO OBJECT TO THE PLAN TO ALTER THE TRAFFIC FLOW FROM ARBOR CARE INTO READING ROAD.

THE DEVELOPMENT AT SAINSBURY'S HAS ALREADY BEEN SEEN TO HAVE BEEN A MISTAKE IN TERMS OF CAR PARKING / TRAFFIC FLOW.

FOR YEARS IT HAS BEEN OBVIOUS THAT THE WINNERSH CROSS ROADS LIGHTS REQUIRE RE-PHASING — NOTHING!

NOW A DEVELOPER IS <u>PUTTING ON PRESSURE</u> — IS IT LUCK? IF SO I WONDER WHY? THEY SEEM TO GET THEIR OWN WAY ALL THE TIME — MAKES YOU WONDER DOESN'T IT?

Malcolm Sykes

M.S. SYKES.

PLANNING SERVICE RECEIVED
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APP
CS 0835 HM
02 NOV 2000
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FILE:

35 Arbor Lane
Winnersh
Wokingham
Berks
RG41 5JE

Heather Morgan
Environmental Services Department
Planning Services
PO Box 157
Shute End
Wokingham
Berkshire
RG40 1WR

30th October 2000

Dear Ms Morgan

Changes to Traffic Flow – Arbor Lane Appl. No. F/2000/2181

Further to a note being delivered to my door informing me of a Planning Application which includes proposals to prohibit right turnings out of Arbor Lane on to the Reading Road (A329) towards Reading; I write to express my deepest concerns.

I believe the people who live in Arbor Lane have suffered enough over recent years because of the previous inadequacies in local development and transport planning. For many years householders in Arbor Lane have complained to the Council regarding the numbers of 'non-local' vehicles using the road to avoid traffic congestion at Winnersh crossroads. These vehicles frequently speed and occasionally cars have had accidents smashing in to gardens. The road does not have footways and my son, a Forest School pupil, has been knocked into the ditch by a passing van whilst walking to school. The people of Arbor Lane have not accepted previous proposals to close the road or restrict vehicle movements. They have put up with the dangers of heavy traffic because they have wanted to maintain freedom of movement and enjoy the benefit of avoiding congestion at Winnersh crossroads by being able to turn either way on to the Reading Road.

I am appalled that a proposal of housing development some distance from Arbor Lane should propose the restriction of vehicular movements from Arbor Lane to gain planning approval when the proposed development would itself generate increased traffic flow.

What difference would this restriction make? Would traffic flows on the Reading Road be reduced? In both cases, I feel traffic flows would not alter at all, as vehicles currently 'rat–running' through Arbor Lane would simply use Winnersh Crossroads. Presumably the Developers believe otherwise and the restriction would in someway reduce flows, Reading bound, allowing vehicles to emerge from the proposed housing estate without difficulty. I believe that the Planning Department and the Developers should work together to reduce congestion, downstream, at Loddon Bridge Fly Through.

I will be disgusted if this proposal is approved allowing benefits for Newcomers and Developers to the detriment of residents in Arbor Lane, some of which have been resident for many years.

As an alternative, I suggest you close Arbor Lane to all but residents and retain for them all existing vehicular turning movements in and out of the road. In this way Arbor Lane will become safe once again and the numbers of vehicles turning right on to the Reading Road will comprise of resident traffic only. In this way my needs and the Developers will be met.

Yours sincerely



Philip and Jenny Moir

PC
APP
CO DBS HP
02 NOV 2000
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FILE:

6, BATHURST RD
WINNERSH
WOKINGHAM
RG41 5JB
0118 9784087

Dear Sirs,

APPLICATION No. F/2000/2181

In connection with the above application I would like to add my support to those protesting against the proposed housing development at the back of Chatsworth Avenue owing to the effect it will have on traffic using Arbor Lane. You must be aware of the fact that since Sainsbury's opened it has been a nightmare for motorists using the Winnersh cross roads, particularly at peak times and the proposals will only add to the problems.

A year or so ago we were asked to comment on your proposals to close Arbor Lane as a through road to prevent it being used as a rat run. What has Wokingham D.C. got against the residents of Arbor Lane and the roads in its area?

Yours faithfully

P. Chase

(P.R. CHASE)

F/2000/2181

(31)

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CS 0855 HM
03 NOV 2000
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FILE:

13 Belmont Rd.
Burwash.
Etchingham.
East Sussex. TN19 7JB

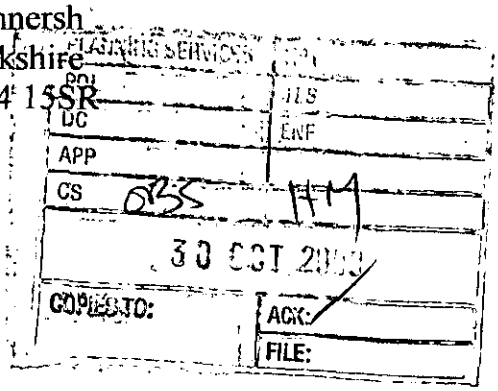
Dear Mrs Morgan,

I am writing in reply to a communication received, pointing out alleged traffic changes, exit Arbor Lane into Reading Road – no right turn if this is so, residents of this road etc, having to use Arbor Lane / Robin Hood Rd, traffic lights etc. Residents of Arbor Lane have long complained of it being used as a Rat-run.

No notice of this alleged proposal has been received officially, although it is said they are available at Woodley – we are not all in a position to see.

Please put me down as objecting until further clarification

Mr J & Mrs V Lainsbury
30 Bearwood Park
Winnersh
Berkshire
RG4 1SR



Heather Morgan
Wokingham District Council
Planning Services
PO Box 157
Shute End
Wokingham
RG40 1WR

26 October 2000
o/r: personal.doc

Dear Ms Morgan

PLANNING APPLICATION NO. F/2000/2181.

With reference to the letter dated 20 October 2000 about the proposal for the erection of 170 dwellings on land at Chatsworth Avenue, Winnersh.

We would like to object to this planning application for the following reasons:

Significant increase in volume of traffic in Chatsworth Avenue and access.
Cars are often parked on both sides of Chatsworth Road and this coupled with the extra proposed road will cause additional congestion and hazards for existing residents. In addition, Baslow Road and Chatsworth Avenue remain 'rat-runs' despite the recent introduction of speed ramps. Moreover, access for residents into and out of Reading Road is already bad and this will get worse.

No real extra facilities and infrastructure will exist to support additional homes. New development appears to be entirely domestic and will have no shop or other real community resource. In our opinion, there will need to be an increase in the number of shops, doctors surgeries, chemists etc. within the immediate area to support an additional 300-500 people.

Effects of recent 'Westbury' completed development next to Bearwood Park. Although this is a much smaller development, our quality of life has already declined because of the loss of privacy, extra noise and unwanted visitors to our own estate. All these aspects will only get worse when an extra 170 homes appear nearby.

Please read on next page...

Effects on local ecosystem and flood plain.
Winnersh has grown enormously in recent times and the proposed development area forms a welcome part of the 'green' area between the settlements of Winnersh, Sindlesham, Woodley and Lower Earley. We feel that encroachment into this area will only lead to further development in the future and the eradication of a rural landscape.

Given climate change predictions and recent flooding events in Sussex, we worry about the effects of more development on what many would consider a flood plain. There have been articles in newspapers as to the wisdom of allowing further development on any areas prone to flooding. We have witnessed that the area can become waterlogged due to the raised level of the River Loddon after periods of heavy rainfall. With additional drainage finding its way into the river, this will surely put pressure on the flood plain and increase the risk of flooding onto other areas.

I am sure you have already received many letters from other affected residents but we hope that our own concerns will also be considered.

Yours sincerely

John and Valerie Lainsbury

PLANNING SERVICES | HPT
POL | TLS
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APP |
CS DBS | HM
31 OCT 2000
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FILE:

Mr Liam Butler
18 Lincoln Close
Winnersh
Wokingham
RG41 5SZ
30//10/2000

Heather Morgan
Environmental Services Dept.,
Planning Services
PO Box 157
Shute End
Wokingham
RG40 1WR

Dear Ms Morgan,

Ref : F/2000/2181

I would like to register my objection to the proposal to open up Green Acres as a thoroughfare from the new estate to Reading Road. There is already considerable amount of traffic through this area. The proposal will impact on the value of the property, may endanger the lives of children living in Green Acres and Lincoln Close and lead to increase noise volume.

Regards,

Liam Butler

L. M. Butler

01734616813

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POL	TLS
DC	ENF
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30 OCT 2000	
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	FILE:

28th October 2000

'Barlie'
6 Lincoln Close
Winnersh
Wokingham
Berkshire
RG41 5SZ

Evironmental Services Department
Planning Services
PO Box 157
Shute End
Wokingham
Berkshire
RG40 1WR

For the attention of Heather Morgan

Dear Ms Morgan

RE: PLANNING APPICATION F/2000/2181

We understand that a new housing development is planned to the rear of Chatsworth Avenue and to accommodate traffic volumes there is a proposal to open up Greenacres Avenue as a thoroughfare.

We object most strongly to this proposal for the following reasons.

1. Trying to turn from Greenacres into Reading Road is already a problem - increased traffic will cause considerable delays and I can see it becoming an accident blackspot when motorist become impatient.

2. How long will it be before motorist discover that Drome Path could be used a short cut to the Reading Road - this is a Private Road.

3. Greenacres will become a very busy road and unsafe for children, the elderly and animals.

4. We moved to this area 2 years ago to get away from living on through roads to try and ensure that our children are safer - we feel that we paid the premium for this - this new road we feel would depreciate the value of our property.

Yours sincerely

Barry West

Barry West

29th October 2000

Mrs Julia Newman
24 Bathurst Road
Winnersh
Wokingham
Berkshire
RG41 5JB.
Tel: 0118 979 2115

PLANNING SERVICES	HPT
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31 OCT 2000	
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Dear Ms Morgan

Re: Application No: F/2000/2181

I feel very strongly that the above planning application must be stopped. I understand that I would not be allowed to turn right onto the Reading Road from Arbor Lane. This would cause absolute chaos! Our road is busy enough now but that would make it deplorable. The traffic situation is not good here already - far too much congestion at the X-roads but if this planning goes ahead then we'll certainly have far more problems.

PTO →

5 KELBURNE CLOSE, WINNERSH, NR. WOKINGHAM,
BERKSHIRE RG41 5JG
TELEPHONE AND FAX: 0118 9781719

Heather Morgan
Environmental Services Dept
PO Box 157
Shute End
RG40 1WR

October 30

F/2000/2181

PLANNING SERVICES	HPT
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31 OCT 2000	
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Dear Heather Morgan

It has been brought to our attention that developers are trying to stop traffic turning right out of Arbor Lane.

We have lived in Winnersh for 35 years & have suffered many changes in the traffic situation. This most recent proposal is about the most stupid & can only be proposed by someone who has absolutely no understanding of what Winnersh residents have to suffer. **NOW THERE ARE PLANS TO MAKE OUR LIVES MUCH WORSE.**

All the cars which now go down Arbor lane will just join a very long queue to get out at the traffic lights every morning & afternoon. Without a doubt there will be constant grid lock in Robinhood Lane.And this in a road which is used by hundreds of children who go to the two local schools. Who could possibly be so unintelligent to suggest such a change.

Come on Wokingham put a stop to this immediately we rely on you to be sensible & think of Winnersh residents.

We ourselves never turn right out of Arbor lane but people should have a choice. What a nightmare for all those who live in Bathurst Rd. or the Reading Rd end of Arbor Lane.!!

Yours sincerely

Michael Root Betty Root

Mike & Betty Root

PLANNING DEV
POL
DC ENF
APP
CS 0125 HP
31 OCT 2000
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FILE:

Mr.G.C.Walters FISM
42 Bathurst Road
Winnersh
Berks. RG41 5JB

Tel. 0118-978-4263

Date. 30 - 10 - 00

Heather Morgan
Environmental Services Dept.
Planning Services,
PO Box 157
Shute End
Wokingham
Berks. RG40 1WR

PROPOSED CHANGES TO TRAFFIC FLOW IN WINNERSH

I am informed that one of the proposed changes in application number F/2000/2181 includes the introduction of no right turn from Arbor Lane into the Reading Road. As a resident of Bathurst Road I wish to object most strongly to the introduction of this proposal. Congestion at the Winnersh cross roads is at times horrendous and such a move as indicated above would only exacerbate an already unacceptable situation.

Yours sincerely,

Gerald C Walters FISM

Barry A Byrne

8 Melody Close
Winnersh
Wokingham RG41 5LJ

Telephone 0118 978 5700

PLANNING SERVICES | HPT
POL
DC
APP
CS 0925
31 OCT 2000
COPIES TO: | ACK:
FILE:

29th October 2000

Work tel: 020 8914 2708
Work fax: 020 8914 3704
E-mail:
barry.byrne@cw.com

Heather Morgan
Wokingham District Council
Environmental Services Dept.
Planning Services
PO Box 157, Shute End
Wokingham
RG40 1WR

Dear Ms. Morgan,

Traffic Flow in Winnersh
Planning Application F/2000/2181

I am very concerned to hear that application F/2000/2181 proposes to prevent traffic from turning right out of Arbor Lane onto the Wokingham Rd.

I believe that the effect of this will be that the majority of rush-hour traffic out of Bathurst Road, Arbor Lane and the many developments off Arbor Lane, will be forced to travel East on Arbor Lane to the junction with Robin Hood Lane, where there are already long queues to the Winnersh crossroads. Even now, the rush-hour queues on Robin Hood Lane can reach as far back as to the junction with Arbor Lane. The extra traffic will make the bottle-neck at Winnersh crossroads even worse than it is now.

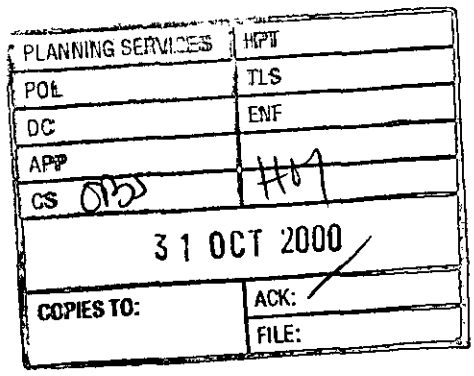
The only solution to the increased traffic generated by new developments is to build new or improved roads, for example, a road from the proposed Chatsworth Avenue development to the Lower Earley Way.

Yours sincerely,

Barry A. Byrne

2 Arbor Meadows, Winnersh, WOKINGHAM, Berkshire RG41 5ED

Sunday, October 29, 2000



Heather Morgan
Environmental Services Dept.
Planning Services
PO Box 157
Shute End
Wokingham
Berks
RG40 1WR

Dear Ms Morgan

RE: Planning Application F/2000/2181

I write to object to the traffic proposals which form part of this application.

I strongly object to the above proposal to stop traffic from turning right out of Arbor Lane on to the Reading Road. While I do not condone the drivers that use Arbor Lane as a cut through to avoid the Winnersh traffic lights, they do so because the junction cannot cope with the volume of traffic. I have lived in my house off Arbor Lane for nearly fifteen years and it is quite intolerable that residents of Arbor Lane and Arbor Meadows should be required to drive over a mile, through an overloaded junction in order to reach the Reading Road.

I appreciate that the planning authority is under pressure to grant planning for additional housing, but I would ask the authority to consider Winnersh residents and the many frustrated Wokingham residents who have to drive through Winnersh and endure the long hold ups. The traffic scheme decided for the Sainsbury's supermarket convinced none of the residents when proposed and has created delays ever since. Any additional planning in Winnersh must bring some relief to the junction outside Sainsbury's, but without unreasonably penalising the residents as this proposal does.

Yours sincerely

Paul Ovstedal

By Hand 31/10/2000.

(2)

27 Arbor Lane,
Nuthersh. RG41 5JE.

PL
POL
DC
APP
CS
COPIES TO:
HM

Heather Morgan,
Environmental Services,
PO Box 157, Shute End,
Wokingham RG40 1WR.

31st October, 2000.

Dear Madam,

Application F/2000/2181.

1. Is it sensible to build "170 dwellings and associated infrastructure" in this wet field?
2. Is it sensible to make a NO RIGHT TURN out of Arbor Lane on to Reading Road when at peak times one can hardly get out of Arbor Lane into Robin Hood Lane?
3. Is it sensible to keep making neighbourhoods the power just to enrich developers? After all: what do they care?

Yours faithfully.

Miss N.M. WRIGHT.

PLANNING SERVICES | HPT
POL | TLS
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CS 0855 | HPM
31 OCT 2000
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21 Bathurst Road
Winnersh
Berks. RG41 5JB

30th October 2000

Environmental Services Dept.
Planning Services
PO Box 157
Shute End
Wokingham
Berks. RG40 1WR

F.T.A.O. Heather Morgan

Dear Ms Morgan

Application No.: **F/2000/2181**

We have just received a note to inform us that there is a plan to stop traffic turning right onto the Reading Road out of Arbor Lane when houses are completed behind Chatsworth Avenue.

On a normal weekday this would not affect me as I turn left towards Wokingham but what about weekends and evenings, are the same rules going to apply? Only recently we were campaigning to stop traffic using Arbor Lane as a bypass to Reading Road and here you are making it compulsory. The amount of traffic using Arbor Lane will be dangerous to some boys attending Forest School, there is no proper footpath along the lane and traffic use the lane as a race track.

Is there also going to be no left turn from Baslow Road into Reading Road otherwise there is going to be a long queue of traffic waiting to do uturns.

I am very concerned about these new developments and even more concerned that the first time we heard of this was two days ago and we only have until 3rd November to object.

Yours sincerely

Sue Powaza (Ms)

PLANNING SERVICES	HPT
POL	TLS
DC	ENF
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CS 6055	HM
31 OCT 2000	
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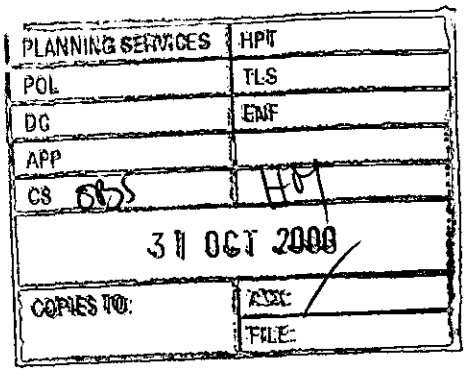
	FILE:

Application Number F\2000\2181.

13 Bathurst Road
Winnersh
Berkshire RG 41. 5JB.
28.10.2000

Dear Sir or Madam,
We were quite shocked to know that you were going to change the traffic signs at Arbor Lane and that we will not be able to turn Right into the Reading Road, this treatment is appalling to most of us and we certainly don't want this change to take place at all for heaven sake why can they not just leave things as they are life is hard enough with out all these awful changes all the time, if they have to have so many people living in Chatsworth Avenue they will have to use the traffic lights at Kings street Lane and turn left there why should we all have to suffer for the greed of so many. We older people have enough to put up with as the transport is so bad and the bus service is very expensive and the trains are expensive and not safe so please leave things as they are or put traffic light at Arbor Lane.
Yours sincerely.
(Mr and Mrs)
(Mr) C. R. Trevena.
(Mrs) Nivette Trevena.

(9)



Mr M & Mrs J Pike
29 Chatsworth Avenue
Winnersh
Wokingham
Berkshire
RG41 5EU
29th October 2000

Mrs Heather Morgan
Planning Officer
Environmental Services Department
Planning Services
PO Box 157
Shute End
Wokingham
Berkshire
RG40 1WR

Dear Mrs Morgan

RE: Application Number F/2000/2181

With reference to the additional plans showing a summary of transport consideration for the above planning application, I would like to make the following comments.

Although the proposed changes to the Baslow Road and Reading Road junction are welcome, it will add to the problem we already have in Chatsworth Avenue of vehicles using our road as a rat run to avoid the traffic lights at Winnersh Crossroads.

Wokingham District Council has recognised that non-access-through-traffic uses Churchill Drive, Chatsworth Avenue and Baslow Road and has introduced some speed control/traffic calming measures. The council believes that these measures have reduced speeds and may have deterred some of the rat running traffic. This is not the case and the development by Bovis and controlled access on to the Reading Road will only add to the problem. I am sure that surveys have shown that the problems have been reduced, but if you would care to spend an hour or two during the morning or evening in my front room, you will see and appreciate the very real problems we are having in this residential Avenue.

In a letter to Wokingham District Council from Stuart Michael Associates, dated 2nd October, they state that the addition of the Bovis Home development would result in a potential worsening of conditions. They then go on to say that they would be able to maintain the status quo (nil detriment) by targeting a model shift of 30 trips from car to other modes of transport. Surely this is a contradiction. With a proposed development of 170 homes and a recognised increase in traffic problems, how can a target of 30 trips by other modes of transport hope to keep the status quo?

In the long-term plan for transport management in the Wokingham area there is a recognised need for more road space for buses. I assume that this means introducing a bus lane on the A329 Reading Road. If this is the case, can not the secondary school bus that currently uses Chatsworth Avenue use the Reading Road? It would not be unreasonable to expect school children of this age to walk to the Reading road to catch a bus, particularly as more crossings are to be introduced. With no unnecessary bus routes through Chatsworth Avenue, a width

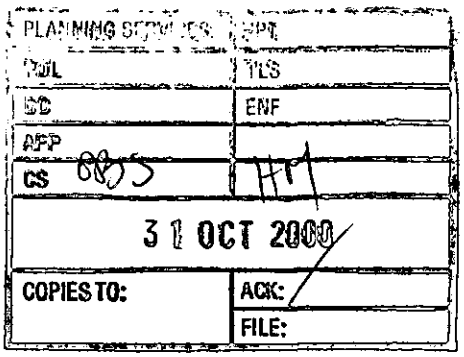
restriction could then be introduced to limit the amount of large and heavy vehicles using these roads. This is a major concern to those of us that live in Chatsworth Avenue and we strongly recommend the introduction of this and any other road calming schemes that may be possible.

Please give the above comments your consideration when this application goes before the council.

Yours sincerely



Martin Pike



(18)

28 Greenacres Avenue
Winnersh
Wokingham
Berks
RG41 5SX

29/10/00

Heather Morgan
Environmental Services Dept
Planning Services
P O Box 157
Shute End
Wokingham
Berks
RG40 1WR

Dear Ms Morgan

Proposed Changes to Traffic Flow in Winnersh
Application No. F/2000/2181

We understand that a planning application is being presented for Greenacres Avenue to be used as a thoroughfare from Chatsworth Avenues new housing estate. Wokingham Planning Services have not notified the residents of Greenacres and we were therefore unaware of any such plans.

This is a very disturbing and alarming proposal. Winnersh is over saturated with motor vehicles attempting to gain access to the Reading Road which is already bursting at the seams. Currently we can wait in rush hour more than 5 minutes to gain access to Reading Road and at times you have to force your way on to the road. This considerable amount of time to get into the traffic flow in a morning is currently unacceptable, more traffic using Greenacres Avenue would only exacerbate the problem.

The roads in Greenacres are not of sufficient width or quality to accept more traffic, access onto our own estate road would be impossible and create even further delays. We were told when we bought the house that Hicks Builders had kept title to a section of land at the end of Greenacres so this could not happen.

Pollution would increase and the value of our properties would decrease in value due to the heavy traffic passing by.

We suggest you or your planners attempt to leave Greenacres Avenue any morning between the hours of 8.00 to 8.45 to see for your self the problems.

This is a small private estate which has many young children, where do they play?

In the last 20 years we have gained many houses, a cinema, a supermarket (just look at the traffic problems that causes, and you were told of this congestion, but choose to ignore it), Do It All and Halfords, when will it end? When will your planners learn! Winnersh is rapidly turning into a Thoroughfare for your Wokingham residents, and will become an environmental health issue if you are not careful.

We wish to register that we are totally against this proposal.

Please acknowledge receipt of this letter.

Yours sincerely

Mr and Mrs P. B. Lister

M. Lister

(4)

PLANNING SERVICES	HPT
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CS 0835	HPT
31 OCT 2000	
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	FILE:

12 GREENACRES AVE
WINNERSH
WOKINGHAM
BERKS RG41 5SX
30/10/2000.

Dear Miss Morgan

My wife and I strongly object to the proposed housing development and changes to the traffic flow under application F/2000/2181 for the following reasons

1) We have enough houses in the Winnersh area, We must have land to keep the Winnersh character. Otherwise it will become an extension of Reading.

2) We are both shocked that Greenacres could become a thoroughfare for traffic on to the Reading - Waking Lane RD If you lived in Greenacres you would

understand that traffic leaving Greencares Avenue can take up to 15 mins to get onto the Reading Rd.

3) The land at the back of Greencares Avenue is a flood land. Alot of the Winter month it as under Water. How can anyone build on this land.

4) With so much traffic trying to turn left or right out of Greencares Avenue and the amount of traffic on the Reading - Wokingham Rd drivers get very agitated and accident ~~can~~ happen particularly with cars parked outside the garage two hundred yards on the right blocking clear view to come out of Greencares. Also you must take into consideration traffic coming out of Focus Do-It-All on the left.

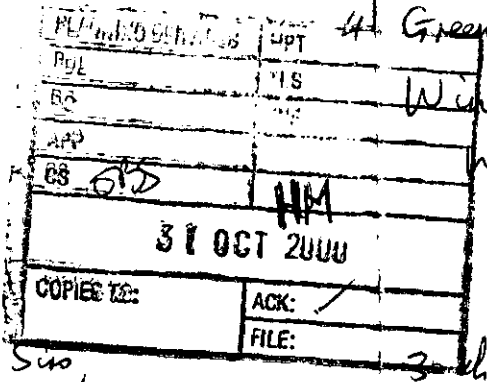
I do hope you will take our Comments

under consideration.

I/we paid fully.

John F. Morris J.F. MORRIS

K.D Morris K.D. MORRIS.



(16)

4 Greenacres Avenue
Wokingham
Berkshire
RG41 5SX

3rd October 2000

Dear Sirs,

Re. PLANNING APPLICATION NO F/2000/2181

I am led to believe that this application refers to proposed new houses behind Chatsworth Avenue and Greenacres Avenue, with a proposal that Green Acres be opened to allow a thoroughfare.

This would seriously affect my house and garden with the increased noise and exhaust fumes and a potential increase in litter!!

Any development, in particular in "MY BACK YARD", will have a serious problem

PLANNING SERVICES	HPT
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01 NOV 2000	
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16 Kelburne Close
Winnersh
WOKINGHAM
Berkshire
RG41 5JG

(9)

29/10/00

Dear Sir

Ref Application F/2000/2181

I wish to object most strongly to at least part of the above application. That is the part which has to right turn into Reading road from Alwyn lane.

The traffic congestion at Winnersh crossroads is already horrendous because of the Sainsbury store and this further development will bring traffic to a standstill at time.

Please refuse or have amendments to the proposal.

Yours faithfully

M. R. LOBAR.

28th October 2000

PLANNING SERVICES | HPT
POL | TLS
DC | ENF
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08 0825 | HP
01 NOV 2000
COPIES TO: | ACK: | FILE:

Mrs A Franc
39 Chatsworth Ave,
Winnersh,
Wokingham
RG41 5EU

Ref. Heather Morgan
NO. F/2000/2181

Dear Ms Morgan,
I wish to object most strongly to the revised/ additional plans regarding the summary of transport considerations, which have arisen because of the proposed housing development behind Chatsworth Avenue. I have already voiced my objections to the development per se. My objections to the traffic proposals and reasons for them are as follows:-

1. The proposed new housing development will generate of the order of 300 new vehicles on the roads of Winnersh and a very high proportion of them will want to exit and enter via the Reading Road during peak periods i.e. from approximately 07:30 to 09:00 hours and 17:00 to 18:30 hours.
If the proposed new development is allowed to go ahead, as the plans stand now, all of those extra vehicles will have to exit and enter via Chatsworth Avenue. Chatsworth Avenue was designed as a residential road **not** a major thoroughfare. This added level of traffic flow is totally unacceptable and will seriously affect the lives of current residents. They will be prisoners in their own driveways during peak periods.

2. The traffic calming measures, which have already taken place in Churchill drive, Baslow Rd and Chatsworth avenue have made very little if any difference to the large numbers of cars which at peak periods use Baslow Rd as an exit onto the Reading Rd to avoid the huge queues at the Winnersh cross Roads traffic lights. This means that at peak periods there are already queues from both directions along Chatsworth Avenue to get into Baslow Rd, making it difficult for local residents to even exit their drives. If you add 300 cars to this the effect will be total gridlock!

3. The idea that adding a roundabout or even traffic lights at the junction of Baslow Road and Reading Road will in any way ease the situation is preposterous. It will just add to the queues and the frustration.

4. The idea that narrowing Chatsworth avenue and adding a cycle lane will help the traffic congestion is also a fallacy. I have lived in Chatsworth Avenue for 18 years and to my knowledge very few people use bicycles as a serious mode of transport. Rather, like my family, they use them at weekends for recreation, to cycle to Dinton Pastures for a peaceful cycle ride. The only people who seriously use cycles are boys travelling to Forest School. The idea that residents of any new housing development are going to cycle to Sainsbury's to do their shopping or cycle to work is preposterous and both you and the developers know that. Winnersh is a car-orientated development. There are hardly any 'local' shops, just big supermarkets. The inhabitants of any proposed new development would not be any different to the existing residents in not using cycles to get around.

5. If you narrow the road and add a cycle lane and increase the amount of traffic where are existing residents of Chatsworth avenue or their visitors going to park their cars in the road when they need to?

6.How on earth do you or the developers propose to 'restrain car use' and shift 30 trips from cars to other forms of transport. There are other forms of transport in Winnersh but they are neither convenient nor easily accessible or cheap. The proposed development is NOT within what most humans would consider to be reasonable walking distance of public transport

(a) Buses :-

(i) To Wokingham or Reading will not be immediately accessible to residents of any new development. They currently run along the Reading road. They are not that frequent and they are not cheap and they are of no use if you want to go shopping at Sainsbury's or Asda or take your children to school.

(ii) Fast Track to Reading is a park and ride service and people use their cars to get there.

(b) Trains:-

Both Winnersh Stations are a good 10-15 minutes walk from the centre of Chatsworth Avenue. They will be even farther away from any new development.

(c) Cars:-

A lot of residents of the area (like myself) work much further afield than either Reading or Wokingham and live in the area because of its good motorway access and therefore need to use their cars to get to work. Many prospective residents to any new development will also be car commuters.

The whole idea of restricting car use is nonsense and both you and the developers know that. It uses similar fallacious arguments to those used to say that putting tolls on motorways will restrict their use but they don't!

7.With regard to the so-called recent traffic survey that was carried out. I don't know what time of day it was carried out or when, but I know for a fact that large numbers of cars do exit right out of Arbor lane onto Reading Road at peak periods. People will do almost anything to avoid having to join the huge rush hour queues at Winnersh Cross Roads. Because the traffic flow is so slow in the rush hours it is possible for them to do it in comparative safety. Have you informed any of the other Winnersh residents that will be affected of your new traffic proposals? I doubt it!

8. Now let me get to the crux of the matter. All of these so called transport considerations are purely a 'stitch up' between the developers and the Council to try to allow the new development to go ahead without involving the developer in the high cost of actually building a completely new road access to the site: - The long awaited and never forthcoming 'Winnersh by-pass'. All previous developments have been the subject of long and detailed public enquiries and all of them have concluded that a development of this magnitude could not be undertaken without the building of a new road access to alleviate the devastating effects of such a development on local and

through traffic. You and I both know that the cost of a new road would be several million while your council is prepared to let Bovis get away with a mere £90,000 for a few 'calming measures'. A pitiful penalty for inflicting yet more road chaos on the whole of the Winnersh area. When are your department and the rest of the council going to do what you're paid to do which is look after the welfare of local residents not line the pockets of already rich developers.

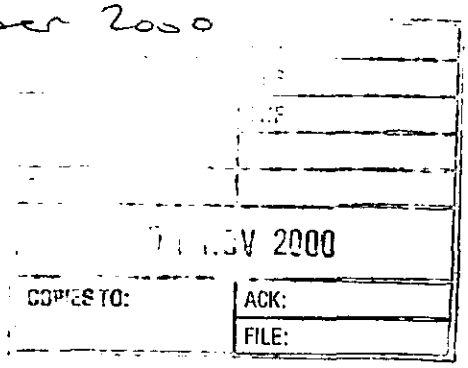
These are my major points with regard to the traffic proposals and I hope that you will give them and the views of other residents your very careful consideration. Both I and many other residents of Chatsworth avenue feel that for some reason this latest proposed development is being railroaded through and that the this particular council is prepared to 'roll over' for these particular developers. I sincerely hope this is not the case. I have enclosed another letter in relation to this last point, to which I wish to receive a written explanation not just the standard acknowledgement of receipt of my objections.

Yours Sincerely,

Anne Franc

Mrs Anne M.L. Franc MI. Biol. C.Biol.

28th October 2000



Mrs A Franc
39,Chatsworth Ave,
Winnersh,
Wokingham
RG41 5EU

Ref. Heather Morgan
No. F/2000/2181
Copy to Mr John Mitchell (Development Control Manager)

Dear Ms Morgan'

Further to my letter dated 28th October, relating to revised/additional plans for transport considerations in relation to the proposed housing development to the rear of Chatsworth Avenue. I would like to voice my concern about the manner in which the whole of this planning application is being conducted.

From the beginning the particular developers involved namely Bovis have been far more aggressive and ruthless than any other developers who have previously applied to develop the site. We and other home owners in Chatsworth avenue were continually harassed by Bovis representatives trying to get us to part with our homes or our gardens to facilitate their development, which they insisted from the outset that they would push through whatever our objections. My husband complained to the council (who were apparently already in consultation with Bovis) about the harassing and abusive phone calls that we had received from Bovis, and was told there was nothing they could do. It appears, from recent indications as to the likely outcome of the planning application, that the council did not wish to do anything to upset Bovis, rather than they couldn't do anything.

It seems to me and many residents of Chatsworth Avenue that this particular development plan is being railroaded through by Bovis and that the council are prepared to roll over and allow it, rather than question it and send it to a public enquiry, as has always been the case in the past. How can you allow a plan of this magnitude to be hurried through the process, thus not allowing time for proper and detailed and independent assessment. You know full well the catastrophic effects it could have, not only for the residents of Chatsworth Avenue, but also to the traffic problems of the whole of Winnersh and the surrounding areas. You surely can't treat a plan of this magnitude in the same way as you treat an application for a house extension. It appears that Bovis are now leaning on the council in the same way as they leaned on the local residents, implying the possibility of monetary sanctions if their application is not considered by certain dates or what is even more worrying implying incentives if their plan is considered favourably. It is up to the council to stand up to them and do what is right for existing and future residents even if it does mean incurring monetary penalties.

The new traffic proposals have implications for the whole of Winnersh, but how many of the residents of Winnersh (apart from the residents in Chatsworth avenue who have previously raised objections to this plan) actually know about them? My guess is not many and it seems that neither

the developers nor the council want them to know, as this might generate more opposition to the plan. All previous plans have been much more widely publicised and accessible, with detailed plans available at social hours (i.e. after work) at Forest School.

Why have the council failed to insist on the development of a new road to ease traffic congestion, prior to the building of this proposed new development?. This has always been fundamental to all previous applications and has been brought out in public enquiries from every previous planning application for this particular site. It seems that this particular council is singularly failing to protect the interests of local residents, while assisting the monetary interests of this particular developer.

Will this planning application be the subject of a public enquiry? And if not, why not?

I have lived in Chatsworth avenue for 18 years and I have been party to several of the other planning applications relating to this site and the public enquiries that have accompanied them. This is why I find the conduct of this particular application so worrying.

I am afraid that if I do not receive satisfactory answers to all of my comments and questions then I will be forced to conclude that this council is putting the interests of the developer before the interests of its own residents. I will then have no option but to consult the 'Planning Ombudsman' to see if he will investigate the way in which this particular planning application has been and is being dealt with.

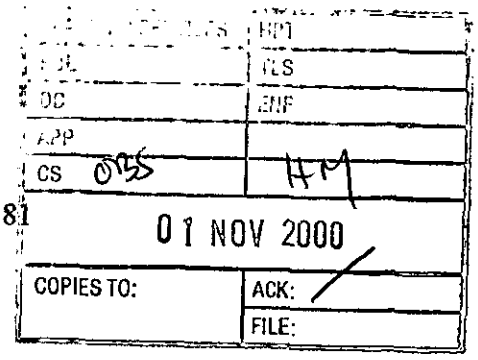
I am also sending a copy of this letter to John Mitchell, the Development Control Manager. I await a prompt reply to my letter either from either you or John Mitchell, as is appropriate.

Yours Sincerely,

Anne Franc

Anne M.L. Franc M.I.Biol. C.Biol.

By hand 31.10.00 .



Ref: Application No. F/2000/2181

52 Arbor Lane
Winnersh
Berks

30 Oct 2000

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

Dear Sir/Madam

I have been informed that in the application referenced above there is a proposal that there should be NO RIGHT TURN out of Arbor Lane into the Reading Road.

Whatever the outcome for the new housing development application, I would like to express my support for such a road traffic proposal. My hope is that such an action would have the same road safety benefits as a similar decision, of no right turn into the Reading Road , at the Rifle Volunteer Public House.

Yours sincerely

James Wallace.

James Wallace.

Recd 1.15pm 31.10.00

(N)

PLANNING SERVICES DEV
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D
OS 035 HM
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FILE

59, Chatsworth Avenue,
Winnersh,
Wokingham,
BERKS. RG 41 5EU.

Monday, Oct. 30th., 2000

REF Heather Morgan/F/2000/2181

Dear Ms. Morgan,

My husband and I would like to place on record our comments regarding the above notification.

1. The traffic calming measures, which have been installed supposedly for the benefit of residents, now appear to have been installed at the instigation of Bovis; to be paid for by Bovis; for the benefit of Bovis in development aspirations. It seems that Stuart Michael Associates are running W.D.C.
2. There is over capacity on the Reading Road, and while it may be "technically feasible to achieve suitable access on to Chatsworth Avenue," in the words of S.M.A., "The addition of the Bovis Homes development would however result in a potential worsening of conditions.
3. Narrowing Chatsworth Avenue in the vicinity of the access road will not "facilitate the possibility of a future bus access."
4. Cycle tracks are very useful, but shared footways and cycleways are extremely dangerous, as these days cyclists seem to use neither bells nor lights, and suddenly swoop from behind without warning to pedestrians.
5. The traffic surveys seem to be out of date, or the result of computer games.

6. Bearwood Path will be merely a housing estate path, and not a public footpath.

7. It is obvious that no one from S.M.A. has ever used public transport in this area. Technically we have a 20 minute bus service, but it is not unusual to wait almost an hour — leave home in time to catch the 38 minutes past the hour (which doesn't arrive); wait hopefully for the 58 minutes past (which is late); hang on for the 18 minutes past, and eventually two buses come along in convoy — the routes are too long. Getting home is just as bad — there is no bus station in Reading and the streets are clogged with buses. Wait in Friar Street, and the Beeline bus will often sweep around the queueing No. 17 corporation buses without ~~op~~ stopping, leaving behind would be passengers, who then have to watch EMPTY park and ride buses flashing by every 7 minutes. A trip to Woodley means trying to co-ordinate services by Beeline and Reading Corporation — not easy. The train service is best not mentioned at the moment.

8. Most residents of Winnersh have little, if any, opportunity to view W.D.C. planning applications. Wokingham departments close at 5 P.M., and Woodley Library at 7 P.M. at the latest. Many residents do not arrive home until 7 P.M., and has anyone at W.D.C. ever tried parking in Woodley on a Saturday morning, or getting there by public transport? Why cannot plans affecting Winnersh be displayed in Winnersh?

9. Restricting right turns in and out of Arbor Lane and Easton Road, will merely clog up the other roads with vehicles going round in circles.

10. The farmer has an access road from Mill Lane into the development site, which is used by tractors and

other farm vehicles, also by the fire brigade, when the local lads have been playing with matches in the wood. Why cannot Boris use this, especially as the rest of the farm land is scheduled for development? Traffic could travel via Bearwood Road, or Lower Earley Way and the A329M, thus relieving congestion on the Reading Road through Winnersh. People using public transport could walk down Bearwood Path to the Reading Road. Admittedly, Mill Lane needs upgrading, but surely to quote S.M.A., "It would seem reasonable to expect the developer to contribute towards the costs" !!.

11. The proposed development site has been flooded for several days; the drainage ditch has overflowed submerging our gardens, and, in the early hours of this morning, the fire brigade was busily pumping out flooded properties. Not a good start to the week.

Yours Sincerely,

D. P. Broadmore

MRS. D. P. BROADMORE.

(6)

PLANNING SERVICES	HPT
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CS 0035	HPT
01 NOV 2000	
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44 Bathurst Road
Winnersh
Wokingham
Berkshire
RG41 5JB

Environmental Services Dept,
Planning Services,
PO Box 157,
Shute End
Wokingham
Berks RG40 1WR

30 October 2000

Application No : F/2000/2181

Dear Sirs

RE : Housing Development at the rear of Chatsworth Avenue, Winnersh & Proposal to amend right turn from Arbor Lane

I have recently learned, with some shock, of the above proposal to disallow right turns out of Arbor Lane onto the Reading Road.

I work in Reading, and make this right turn out of Arbor Lane every morning to travel to work. It would be completely unacceptable for me to have to go in the opposite direction along Arbor Lane, then turn right onto the Robin Hood Road, and right again at Winnersh Crossroads. No doubt queueing for some considerable time as the traffic light phasing there is militated against such a flow of traffic, there not even being a specific phasing of the lights for traffic wanting to make such a turn.

If the proposal has been caused by the additional flow of traffic from the new development, then it should be for the developers to build access roads to the Reading Road and thus ease the flow caused by more traffic. If they cannot do so, then no further housing should be allowed. Certainly housing on the opposite side of the Reading Road should not bear the penalty for this development.

Yours faithfully

Denise Leighton-Sims

Denise Leighton-Sims

31/10 '00 TUE 16:25 FAX 0118 952 7248 BOYES TURNER & BURROWS 001
0118 952 7248

Recd 1.15-PM 31-10-00

(9)

LS
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CC
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CS 0055 HM
01 NOV 2000
DEPT TO:
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FILE:

Heather Morgan
Environmental Services
Planning Services,
P.O. Box 157,
Shute End.
Wokingham RG40 1WR.

Mrs. P. Rowell
55 Chatsworth Ave,
Winnersh
Wokingham
RG41 5EU.

Tuesday 31st. Oct. 2000.

Madam,

Ref: Application No. F/2000/2181

No! No! No! No! No! No! No! No! No! No!

These plans are totally irresponsible.

Reasons: ① Flooding
② Power Cables
③ Inadequate movement of current traffic
(ie. Cross Roads - No body listens then either).

Are you listening now?
No! No! No! No! No! No! No! No! No!

Yours faithfully
P. Rowell (Mrs).

PLANNING SERVICES UNIT
POL
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CS 6655 HM
01 NOV 2000
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FILE:

54, Arbor Lane,
Winnersh,
Wokingham.
RG41 5JD.

30th October 2000

Heather Morgan,
Environmental Services Dept., Planning Services,
Wokingham District Council,
PO BOX 157, Shute End,
WOKINGHAM. RG40 1WR

Dear Heather,

Re: Planning Application F/2000/2181 & Arbor Lane Traffic calming

After an anonymous leaflet drop this weekend, I called into the Council Offices today to check the rumours and read the planning application.

Firstly, I have been waiting to see for a while what has happened to the traffic calming scheme for Arbor Lane which BOTH prospective councillors parties, prior to this years council elections, claimed to be their 'achievement' but which has now gone rather quiet/failed to happen/been shelved: What is Happening ?

Secondly, my objections to parts of the above planning application are:
a) the whole area (Winnersh-Wokingham Rd.) is traffic saturated in morning rush hours - and can often be very unpleasant on a Saturday. The area cannot cope with more houses without major road building - though
b) I agree with modern public policy that building more roads is no solution to peak time congestion.
c) Therefore the only solution is build NO houses.

Thirdly, on a personal note, any proposal including a NO Right turn out of Arbor Lane onto the Reading Road is unacceptable to me as a resident of Arbor Lane. It is crazy to penalise the residents for 23hrs a day when the rat-runners want it for only 1hr a day.

Lastly, I suggest the correct solution for Arbor Lane is significant traffic calming - put it back to single track with passing places like it was 15 yrs ago, and a 20mph limit - (costs motorists at most 20-40 seconds in off-peak and nothing at peak time - but will feel so much safer for pedestrians ALL the time). Mini Roundabouts for both Baslow and Arbor Lane on the Reading Road will probably work ok - the Reading Road is so congested and traffic flow limited at Winnersh Crossroads and Showcase MegaJunct that these will be beneficial to maintaining a safe 40mph between these junctions on the Reading Road.

Yours sincerely,

Barry Chandler.

Barry Chandler.

P.S. Why weren't Arbor Lane residents officially informed of any such new idea as blocking right turn onto Reading Road. ?

5 Melody Close, Winnersh
Wokingham, Berkshire, RG41 5LJ
Tel: 0118 979 2636 Fax: 0118 979 3644

PLANNING SERVICES	HPT
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Heather Morgan
Environmental Services Dept
Planning Services
PO Box 157
Shute End
Wokingham
Berks
RG40 1WR

29 October 2000

Re: Planning Application F/2000/2181

Dear Heather

I write to advise you of my strong objection to the proposed housing development at the back of Chatsworth Avenue and, in particular, the plan to prohibit a right turn from Arbor Lane into Reading Road.

Apart from the loss of amenity and inconvenience to residents, this would force yet more traffic to use the traffic lights at Robin Hood Lane. The problem of traffic at Winnersh crossroads is already widely accepted to be the biggest problem facing the residents of Winnersh and any plans that will make that situation any worse must be vigorously rejected.

I accept that plans exist for improvements to Winnersh crossroads at some point in the future, but until these have been implemented and proven to have improved the situation (by no means a certainty!) it is important for all Winnersh residents that no other action is taken to exacerbate the situation.

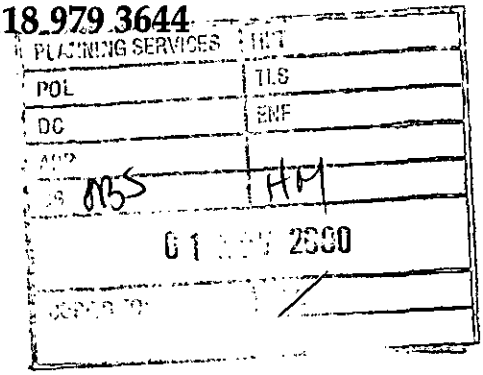
I therefore call upon the Planning Department to reject the above planning application.

Yours sincerely

Duncan Willshire

(6)

5 Melody Close, Winnersh
Wokingham, Berkshire, RG41 5LJ
Tel: 0118 979 2636 Fax: 0118 979 3644



Heather Morgan
Environmental Services Dept
Planning Services
PO Box 157
Shute End
Wokingham
Berks
RG40 1WR

29 October 2000

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I therefore call upon the Planning Department to reject the above planning application.

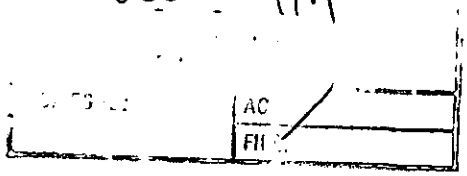
Yours sincerely

Suzanne Willshire

2 Arbor Meadows, Winnersh, WOKINGHAM, Berkshire RG41 5ED

Sunday, October 29, 2000

OBS - HM



Heather Morgan
Environmental Services Dept.
Planning Services
PO Box 157
Shute End
Wokingham
Berks
RG40 1WR

Dear Ms Morgan

RE: Planning Application F/2000/2181

I strongly object to the above planning application because the roads running through Winnersh are already vastly overcrowded and cannot cope with any more traffic. If anyone was to monitor the traffic situation in Winnersh seriously it would soon become evident that we have reached gridlock in and around Winnersh traffic lights and at the exits of Arbor Lane.

I have lived in my house in Arbor Lane for nearly fifteen years and it has come the point where I have to leave my house at inconvenient times of day just to be able to get anywhere at all.

I strongly object to the proposal to prevent traffic turning right out of Arbor Lane. I live there and should not be punished by having to go the long way round of over a mile, just to be 300 yards form where I started.

Please do not interfere with the traffic anymore in Winnersh. One council mistake has been made after another. I thought the Sainsbury's fiasco was bad enough. The detrimental affect that has had on our lives traffic-wise has been horrendous. The cinema and park and ride facilities have made things even worse. We cannot take anymore!

Think about the people who live here for a change!

Yours sincerely

Nancy Ovstedal

Nancy Ovstedal

(9)

NO ADDRESS

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	FILE:

29.10.00

Heather Morgan
Environmental Services Dept.
Planning Services
PO Box 157, Shute End
RG40 1WR

Ref: Application No. F/2000/2181

Dear Sir/Madam,

We are residents of Winnersh (Bathurst Road). We heard about the proposed changes to the traffic flow around arbor lane. We are particularly worried about the "NO RIGHT TURN" on arbor Lane, onto Reading Road. We have to use this turn everyday to go to work. This change would very adversly affect our commuting to work and would cause much inconvenience as well as waste of precious morning time.

We join with other residents of the area in objecting to the proposed changes to the traffic flow around Arbor lane, specially the "NO RIGHT TURN".

We hope that you would consider our application considerately and seriously.

Thanks,

Yours sincerely,

S. KHETARPAL

A. KHETARPAL.

RESIDENTS, BATHURST ROAD

SCHERING

POL	LS
DC	ENF
APP	
CS 0835	HM
01 NOV 2000	
COPIES TO:	ACK: ✓
	FILE:

Barry Francis
84 Bathurst Road
Winnersh
Wokingham
Berkshire
RG41 5JF
01189 788872

27/10/2000

Application # F/2000/2181

Dear Sir

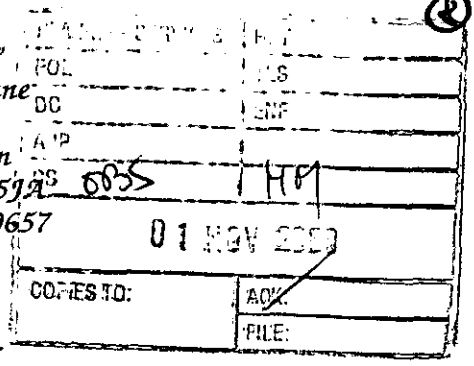
with reference to the proposed changes detailed above I would like to register my objection to the right turn restriction at Arbour Lane. This change would result in over 200 cars joining an already congested system at Robin Hood Lane all of these cars would pass 2 school entrances which would increase the dangers for the children, all of these 200 cars would have anything up to 15 minutes placed on their journey time because of the congestion, and Arbour Lane is prone to flooding which would add to the problems. I would be pleased to expand these reasons and look forward to your response.

Yours sincerely

B. Francis

F/2000/2181

"Arlesford"
16, Arbor Lane
Winnersh
Wokingham
Berks. RG41 5JA
Tel: 01734 780657

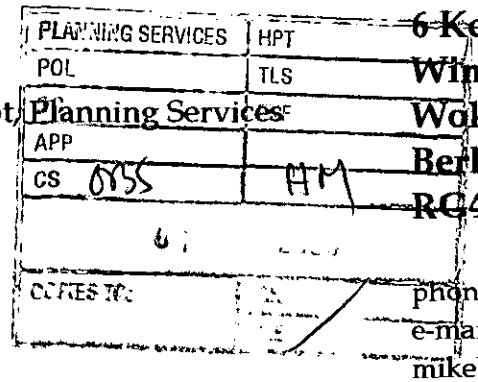


Dear Sir/Madam.

We hear there is a proposal to Make a No Right Turn out of Arbor lane on to the Reading Rd We strongly object.
Winnersh has enough traffic to Contend with, as it is. between 8AM & 9.30 We Cannot get out of our drives now. let alone have it to drive all the day round.

Yours faithfully
Mr. Mrs Bleach.

Heather Morgan
Environmental Services Dept
PO Box 157
Shute End,
Wokingham
Berks RG40 1WR



6 Kelburne Close
Winnersh,
Wokingham,
Berks
RG41 5JG

phone/fax: 0118 9782642
e-mail:
mikeb@patrol.i-way.co.uk

October 31, 2000

Reference Planning Application F/2000/2181

Dear Ms Morgan,

I am writing as a resident of the Arbor Lane area of Winnersh and I regularly drive south along Arbor Lane to join the Reading Road travelling towards Reading. I understand a proposal in the planning application referenced above is to prevent right-hand turns from Arbor Lane into Reading Road. I object to this proposal which would cause me inconvenience and add to the traffic congestion for all motorists at Winnersh centre cross roads. Traffic congestion in Robin hood Lane & Reading Road is already severe at times, due to the combined effects of high traffic volumes and the traffic lights in the centre of Winnersh and at the Loddon Bridge round-about. I believe the proposals will only add to the congestion and I would ask the Council to permit the development only if it includes a more comprehensive upgrade of the road systems serving Winnersh and the surrounding areas.

Yours sincerely

M.W. Bayliss

478 READING ROAD
WINNERSH
BERKS. RG41 5ET.

2ND NOVEMBER 2000.

36169 20/11
REPLY REQUIRED

Mr. J. Dunning
Principal Development Officer
Shute End
Wokingham Berks.

CM
03 NOV 2000
COPIES TO: ACK: FILE:

Dear Mr. Dunning,

Because of recent flood problems in Winnersh, I wish to bring to your attention that on Monday 30th October, I experienced flood water to a depth of 100 mm. on the gardens of my property and that of our neighbours. Our houses are adjacent to Boston Road, which has experienced deep flooding twice this week already.

I have lived here for 35 years and this is the first time this has happened so far up the Reading Road (not in the storm of 1987 or when the River Loddon broke its banks in the late 60's).

I wish to ask has the maximum height of the water table changed? A great deal of development in the vicinity of Chatsworth Avenue and Churchill Drive has taken place.

Now there are plans to develop land behind Chatsworth Avenue — land thought of by local residents as a surface area flood plane! My concern is if this development should go ahead, will this raise the water table causing problems in the future for residents of the new houses and for those in close proximity — myself included?

With the warning by environmental experts regarding global warming and weather patterns changes — also bearing in mind the close proximity of the River Loddon — this new Boris development should be refused.

I believe Government Policy is that all local authorities should look closely at land areas which have the potential to flood, and make the correct decision on the evidence and conditions of the past week.

Yours Sincerely,

K. H. Clark.

K. H. CLARK

Tel. 0118 974 6483 (Direct Line)
Fax. 0118 974 6486
Email. Conrad Moore@wokingham.gov.uk
Date. November 7, 2000
My ref. CM/Winnersh 1A
Your ref. Letter of 2nd November

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

K. H. Clark,
478 Reading Road,
Winnersh,
Berkshire. RG41 5ET

Dear K. H. Clark,

FLOODING PROBLEMS ON LAND BEHIND CHATSWORTH AVENUE, WINNERSH.

Thank you for your letter regarding the above matter. I note that in your letter you refer to plans to develop land behind Chatsworth Avenue by Bovis Homes Ltd. This is the subject of a current planning application number F/2000/2181 for 170 dwellings. The Case Officer is Heather Morgan in the Development Control Section. I have taken the opportunity to forward a copy of your letter to be recorded as an objection to the current application being considered.

The Environment Agency Planning Liaison Officer has been consulted on this planning application. Heather Morgan in the Development Control Section can be contacted on tel. no. 0118 9746446 to discuss what, if any, the Environment Agency response has been to this development. Comments from the Environment Agency are always carefully considered as a statutory body and fully taken into account in the determination of a planning application.

The Environment Agency and its predecessor the National Rivers Authority have worked with this Council in the production of planning policies contained in the Wokingham District Local Plan (Deposit Draft). These are primarily to do with flooding, surface and groundwater protection, land drainage and watercourse planning policies. All potential housing sites were considered against the Council's Housing Location Strategy Methodology. Core Proofs WDC/CORE/6 and 6A produced for the Local Plan Inquiry deal in detail with the Housing Location Strategy Methodology and the consideration of sites submitted. The assessment methodology was devised and utilised to select housing sites to be identified in the emerging Local Plan involved a systematic approach that enabled sites to be compared against each other. The policy areas listed above were considered as part of the methodology.

The Environment Agency has also had input into other policy areas such as nature conservation, recreation, landscape and river valley policies. They have also supplied the information on floodplain extent shown on the current Local Plan Proposals Maps. The Environment Agency can review and update these floodplain maps. Any changes can be incorporated into the Local Plan Proposals Maps through the various consultation stages of the Local Plan prior to adoption. They can also advise the Council to take account of new research and information on flooding issues.

The Council is also awaiting the publication of a completely new Planning Policy Guidance Note from Central Government on flooding issues. There has not been any such guidance prior to this, apart from the statutory consultation bodies. This Council carefully considers advice given by the Environment Agency.

Whilst I cannot comment regarding the technical water table details and potential changes to this, please note again that any technical comments from the Environment Agency will be taken into account carefully, in the consideration of the housing development proposals on this site.

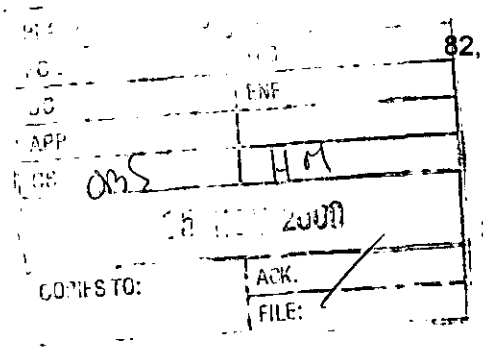
Yours faithfully

Conrad Moore

Conrad Moore

Senior Planner. Policy & Plans Team.

cc: Application F/2000/2181 for 170 dwellings. The Case Officer: Heather Morgan, Development Control Section



82, Bathurst Road
Winnersh
Wokingham
Berkshire
RG41 5JF

31st October 00

Ms. Heather Morgan
Environmental Services Dept
Planning Services
P.O. Box 157
Shute End
Wokingham
Berkshire
RG40 1WR

Dear Ms Morgan,

Application F\20900\2181

Having been informed (unofficially, by a concerned neighbour) that plans were up for discussion to prevent a right turn out of Arbor Lane onto Reading Road, I thought it prudent to check this myself as I had no previous knowledge of this change. I object strongly on a number of counts, firstly, the impact on all residents of Arbor Lane and Bathurst Road, I personally would have to drive more than a mile to end up at the to of that junction by any other route. Secondly, the alternative would force all traffic from my estate to add to the current congestion at the traffic lights at King Street Lane \ Reading Road.

I would also at this time wish to lodge a formal complaint that nobody has seen fit to inform the residents of these two roads officially of the proposal, given that the last date for objections is Friday 3rd November.

To save you time and money, I have spoken to a number of my close neighbours, and wish this objections to be lodged in several names, signed and given below.

Yours sincerely,

Lynd M Maynard

House number Bathurst Road	Name	Signature
82	LYND MAYNARD	
77	MICHAEL ROBERTS	
73	Janiere & Mark Dale	
87	Tracy Graham	
85	GILLIAN GATEHOUSE	
80	Susan Kennedy	
84	C Francis	
84	B Francis	